

Widdington Recycling Limited

Widdington Recycling  
Road Improvement Scheme

Highways Works Report





# Control Sheet

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Widdington Highways Condition Report

### Appendix B

Hollow Road Carriageway Elevation Profile

### Appendix C

Utilities Search Report

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## 1. Introduction

### *Widdington Recycling Ltd*

- 1.1 Widdington Recycling Ltd operates a quarry, inert landfill and waste transfer station at a site located to the south-west of Widdington village, Saffron Walden in Essex.
- 1.2 On 6th June 2023 planning permission was issued for a time extension to the above operations (reference ESS/49/22/UTT). The planning permission was accompanied by a s106 legal agreement between Widdington Recycling Ltd and Essex County Council, which was signed in June 2023.
- 1.3 The s106 requires, amongst other things, as set out in Schedule 3 (Highways Survey and Works) to undertake a Highway Condition Survey within three months of commencement of development and following written approval from the County Council, within three months of completion of the Highway Condition Survey to submit for approval a Highway Works Scheme (Commencement) and proposed timetable to complete the works.
- 1.4 The Highway Condition Survey was completed and submitted by Leivers Consultancy Ltd in September 2023, which received approval from the County Council on 8 November 2023. A copy of the approved Highway Condition Survey Report is provided in Appendix A.
- 1.5 This report sets out the proposed works to the highway to comply with the requirements of the s106 with respect to the Highway Works Scheme (Commencement) report.

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## 2. Site Description

- 2.1 Widdington Recycling, Sandpit, Hollow Road, Saffron Walden, Essex CB11 3SL (hereafter referred to as the site) is a commercial premises located on the edge of Widdington village. The commercial premises is predominantly surrounded by agricultural fields. The premises operates as a recycling centre with skip hire.
- 2.2 Widdington Village is located approximately 700m to the east where the majority of the nearby residential premises are located. The M11 is situated to the west of the site, at approximately 630m.
- 2.3 The extent of the whole site is approximately 26.6 hectares (66 acres). This includes the sand pit/landfill operations and adjacent woodland and grassland areas which are understood to be formed from a restored historic non-hazardous landfill. The current landfill and waste management area extends to approximately 11.25ha, whilst the waste management area alone extends to approximately 1.72ha (4.3 acres) and the landfill area extends to circa 5.1 ha (12.6 acres). The landfill site rises from a level of 94m AOD in the north to a high point of 106m in the south, with the quarry floor at a level of around 88m AOD.
- 2.4 The site is accessed via a single-lane concrete track that connects to Hollow Road to the west of Widdington village. This road in turn connects to North Hall Road and the B1383 which connects to Saffron Walden and Bishop's Stortford.

### 3. Hollow Road Description

- 3.1 Hollow Road is a single carriageway road with passing places along its length. The road runs for a distance of approximately 524 m from the site entrance to the junction with North Hall Road to the west. At approximately 320 m from the site entrance is a railway bridge with a restrictive height.
- 3.2 All operational traffic associated with the waste recycling and instilling operations at the Widdington site are required to access the site via Hollow Road from North Hall Road, and thus all vehicles must pass under the restrictive height railway bridge.
- 3.3 The road is partially kerbed along its length and has drainage included within the highway from the railway bridge westwards to North Hall Road. There is no drainage provision from eastwards of the railway bridge to the Widdington site access.
- 3.4 The road has several bends where 'incidental' passing points have been created over time by vehicles pulling off the bituminous surface onto the verges.
- 3.5 Immediately to the east of the railway bridge is a low-lying area of highway that we are aware has suffered from repeated flooding.
- 3.6 The width of the road varies in width from 2.7m at its narrowest point to 7.0m at its widest.
- 3.7 There is a general fall in gradient from approximately 68.1m AOD at the site entrance to 65.4m AOD at the junction.
- 3.8 At the junction with North Hall Road, there is a wide (circa 22 metres) bell mouth that facilitates traffic movements from the north and south into and from Hollow Road.
- 3.9 Hollow Road has a general fall in gradient from the Widdington Recycling Ltd site entrance to a point in the highway just east of the railway bridge over the road, approximately 251 m. The gradient averages at 1:62.75 based on a total drop in height over the 251 m of 4.01 m.
- 3.10 From this point, the road rises by 1.45m over a distance of 72 m (to a point on the first corner to the west of the railway bridge).
- 3.11 The remainder of Hollow Road exhibits a general fall to its junction with New Hall Road - approximately 1m over a distance of 200 m.

## 4. North Hall Road Description

- 4.1 North Hall Road runs in an approximate north / south direction and rises up from the junction with Hollow Road at 65.4 m AOD to the junction with the B1383 at 80.0 m AOD.
- 4.2 North Hall Road is a relatively wide unclassified road, with a width ranging from 5.2 to 6.1 m.
- 4.3 This section of road is approximately 357 m long, from the centre of the junction with Hollow Road to the junction with the B1383.
- 4.4 The entire length of this section of road is kerbed and has surface drainage on both sides of the highway.
- 4.5 Approximately 121 m from the Hollow Road junction is a culvert channelling a small drain leading into the river that runs to the east of the road.
- 4.6 Below is an aerial view of Hollow Road and North Hall Road, with contour levels identified.



- 4.7 A drawing confirming the extent of the survey condition report is attach in Appendix A.

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## 5. Identified Improvements to Hollow

- 5.1 From the Highways Condition Report, it is clear that there are three potential areas of improvements required to be considered. All these works relate to Hollow Road as the standard and state of repair of New Hall Road is considered to be acceptable.
- 5.2 With respect therefore of Hollow Road, the following areas have been evaluated:
  - 5.2.1 repair works to the highway
  - 5.2.2 improvement works to the highway, and
  - 5.2.3 improvements to drainage.



## 6. Repair Works to the Highway

- 6.1 This section details the extent of repair works along Hollow Road where the Highway Condition Survey found damage or wear to the carriageway sufficient enough to be included in the survey.
- 6.2 Sizeable potholes and carriageway surface wearing were identified in the conditions report (see points 5.14, 5.15, 5.22, 5.24 5.25, 5.26 and 5.33 of Widdington Highways Condition Report).
- 6.3 Repair works to fill these potholes are to be conducted as per the following methodology:
- 6.3.1 Confirm the existing carriageway buildup layers at the repair location by the excavation of a trial hole(s). Using standard details of an existing road type design from the Local Highway Authority agree reconstruction for the different types of repair required, noting that at some locations, it will be prudent to replace the carriageway foundation with concrete.
- 6.3.2 Contractors approved by the Local Authority are to be instructed to conduct the following:
- Clear potholes of surface water and debris.
  - Plane the carriageway buildup layers at 300mm wide steps around the pothole down to the layer at which remedial works are required.
  - Fill pothole with build-up materials to tie into surrounding carriageway build-up as per agreed (see para 6.3.1 above) details.
- 6.4 Minor resurfacing works will also be required at locations identified in points 5.21 and 5.33 of the Highway Condition Survey.
- 6.4.1 These resurfacing works are to be conducted using the same methodology as above; plane to an appropriate depth and tie in to the existing carriageway build-up and then replace with materials agreed with the local highway authority.

## 7. Improvement Works to the Highway

- 7.1 Three bituminous paved passing bays have been identified in the Widdington Highway Condition Survey and can be seen in points 5.19 (immediately West of the Railway Bridge), 5.24 (immediately East of the Railway Bridge) and 5.31 (West of the bend prior to the Widdington site access).
- 7.2 The first and second passing bays (located to either side of the railway bridge) extend to the adopted highway boundary. Further expansion of these bays is limited by the requirement to adopt additional private land.
- 7.3 Ad hoc passing bays have been created by HGVs within the verge and provide reason to introduce new bituminous paved passing places. The Highway Condition Survey identified such locations in points 5.22, 5.24 and 5.30. Kerbs are not present to the existing layout at these locations and the edge of the carriageway surface has been directly worn by vehicles.
- 7.4 This suggests that a sufficient number of passing bays are not provided on Hollow Road and further provision is needed to accommodate the number of vehicles using the carriageway.
- 7.5 As part of improvement works to the highway it is proposed that these areas of carriageway surface be repaired and kerbs introduced. Kerb standard details and standards for construction of passing bays can be obtained from the local highway authority and installed. The following methodology outlines how these works will be conducted by contractors approved by the local authority:
- 7.5.1 Clear worn areas of carriageway along the edge of the existing debris and excavate to depth required to install kerbs and tie in to existing carriageway.
- 7.5.2 Plane the adjacent carriageway build-up layers at 300mm wide steps down to the layer at which pothole has worn down to.
- 7.5.3 Install kerbing at the carriageway edge
- 7.5.4 Lay new carriageway surface such that it ties in with the existing build-up and to materials agreed with the local highway authority.

## 8. Improvements to Drainage

- 8.1 This section will consider how drainage can be improved along the applicable length of Hollow Road, in particular around the railway bridge where flooding regularly occurs.
- 8.2 The Adopted Highway Boundary presents an area within which drainage improvement works can be undertaken by Widdington Recycling in agreement solely with the local authority. Any works outside of this boundary or private land owned by Widdington Recycling will require the use of third-party land.
- 8.3 The drainage works are anticipated to comprise two elements:
- 8.3.1 The first element is clearing out the existing road drainage, which is blocked. Existing drainage, both blocked and clear, has been identified in the Highway Condition Survey to be within the Adopted Highway Boundary. The below steps detail the order of required works to alleviate blockages within the existing drainage system:
- Existing drainage layout plan records are to be requested from the Local Authority.
  - A supplier approved by the Local Authority is to be instructed to clear any blockages to the existing drainage assets in the carriageway using appropriate equipment such that the drains operate as intended and without obstruction.
  - A supplier approved by the Local Authority is to be instructed to conduct a CCTV drainage survey and confirm where the existing drainage layout aligns with the records obtained and where it differs. The CCTV to also record where the existing sewers are damaged and require replacement / upgrade.
  - The methodology of these works should be detailed in a Maintenance and Management Plan that was produced as part of the design of these existing drainage assets. This should be able to be acquired from the local authority.
- 8.3.2 The second element of the anticipated drainage works are the specific flooding issues associated with the extent of carriageway that runs under the railway bridge. No specific drainage under the railway bridge was identified, by the Highway Condition Survey. This length of carriageway drainage relies on the existing fall of the carriageway to carry surface water to the West. Whilst a topographical survey has identified an existing fall from the West side of the railway bridge underpass to the North Hall Road junction of 66.21m elevation down to 65.37m, there is concern that this does not always operate efficiently, currently.
- 8.3.3 It has also been identified that a carriageway longfall from the West side of the railway bridge underpass to the East is also present. A low spot of 65.03m is located approximately 45m Eastbound of the West side of the railway bridge underpass (at the Eastern edge of the passing place).
- 8.3.4 A carriageway longitudinal profile drawing of Hollow Road is shown in Appendix B. This drawing illustrates the low point (East of the railway bridge) as described above.

- 8.3.5 Point 5.27 of the Widdington Highway Condition Survey shows an existing drain (observed to be blocked) further Eastbound in the carriageway. This suggests a surface water sewer is present in the highway and may connect to the drainage identified to the West of the railway bridge. This shall be confirmed by existing drainage records /the drainage CCTV survey to be obtained during the clearance of blockages in the existing drainage system.
- If the above is confirmed additional gullies can be introduced between the railway bridge and drain shown in point 5.27 of the Highway Condition Survey. The number and spacing of the drainage required will be agreed with and subject to the requirements of the local authority based on a maximum distance between drainage inlets and catchment area.
  - Installing any new gullies and drains will require excavation of the carriageway to the depth of the existing sewer, connection of surface water inlet(s) and reconstruction of the carriageway as per the established standard detail build-up.
- 8.3.6 An alternative solution to carry surface water from the East side of the railway bridge to the West side of the railway bridge (where carriageway drainage is present) would be to replace existing kerbs with a combined drain and kerb type system to act as a drainage channel to the West. Such kerbs will also need to be introduced up to the low point in the Eastbound channel of the carriageway. Construction depths of these kerbs will need to provide a consistent fall to the West, to a point where this can tie into the existing drainage within the highway.
- 8.3.7 Point 5.23 of the Highway Condition Survey shows evidence of washout from the North onto the carriageway. The verge appears to have worn away and created channels for surface water to carry debris into the carriageway. The adopted highway boundary lies a minimum of 3m from the face of the verge and such works can be conducted to repair this wear. This could include raising the verge whilst staying within the adopted highway boundary.
- 8.3.8 The above works are proposed to be conducted under the following methodology by suppliers approved by the local authority:
- Clear worn areas and adjacent verge of any vegetation. The waste materials from these works are to be removed and disposed of offsite.
  - A new verge is to be constructed at a higher in the place of the existing verge elevation to prevent surface water runoff from the North of the carriageway.
  - Planting suitable to providing stability is to be introduced within the new verge. The local authority are to be consulted regarding the fill material and planting to be used in these works.
- 8.3.9 A utilities search report was completed by Cornerstone on the 5th of March 2024 (see attached in Appendix C). This report indicates that there are no Anglian Water sewers present in either North Hall Road or Hollow Road. Liaison with Anglian Water and the Local Highways Authority will need to be undertaken to determine where the current carriageway drainage outfalls.

## 9. Phasing

- 9.1 The section 106 agreement between Widdington Recycling Limited and Essex County Council requires the setting out of timings for any proposed works. As part of the negotiations to the S106, there is an ability to phase works due to the potential costs. In order to put forward appropriate phasing and ensure Widdington Recycling is fully aware of its potential liabilities, indicative costings for each element of works should be set out.
- 9.2 The initial works are anticipated to include repair of potholes, cleaning out existing drainage systems and a drainage survey.
- 9.3 Works to reduce flooding on the road (proposed drainage or verge construction) will take the next priority (dependent on cost).
- 9.4 Prior to commencement of any works on site the following documentation will be requested from / coordinated with the local highway authority:
- 9.4.1 Carriageway, passing bay and kerbs standard construction details
  - 9.4.2 Existing drainage layout records
  - 9.4.3 Verge design guidance including approved materials and planting
  - 9.4.4 Approved suppliers list for all works to be carried out will be discussed with and agreed before works are ordered.
- 9.5 Prior to commencement of any works on site the following traffic management measures will be agreed and put into place for the relevant duration of works. This will include:
- 9.5.1 Appropriate signage in advance of works informing road users of works, and / or road closures and dates for when these are planned.
  - 9.5.2 Whilst some of the works are being progressed, it may be necessary to consider allowing the diversion of HGVs accessing the Widdington Recycling site through Widdington village. This is currently prohibited and liaison with the village's Parish Council and the local highway authority will be needed to agree any potential temporary access via this route.
  - 9.5.3 Temporary traffic management systems will need to be in place during the works. The proposed works will cause obstructions which will probably prevent vehicles passing one another in the carriageway. Examples of such works include drainage clearance and kerb installation. These traffic management systems will need to be positioned such that approaching vehicles will have adequate forward visibility of the control measures where works are being undertaken.

- 9.5.4 Road closure(s) and appropriate traffic diversions. Examples of such works where these may be required include carriageway excavation, carriageway planing and resurfacing.
- 9.5.5 Non-motorised user through access is to be maintained where it is safe to do so. Non-motorised users will not be permitted through works that do not provide an allowable safe area for pedestrians in the highway. It may be possible in certain circumstances that non-motorised users can be given safe egress alongside works being undertaken in areas where motorised vehicles are prevented.
- 9.5.6 All above measures must be discussed and agreed with the Local Highways Authority by the Principal Contractor involved in the works and appropriate toolbox talks given to all operatives; including any traffic management subcontracting company.
- 9.6 The following is the initial drainage maintenance works phasing that will aid in confirming the required drainage design:
- 9.6.1 Block drainage clearance. (1 week)
- 9.6.2 CCTV drainage survey. (3 days)
- 9.6.3 Assessment of existing drainage layout against CCTV survey. Adjustment of proposed drainage layout designs if required. (2 weeks)
- 9.7 If it is found that an existing surface water sewer is present in Hollow Road to the East of the railway bridge, and new drainage is agreed to be introduced within the carriageway, the following phased works will commence:
- 9.7.1 Repairs to potholes and areas of carriageway surface repairs (1 week). Potholes where kerbs are to be introduced are not to be included in these works.
- 9.7.2 Following the above:
- Excavation and installation where new drainage to be installed and connected to existing sewer (3 weeks).
  - Excavation and installation where new kerbs are proposed as part of new paved passing bays (5 days).
  - Excavation and remediation of the existing verge to the North of the carriageway and to the West of the railway bridge (3 days).
- 9.8 If it is found that an existing surface water sewer is not present in Hollow Road to the East of the railway bridge, and combined drain and kerbs are agreed to be introduced East of and under the railway bridge, the following phased works will commence:

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9.8.1 Excavation of carriageway and kerb laying where combined drain and kerbs are to be installed and connection to existing surface water sewer. (2 weeks)

- Connection of drainage outlets to existing surface water sewer and rebuild of carriageway to tie in with surround (3 days).
- Build-up of new carriageway to tie in with existing carriageway and kerb face (3 days).
- Following carriageway and drainage works construction of a raised verge East of the railway bridge and planting within the verge (3 days).



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## Appendix A

### Widdington Highways Condition Report



# Hollow Road – Highways Condition Report

**Prepared** Widdington Recycling Limited

September 2023

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## Appendices

Appendix 1 – Extent of the Survey

Appendix 2 – Inset Drawings

Appendix 3 – Aerial Survey Photo

**Prepared By: Mark Leivers**  
**Leivers Consultancy Ltd**  
Status: FINAL

# 1. Introduction

## Widdington Recycling Ltd

- 1.1 Widdington Recycling Ltd operates a quarry, inert landfill and waste transfer station at a site located to the south-west of Widdington village, Saffron Walden in Essex.
- 1.2 On 6th June 2023 planning permission was issued for a time extension to the above operations (reference ESS/49/22/UTT). The planning permission was accompanied by a s106 legal agreement between Widdington Recycling Ltd and Essex County Council, which was signed in June 2023.
- 1.3 The s106 requires, amongst other things, as set out in Schedule 3 (Highways Survey and Works) to undertake a Highway Condition Survey within three months of commencement of development. This report has been drafted to satisfy the requirements of the s106.

# 2. Site Description

- 2.1 Widdington Recycling, Sandpit, Hollow Road, Saffron Walden, Essex CB11 3SL (hereafter referred to as the site) is a commercial premises located on the edge of Widdington village. The commercial premises is predominantly surrounded by agricultural fields. The premises operates as a recycling centre with skip hire.
- 2.2 Widdington Village is located approximately 700m to the east where the majority of the nearby residential premises are located. The M11 is situated to the west of the site, at approximately 630m.
- 2.3 The extent of the whole site is approximately 26.6 hectares (66 acres). This includes the sand pit/landfill operations and adjacent woodland and grassland areas which are understood to be formed from a restored historic non-hazardous landfill. The current landfill and waste management area extends to approximately 11.25ha, whilst the waste management area alone extends to approximately 1.72ha (4.3 acres) and the landfill area extends to circa 5.1 ha (12.6 acres). The landfill site rises from a level of 94m AOD in the north to a high point of 106m in the south, with the quarry floor at a level of around 88m AOD.
- 2.4 The site is accessed via a single-lane concrete track that connects to Hollow Road to the west of Widdington village. This road in turn connects to North Hall Road and the B1383 which connects to Saffron Walden and Bishop's Stortford.

# 3. Hollow Road Description

- 3.1 Hollow Road is a single carriageway road with passing places along its length. The road runs for a distance of approximately 524 m from the site entrance to the junction with North Hall Road to the west. At approximately 320 m from the site entrance is a railway bridge with a restrictive height.

- 3.2 All operational traffic associated with the waste recycling and instilling operations at the Widdington site are required to access the site via Hollow Road from North Hall Road, and thus all vehicles must pass under the restrictive height railway bridge.
- 3.3 The road is partially kerbed along its length and has drainage included within the highway from the railway bridge westwards to North Hall Road. There is no drainage provision from eastwards from the railway bridge to the Widdington site access.
- 3.4 The road has several bends where 'incidental' passing points have been created over time by vehicles pulling off the metalled road on to the verges.
- 3.5 Immediately to the east of the railway bridge is a low-lying area of highway that has suffered from repeated flooding.
- 3.6 The width of the road varies from 2.7m at its narrowest point to 7.0m at its widest.
- 3.7 There is a general fall in gradient from approximately 68.1m AOD at the site entrance to 65.4m AOD at the junction.
- 3.8 At the junction with North Hall Road, there is a wide (c 22m) bell mouth that facilitates traffic movements from the north and south into Hollow Road.

## 4. North Hall Road Description

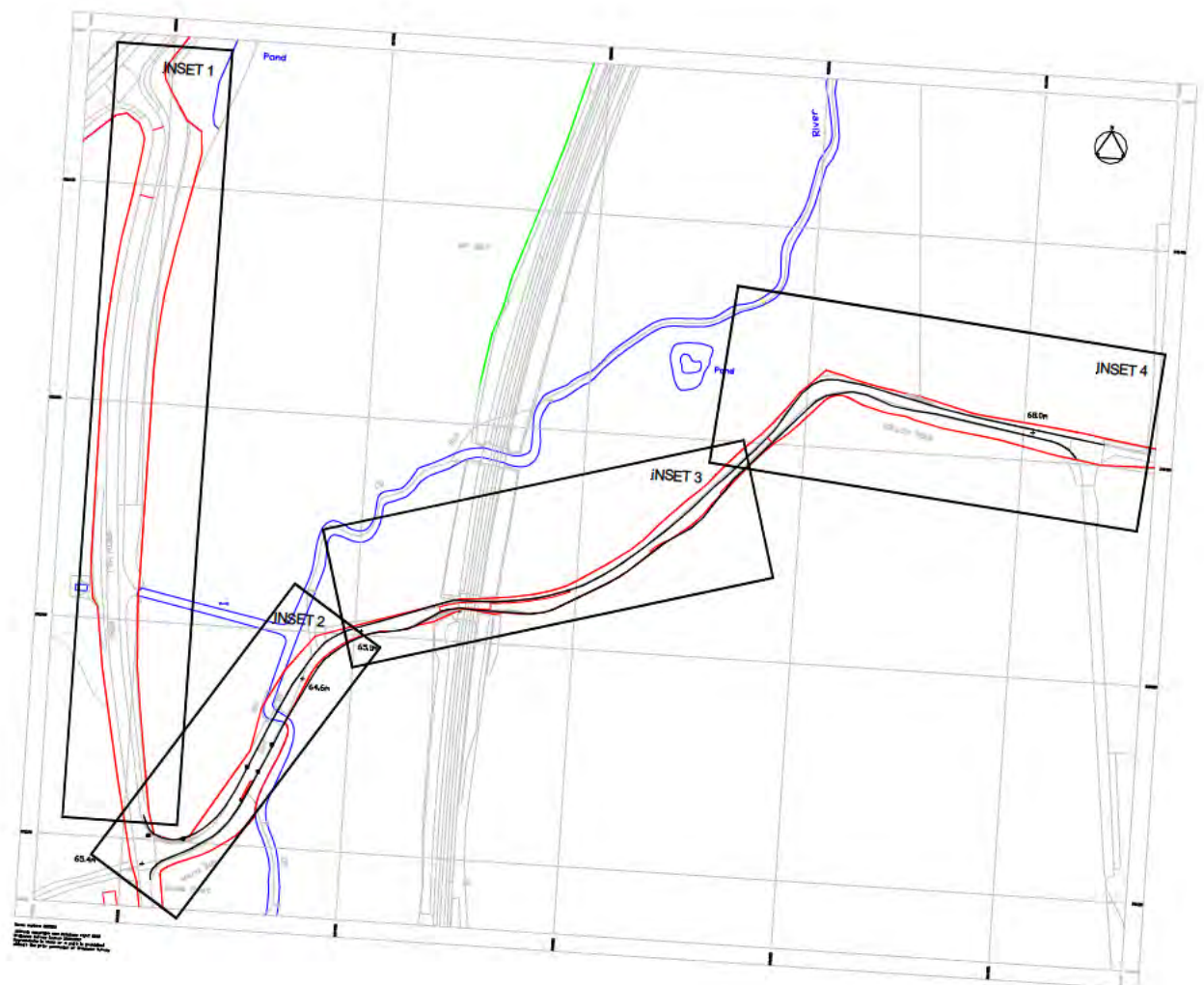
- 4.1 North Hall Road runs in an approximate north south direction and rises up from the junction with Hollow Road at 65.4 m AOD to the junction with the B1383 at 80.0 m AOD.
- 4.2 North Hall Road is a relatively wide unclassified road with a width ranging from 5.2 to 6.1 m.
- 4.3 This section of road is approximately 357 m long, from the centre of the junction with Hollow Road to the junction with the B1383.
- 4.4 The entire length of this section of road is kerbed and has surface drainage on both sides of the highway.
- 4.5 Approximately 121 m from the Hollow Road junction is a culvert channelling a small drain leading into the river that runs to the east of the road.
- 4.6 Below is an aerial view of Hollow Road and North Hall Road, with contours levels identified.



4.7 A drawing confirming the extent of the survey condition report is attached in Appendix 1.

## 5. Road Condition Survey

- 5.1 A physical and photographic record of Hollow Road and North Hall Road took place on 27 May 2023 and are reproduced in the sections below. The photographs identify all sections of the highway where repair and maintenance was considered necessary.
- 5.2 A further aerial drone survey of the entire length of the highway, which is the subject of this condition report, was carried out August 2023. The composite orthophotograph is reproduced in Appendix 3.
- 5.3 The length of highway has been divided into four sections, as shown on the plan attached in Appendix I and reproduced below for ease of reference.



- 5.4 The first section covers the length from the junction of New Hall Road with the B1383 to the junction with Hollow Road.
- 5.5 Section 2 covers a length from the Hollow Road junction past the second corner (a distance of approximately 125 m).

- 5.6 Section 3 covers a length of Hollow Road of approximately 220 m, which incorporates the section under the railway bridge.
- 5.7 Section 4 covers a length of Hollow Road of approximately 180 m to the site entrance.

### **Section 1**

- 5.8 This length of road was found to be in good condition. There was no deterioration of the wearing course of the road. All kerbing was in place and in good condition. All drains were open, and whilst inspection did not extend to checking them, a visual inspection indicated they were free draining.

### **General picture of North Hall Road (looking north from junction with Hollow Road)**



## Section 2

- 5.9 The Hollow Road junction is suffering from some disintegration of the wearing course along sections of the edge of the junction.

### Edge of Junction with Hollow Road and North Hall Road



- 5.10 It is evident that some HGVs are having to cut the corner of the junction as indicated by the worn verge. The Kerbing is not currently damaged.







- 5.11 The wearing course is generally in good condition on this section, however there was a significant amount of mud which had been allowed to build up against the verges.
- 5.12 There was evidence of a few cracked kerbs on the southern side of the highway close to the junction.



- 5.13 Drains along this appeared to be fully operational at the point of the junction with North Hall Road, however other drains along this section were noted as being blocked by mud and other debris.





5.14 Past the first corner is a pothole on the southern side of the road which has developed, through the wearing course and sub-base.





5.15 The pothole is approximately 1.0m x 1.5m

5.16 Confirmation on the status of the road surfacing:



### Section 3

- 5.17 This section includes the length of highway under the railway bridge. The highway is kerbed and whilst there has been significant disturbance of the verge through vehicle movements, the kerbing is in good condition.



- 5.18 There does not appear to be any drainage along this section of the highway, however there is evidence of where drain covers may once have been.



5.19 The road surface prior to the railway bridge appears to be in generally good condition.



5.20 Under the railway bridge, there is evidence of several historic repairs, all of which are still in reasonable condition.





- 5.21 On the eastern side of the railway bridge, the highway surfacing is starting to degrade and break up in small areas, principally where previous repair work has been undertaken.



- 5.22 Where vehicles have travelled beyond the surfaced highway and where there is no kerbing evident, significant potholes are in evidence, at the edge of the constructed highway.





- 5.23 It is also apparent that there are drainage issues along the length of roadway on the eastern side of the railway bridge. At the time of the inspection, the road was dry, but there was evidence of silt/mud along the edge of the highway and into the verges.



5.24 The verges of the existing passing places are also well worn by HGVs trafficking over the kerbing.



5.25 This is creating issues with potholes/degradation of the road edge.



5.26 Deep potholes over 200mm deep are being created through HGV movements on the verges of the road.

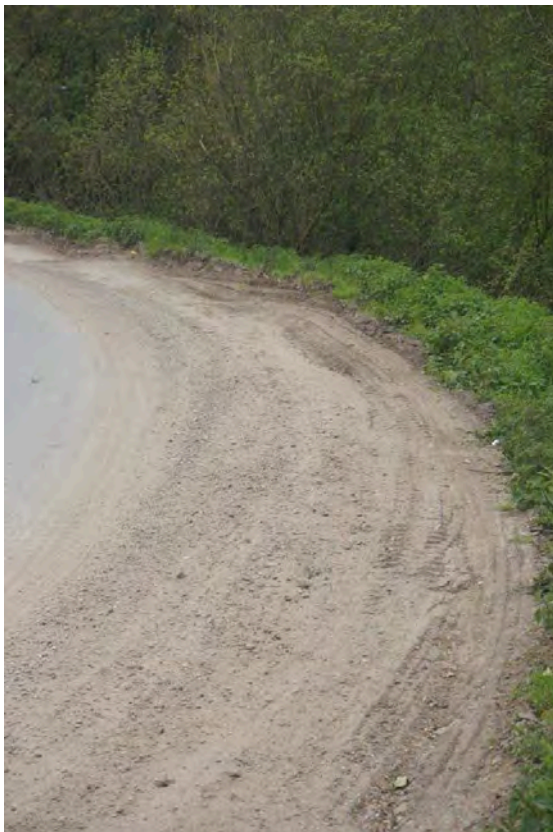
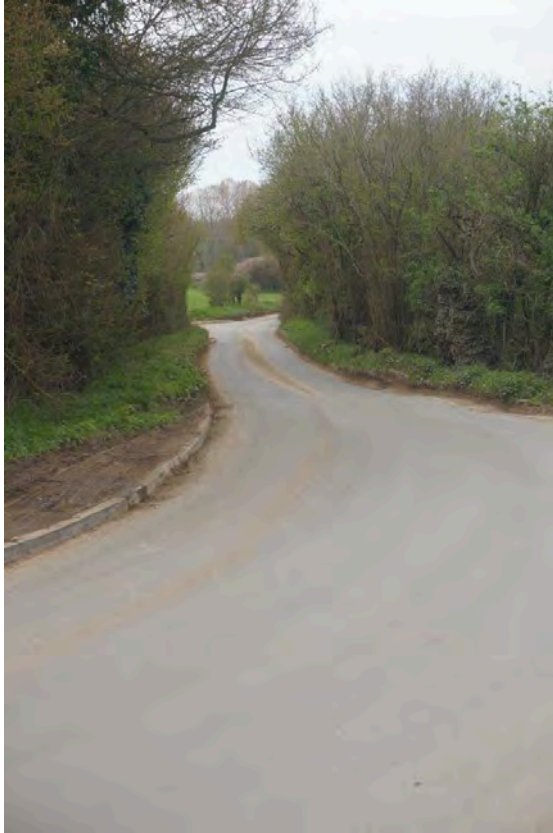


- 5.27 Drains to the east of the bridge are evident however they are not operational, due to blockages caused by mud/silt run-off.



**Section 4**

- 5.28 This section of highway is generally in good repair, however there is some trafficking beyond the engineered surface of the road by HGVs apparent.



- 5.29 Where kerbing is in place, it is generally in a good state of repair, notwithstanding the movement of vehicles over the kerbs.



- 5.30 'Unofficial' passing bays have been created through vehicles travelling on the verges. This has created potholes where the edge of the engineered road surface abuts the verge which is being eroded away.







5.31 The 'approved' passing bays along this section of the road appear in a good state of repair.



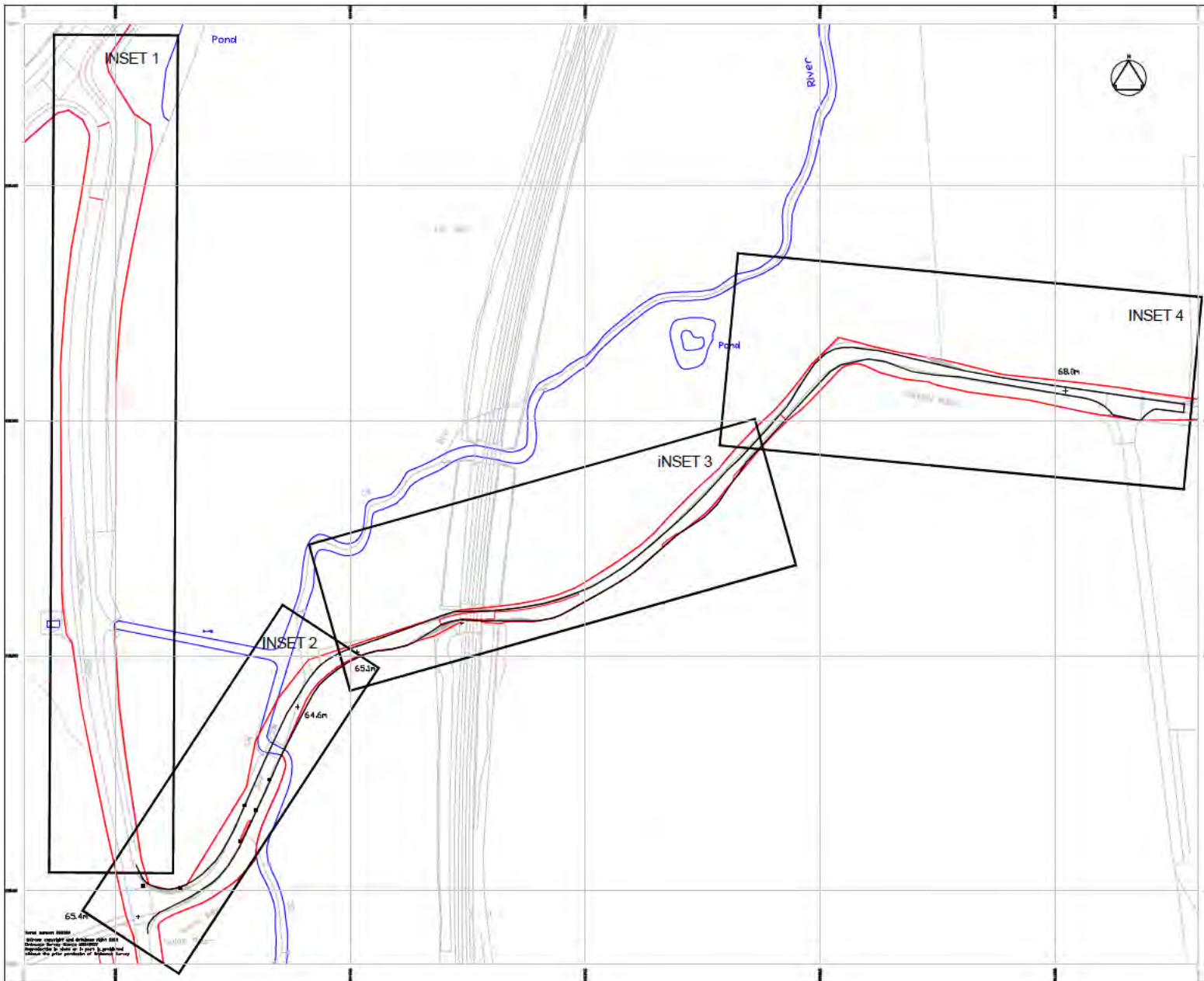
5.32 Generally, the wearing course is in a reasonable condition along this length.




5.33 There is evidence of surface degradation at the site entrance/highway interface.




# Appendix I - Highway Condition Survey Extent Drawing



### Key

Highway Boundary 

Edge of Roadway 

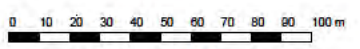
| Revision | Date   | Change |
|----------|--------|--------|
| Rev 1    | xxxxxx | xxxx   |
|          |        |        |
|          |        |        |

Client  
**Widdington Recycling Ltd**

Plan Title  
 Highway Condition Survey Extent

Plan No.  
**WID/TEX/HCS/01**

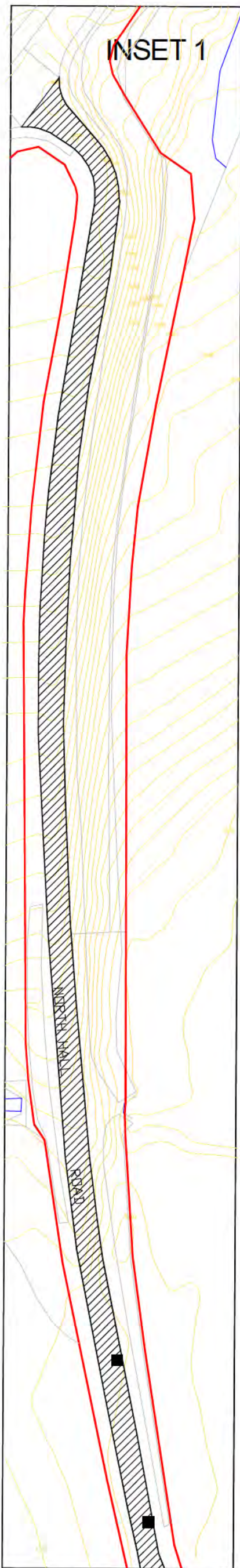
|                    |                  |  |
|--------------------|------------------|--|
| Drawn<br>M Leivers | Date<br>Aug 2023 |  |
|--------------------|------------------|--|

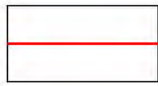
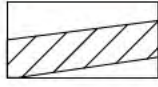
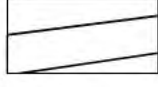
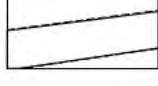


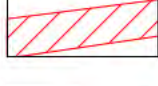



Scale 1:2500 @A4

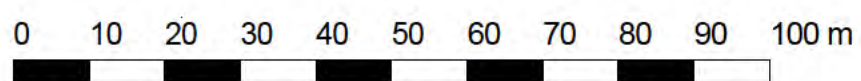
Level survey 10000  
 Survey - 10000' and 10000' 000'  
 10000' and 10000' 000'  
 10000' and 10000' 000'  
 10000' and 10000' 000'

# Appendix II – Insert Plans

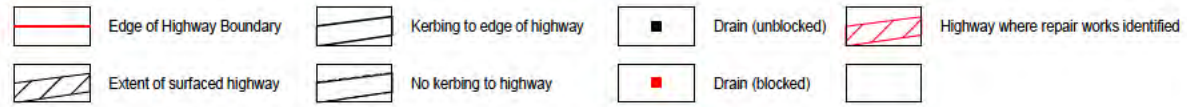
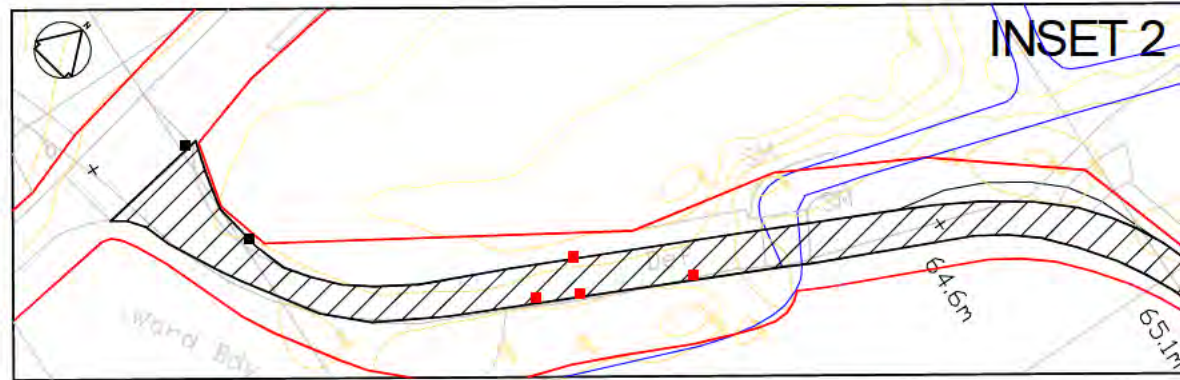


-  Edge of Highway Boundary
-  Extent of surfaced highway
-  Kerbing to edge of highway
-  No kerbing to highway
-  Drain (unblocked)
-  Drain (blocked)
-  Highway where re-surfacing identified
- 

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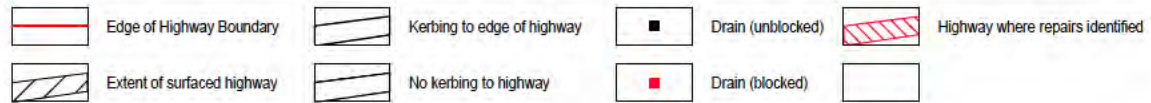
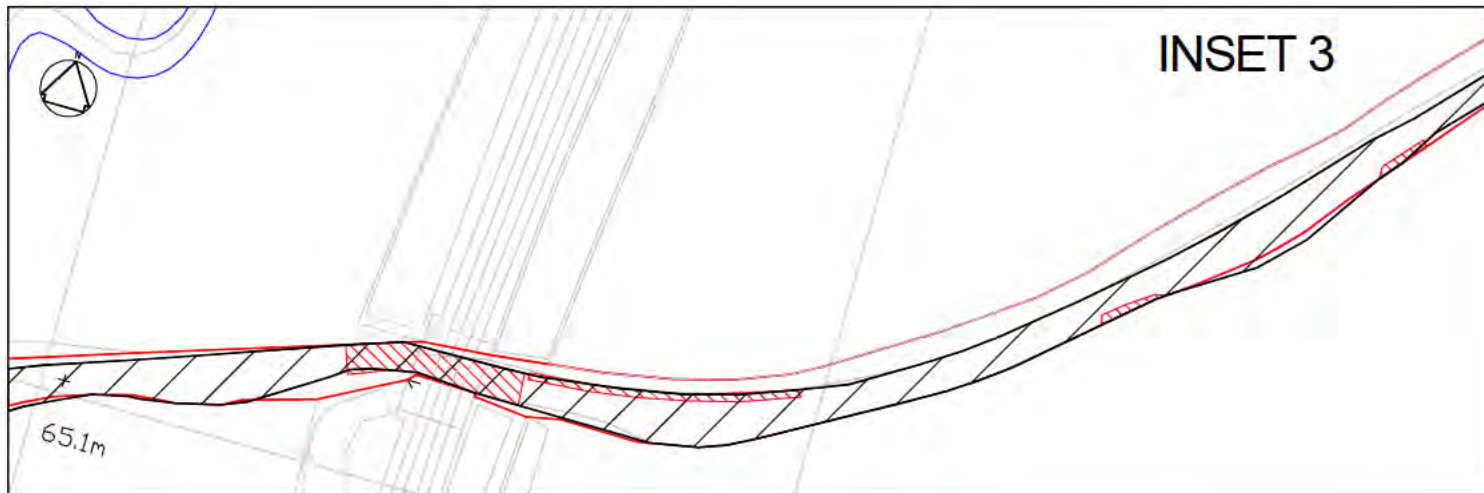
Scale 1:1000 @ A3



Scale 1:1000 @ A4

Serial number: 262389

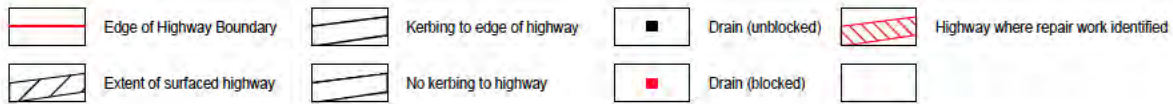
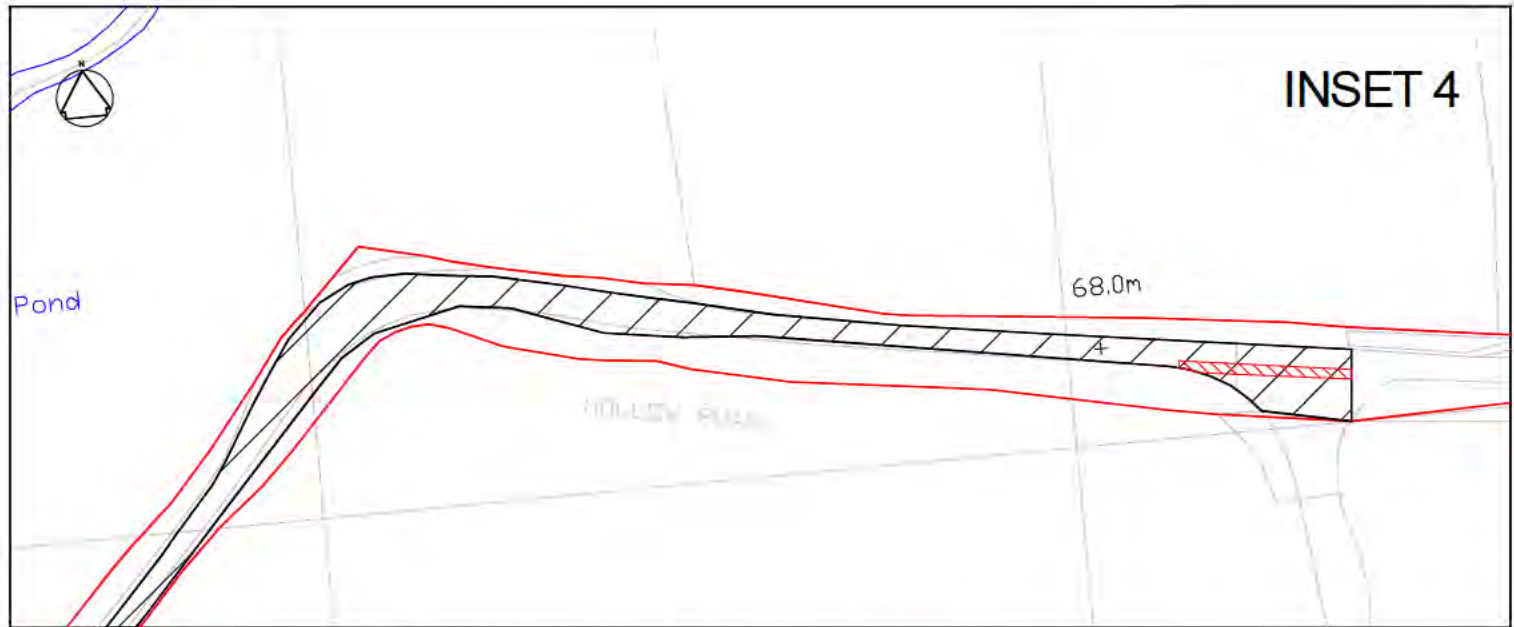
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Scale 1:1000 @A3

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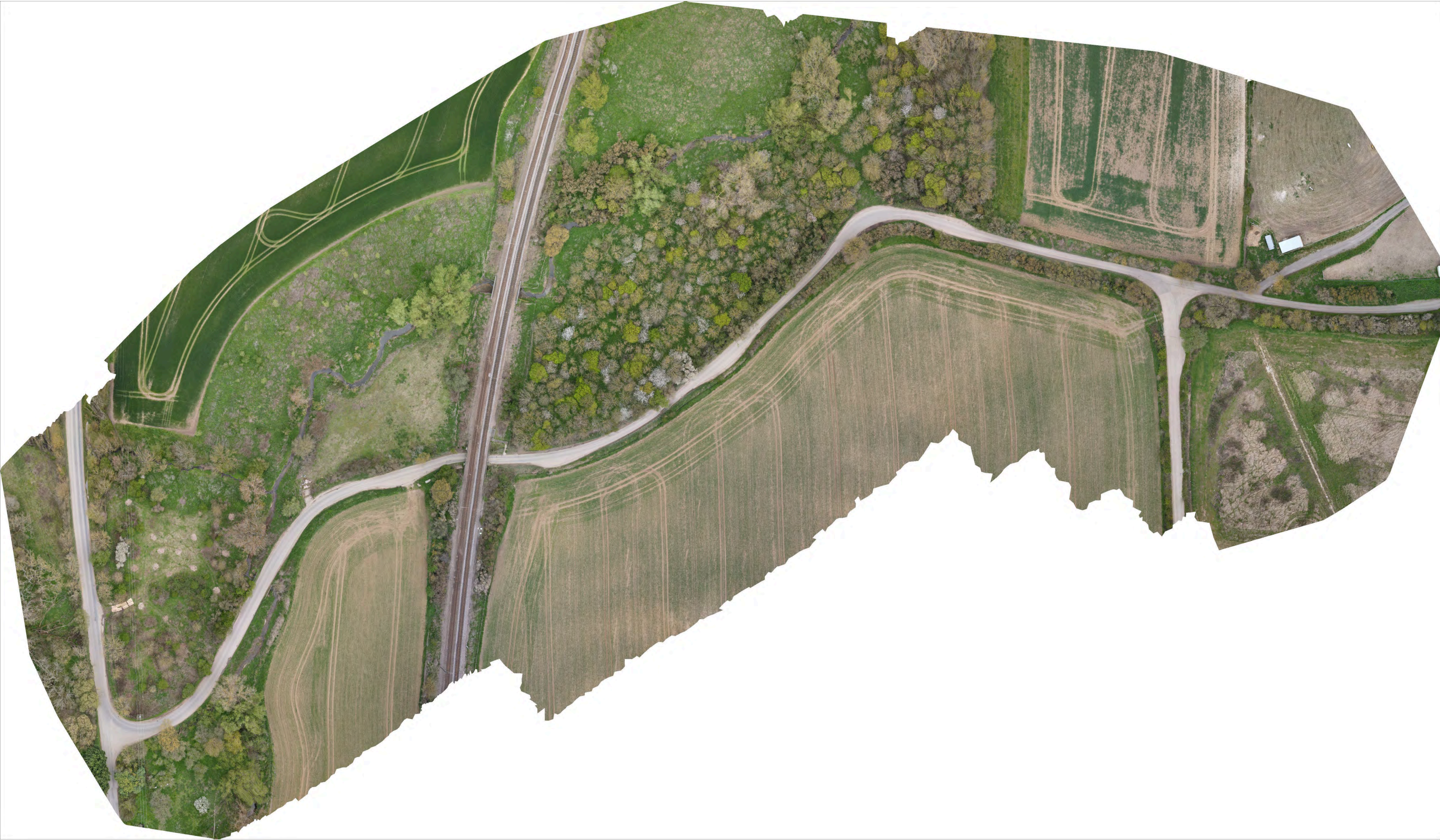


Scale 1:1000 @ A3

Serial number: 262389

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# Appendix III – Aerial Survey



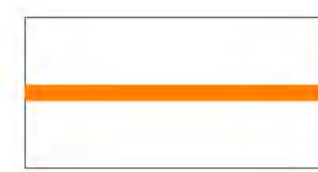


## Appendix B

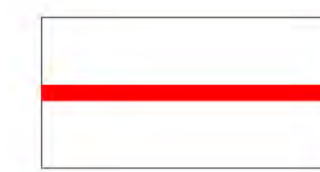
### Hollow Road Carriageway Elevation Profile



'downhill' gradient



'level' gradient

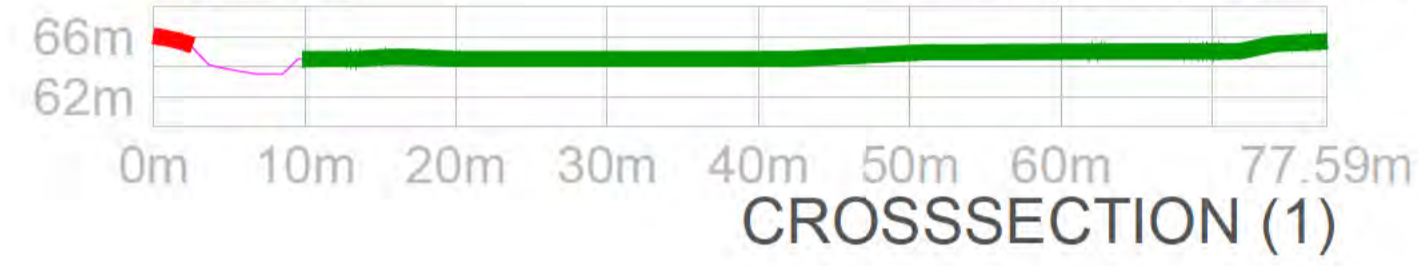


'uphill' gradient

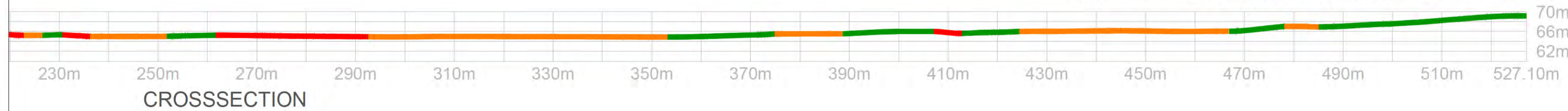
West  
(junction of Hollow Road with New Hall Road)



River Cam  
Verge East of Railway Bridge



East  
(junction of Widdington Recycling onto Hollow Road)



- Sanderson Associates Consulting Engineers ("the consultant"), has not checked or verified, and shall have no liability whatsoever for any inaccuracies which may be attributable to any data, reports, base plan(s) and drawings provided by the client, or purchased by the consultant on the client's behalf, that may have been utilised within this drawing.
- The consultant shall not be liable for the use by any person of any document for any purpose other than that for which the same were provided by the consultant.
- No liability whatsoever is accepted by the consultant for any error or omissions.
- The consultant accepts no liability for any vehicle specification errors within the vehicle track software used and / or it's vehicle libraries.
- The locations of utilities apparatus, if shown, is reproduced from plans supplied to the consultant, although care has been taken when duplicating this information. These locations are approximate only and no guarantee can be given for their accuracy. It is the client's or it's appointed agent/contractors responsibility to verify the exact locations on site by hand dug trial holes or other appropriate means prior to mechanical excavation.
- Service connections are not shown but their presence should be anticipated.
- Reference to any third party equipment shown on this drawing was only relevant at the time the drawing was prepared.
- It is the client's responsibility to ensure that any equipment ordered meets the design.



Client  
Widdington Recycling Limited

Project Title  
Widdington Recycling Road Improvement Scheme

Drawing Title  
Hollow Road Carriageway Elevation Profile

| Rev | Amendment | Drawn | Date | Checked |
|-----|-----------|-------|------|---------|
|     |           |       |      |         |

|                                 |                    |
|---------------------------------|--------------------|
| Scale<br>1:500                  | Drawn By<br>MCB    |
| Drawing Size<br>A1              | Checked By<br>PJM  |
| Date<br>07/03/2024              | Approved By<br>PJM |
| Drawing Number<br>159351-001-01 | Rev<br>-           |



## Appendix C

### Utilities Search Report

# Utilities Search Report

Data Protection Act

Tuesday, 05 Mar 2024

Leivers Consultancy Ltd  
road con  
widdington

91 Market Street Hoylake Wirral CH47 5AA  
Tel. 0151 632 5142  
enquiries@cornerstoneprojects.co.uk  
www.cornerstoneprojects.co.uk  
VAT Reg. No. 851 4941 19  
Company No. 5132353

Table of contents:

| Utility / Service   | Included             | Utility / Service            | Included             |
|---|----------------------|------------------------------|----------------------|
| <b>Basic Search</b>   |                      | <b>Independent Utilities</b> |                      |
| Gas   | <b>Not Requested</b> | GTC                          | <b>Not Requested</b> |
| Water   | <b>Not Requested</b> | Last Mile                    | <b>Not Requested</b> |
| Sewers  | <b>Yes</b>           | SSE                          | <b>Not Requested</b> |
| BT  | <b>Not Requested</b> | Harlaxton                    | <b>Not Requested</b> |
| Electricity   | <b>Not Requested</b> | Utility Assets               | <b>Not Requested</b> |
|   |                      | UK Power Distribution        | <b>Not Requested</b> |
|   |                      | Albion Water                 | <b>Not Requested</b> |
| <b>Cable Search</b>   |                      | ESP                          | <b>Not Requested</b> |
| Vodafone  | <b>Not Requested</b> | Fulcrum Pipelines            | <b>Not Requested</b> |
| Virgin Media  | <b>Not Requested</b> | Energy Assets                | <b>Not Requested</b> |
| BSkyB   | <b>Not Requested</b> | Equans                       | <b>Not Requested</b> |
| EXA Infrastructure  | <b>Not Requested</b> | Leep Utilities               | <b>Not Requested</b> |
| Colt  | <b>Not Requested</b> | Eclipse Power Networks       | <b>Not Requested</b> |
| Sota  | <b>Not Requested</b> |                              |                      |
| CGI Logica  | <b>Not Requested</b> | <b>Others</b>                |                      |
| Neos Networks   | <b>Not Requested</b> | CAD Pack                     | <b>Not Requested</b> |
| City Fibre  | <b>Not Requested</b> | Smart pdf                    | <b>Not Requested</b> |
| Arelion frmly Telia   | <b>Not Requested</b> | CA & EA Search               | <b>Not Requested</b> |
| Lumen Technologies  | <b>Not Requested</b> |                              |                      |
| KCom  | <b>Not Requested</b> |                              |                      |
| Verizon   | <b>Not Requested</b> |                              |                      |
|   |                      |                              |                      |
| Zayo Group  | <b>Not Requested</b> |                              |                      |
| Tata Communications   | <b>Not Requested</b> |                              |                      |
| Gamma   | <b>Not Requested</b> |                              |                      |
| Gigaclear Plc   | <b>Not Requested</b> |                              |                      |
|   |                      |                              |                      |
|   |                      |                              |                      |
| *Includes Utilibilly and Linesearch   |                      |                              |                      |
| "Not affected" responses are deemed as such from the 3rd Party Searches                         |                      |                              |                      |
| <b>NB: All plans / responses are valid for a maximum of three months unless noted otherwise</b> |                      |                              |                      |



# Order Summary

**Summary of your utility search details:**

|           |   |          |
|-----------|---|----------|
| Site Name | widdington  |          |
| Site Ref  | road con  |          |
| Address   | widdington recycling, hollow road, widdington, CB11 3XW |          |
| Postcode  | CB11 3XW  |          |
| Grid Ref  | E 552510  | N 231279 |

Area Covered



| Options Selected  |   | Options Selected  |   |
|---|---|---|---|
| Gas   | X | <b>Independent utilities search - inc non-chargeable searches</b> | X |
| Water   | X | Harlaxton   | X |
| Sewer   | ✓ | UK Power Distribution   | X |
| Electric  | X |   |   |
| BT  | X | <b>Coal Authority search</b>                                      | X |
| 3rd Party searches  | ✓ |   |   |
|   |   | <b>Other Options</b>  |   |
| <b>Cable / Fibre searches inc non-chargeable searches</b> | X | CAD Pack  | X |
| Virgin Media  | X | CAD OS mapping  | X |
| Vodafone  | X | Smart pdf   | X |
|   |   | Instant Access Plans  | X |

# SEWER



0m 100m 200m 300m

(c) Crown copyright and database rights 2024 Ordnance Survey 100022432 Date: 05/03/24 Scale: 1:1250 Map Centre: 552510,231279 Data updated: 29/02/24 Our Ref: 1412494 - 1 Wastewater Plan A1

This plan is provided by Anglian Water pursuant to its obligations under the Water Industry Act 1991 sections 198 or 199. It must be used in conjunction with any search results attached. The information on this plan is based on data currently recorded but position must be regarded as approximate. Service pipes, private sewers and drains are generally not shown. Users of this map are strongly advised to commission their own survey of the area shown on the plan before carrying out any works. The actual position of all apparatus MUST be established by trial holes. No liability whatsoever, including liability for negligence, is accepted by Anglian Water for any error or inaccuracy or omission, including the failure to accurately record, or record at all, the location of any water main, discharge pipe, sewer or disposal main or any item of apparatus. This information is valid for the date printed. This plan is produced by Anglian Water Services Limited (c) Crown copyright and database rights 2024 Ordnance Survey 100022432. This map is to be used for the purposes of viewing the location of Anglian Water plant only. Any other uses of the map data or further copies is not permitted. This notice is not intended to exclude or restrict liability for death or personal injury resulting from negligence.

|                       |  |                       |  |
|-----------------------|--|-----------------------|--|
| Foul Sewer            |  | Outfall*              |  |
| Surface Sewer         |  | Inlet*                |  |
| Combined Sewer        |  | Manhole*              |  |
| Final Effluent        |  | Decommissioned Sewer* |  |
| Rising Main*          |  |                       |  |
| Private Sewer*        |  |                       |  |
| Decommissioned Sewer* |  |                       |  |

|  |                                |  |          |
|--|--------------------------------|--|----------|
|  | Sewage Treatment Works         |  | road con |
|  | Public Pumping Station         |  |          |
|  | Decommissioned Pumping Station |  |          |

\*Colour denotes effluent type

melanie@cornerstoneprojects.co.uk





# QUALITY CHECK

|  |                            |
|--|----------------------------|
| Checked and issued by:   | <b>Data Protection Act</b> |
| Name:  |                            |
| Date:  | 05/03/24                   |
| Plans are valid until:   | 03/06/24                   |
| Unless noted otherwise plans are valid for three months from date of issue - please note the date shown above is approximate. After the above date please contact us to arrange a refreshed utility search pack at <a href="http://www.cornerstoneprojects.co.uk">www.cornerstoneprojects.co.uk</a><br>Please refer to <a href="http://www.cornerstoneprojects.co.uk/terms.html">www.cornerstoneprojects.co.uk/terms.html</a> for full Terms and Conditions. |                            |

## Cornerstone Projects Ltd is a UK wide desktop underground utility search expert:

- Market leading pricing and response times
  - Comprehensive utility database
    - 20 Years plus experience
  - Over 85,000 completed searches
  - Over 6,000 registered businesses
- Searches to PAS 128 survey level D
  - ISO9001 certified company

## Want an easier way to interpret your utility search results?

Searching through your utility results can be time consuming and complex. Here at Cornerstone, we have the ability to produce one consolidated drawing which will allow you to view all your results on a single plan. Moreover, as the utilities are drawn in separate layers, you will also be able to turn different layers on and off to allow you to focus on individual utilities.



We can produce your consolidated drawing in .dwg (CAD) format from £60.00 + VAT.  
We can also convert this into a Smart .PDF starting from £35.00 + VAT.

Call us on 0151 632 5142 or email [enquiries@cornerstoneprojects.co.uk](mailto:enquiries@cornerstoneprojects.co.uk) for a quote for this site. Please provide your site name/reference.

**Planning work near overhead lines?** We can now help obtain the overhead heights (GS6 guidance) from the utility provider from as little as £23.50 per crossing. Find out more [here](#)

**Need help with administering road opening licences, capacity checks or gaining quotes from the utility companies for connecting or diverting services?**

**Section 50 /Road Opening Licence** – We will complete the application required to obtain the Section 50 and/or road opening licence on your behalf – our fee is from as little as £150.00+VAT plus Council charges.

**Capacity check** – We will complete an application to determine whether a utility has sufficient capacity for your proposed development and if not, what budget costs would be required to reinforce the network – our fee is from as little as £150.00+VAT per utility plus disbursements.


**New Connections/Disconnections/Diversions** – We will complete the administration required to obtain quotes from the utilities to connect/disconnect/divert from as little as £150.00+VAT per utility, plus disbursements


91 Market Street Hoylake Wirral CH47 5AA  
Tel. 0151 632 5142  
[enquiries@cornerstoneprojects.co.uk](mailto:enquiries@cornerstoneprojects.co.uk)  
[www.cornerstoneprojects.co.uk](http://www.cornerstoneprojects.co.uk)  
VAT Reg. No. 851 4941 19  
Company No. 5132353





**FAIRHURST**



 Sanderson House, Jubilee Way, Grange Moor,  
Huddersfield, WF4 4TD

 01924 844080

 [mail@sandersonassociates.co.uk](mailto:mail@sandersonassociates.co.uk)

 [www.sandersonassociates.co.uk](http://www.sandersonassociates.co.uk)

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PORTS & HARBOURS • GEOTECHNICAL & ENVIRONMENTAL ENGINEERING • PLANNING &  
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