

**ENVIRONMENT AGENCY
(LITTLE HADHAM FLOOD ALLEVIATION SCHEME)
COMPULSORY PURCHASE ORDER 2017**

STATEMENT OF REASONS

1. Introduction

- 1.1 The Environment Agency has made the Environment Agency (Little Hadham Flood Alleviation Scheme) Compulsory Purchase Order 2017 (the “CPO”) under the provisions of the Water Resources Act 1991 in order to acquire land, and rights over land, for the purposes of constructing and operating flood alleviation works in areas situated to the north, north-west and west of Little Hadham, Hertfordshire known as the Little Hadham Flood Alleviation Scheme (“the CPO Scheme”).
- 1.2 The overall aim of the CPO Scheme is to provide flood alleviation to homes and other properties within the urban area of Little Hadham, Hertfordshire as a part of Hertfordshire County Council’s scheme for a bypass for the A120 in order to relieve traffic congestion within and in the vicinity of Little Hadham.

2. Use of Compulsory Purchase Powers by the Environment Agency

- 2.1 The Environment Agency (the “Agency”) was established by the Environment Act 1995 with a wide range of powers and duties encompassing the protection and management of rivers and other waters. The majority of these powers and duties are now contained in the Water Resources Act 1991. Included within the ambit of the Agency’s powers and duties, insofar as they relate to flood defence, is the function of exercising general supervision over all matters relating to flood defence.
- 2.2 Section 154 of the Water Resources Act 1991 gives the Agency the power, subject to appropriate authorisation, to purchase compulsorily any land and rights over land in England which it requires to carry out, or in connection with the carrying out, of any of its functions. This power enables the Agency to acquire land and rights over land required for the construction and operation of flood alleviation works including areas for associated landscaping and amenity features, temporary working areas and site compounds. Section 4 of the Environment Act 1995 requires the Agency to have regard to ministerial guidance concerning the making of an appropriate contribution towards the objective of sustainable development when discharging its functions.

3. Requirement for the Scheme

- 3.1 Historically, flooding has occurred in the River Ash catchment on several occasions in the last 30 years, affecting properties in Much Hadham, Little Hadham, Hadham Ford, Wareside, Widford and surrounding villages. Major flooding occurred in 1968 with isolated incidents since then in 1974, 1978, 1979, 1982, 1987, 1988 and 1993. Flooding occurred again in October 2000 and October 2001, the latter being the best recorded event and the most extensive in recent years. In 2001, thirty four houses were affected in Furneaux Pelham, Clapgate, Little Hadham, Hadham Ford and Hadham Mill. During this flooding event, the return period of which was estimated at between 1 in 30 years and 1 in 40 years, houses from the 16th and 17th centuries suffered flooding. The most recent flooding occurred in February 2009 and February 2014. Flooding occurs mainly from overbank flow at pinch points in the river caused by bridges, culverts or proximity of buildings restricting flood flow, and when storms are large enough to cause a general over-topping of the river banks.
- 3.2 The communities at Furneaux Pelham, Little Hadham and Hadham Ford are at greatest risk of property flooding within the River Ash catchment. Indicative Flood Plain Mapping ("IFPM") data from 2002 showed 293 properties wholly or partially within the floodplain of the River Ash, 125 of which were at risk of internal flooding and 168 of which might suffer external flooding. However, subsequent further studies using refined information indicated that in a 1 in 100 chance flood event, fewer properties in Little Hadham and Much Hadham were at risk of flooding than was indicated in the Indicative Flood Plain Map (IFPM) (now superseded by the published flood maps) and the flood risk to other properties in the River Ash catchment was lower than previously thought. The latest flood risk modelling for Little Hadham and Hadham Ford indicates that 72 properties are at risk in these communities from a 1 in 100 chance flood event.
- 3.3 There are currently no formal flood defences in the River Ash catchment. The catchment relies on the natural floodplain for flood storage. Following the 2001 floods, the River Ash Flood Risk Management study considered flood management within the catchment in a strategic approach rather than protecting individual communities with stand-alone schemes. The study was concluded in 2006.
- 3.4 In the study, the Agency considered various options to manage the flood risk - (i) Do Nothing (withdrawing the current watercourse maintenance regime); (ii) Do Minimum (continuing current maintenance); (iii) Non-Structural Options (improving flood risk management through improved flood warning and Sustainable Urban Drainage); and (iv) Engineering/Structural Options (increasing channel capacity, diverting flood waters into a bypass channel or creating additional flood storage). An analysis of economic damages caused by flood events in the catchment concluded that although options at Furneaux

Pelham, flood storage options and local schemes at Little Hadham demonstrated positive cost benefit scores, these options produced cost benefit and priority scores and rankings that were too low to attract Department of Environment Food and Rural Affairs (“DEFRA”) Flood Defence Grant in Aid funding.

- 3.5 Consideration was then given to advance local engineering/structural options at Furneux Pelham and Little Hadham using Thames Regional Flood Defence Committee local levy funding. Project proposals were developed for inclusion in the Environment Agency’s capital programme, although again the low cost benefit scores and rankings of these options resulted in them not qualifying for funding to progress.
- 3.6 Following the conclusion that financial justification was insufficient for the Agency to proceed with any engineering/structural options, the existing watercourse maintenance regime was continued with prioritised action for certain non-structural flood management improvements, with residents advised of property level protection and resilience measures, and a new flood warning station provided for Furneux Pelham. However, the underlying flood risk affecting the catchment has remained.

4. **Scheme Selection**

- 4.1 Following the Agency’s conclusion that a stand-alone engineering/structural solution to flooding risk in Little Hadham and Hadham Ford was not sufficiently economically justified to progress, an opportunity arose for the Agency to provide an engineered flood alleviation scheme for these communities as an integral part of Hertfordshire County Council’s (“HCC”) highway scheme for a bypass for the A120 road through Little Hadham (“the Highway Scheme”). The highway embankments forming part of the Highway Scheme can be used for a secondary purpose to act as flood water retaining banks forming flood water storage areas upstream of the embankments. As the principal purpose of the Highway Scheme would be to provide a new highway and the provision of the embankments by HCC represents a benefit in kind for a flood alleviation scheme of at least £2.5m, potentially, such an arrangement allows the Agency to provide a flood alleviation scheme for some properties in the River Ash catchment within the Highway Scheme at a much lower capital cost than a stand-alone flood alleviation scheme. The contribution in kind by making dual use of the Highway Scheme embankments, together with local levy funding from the current Thames Regional Flood and Coastal Committee (RFCC) to add to DEFRA Grant in Aid funding allow the flood alleviation scheme to proceed where a free-standing flood alleviation scheme could not.
- 4.2 Various options for the Highway Scheme were considered by HCC. Reference is made to the Statement of Reasons accompanying the Hertfordshire County Council (A120) (Little Hadham) Compulsory Purchase Order 2017 which explains how these options were

considered and the chosen option was selected. The flood alleviation advantages and disadvantages of each option were one of the criteria used to select that option. Route options to the north of Little Hadham afforded the opportunity to provide an element of flood alleviation from the River Ash and the Albury Tributary for some properties downstream of the embankments forming part of the Highway Scheme.

- 4.3 Following consultation, HCC selected an option for the Highway Scheme consisting of a 3.9km bypass route to the north of Little Hadham. It has a new roundabout constructed approximately 650m west of the crossroads in Little Hadham, then heading north-east, initially in a cutting, until an embankment over the Albury Tributary, returning to a cutting under the Albury Road and then across the River Ash valley on an embankment. The bypass rises out of the Ash valley in a cutting as far as Mill Mound north of Hadham Hall, and then at approximately ground level passing to the east of Hadham Park before re-joining the A120 at another roundabout, approximately halfway between Hadham Park and Hadham Lodge. The selected option allows flood alleviation measures to be incorporated in it. In addition to the two flood storage areas provided in conjunction with the bypass embankments, a third watercourse, the Lloyd Taylor Drain to the west of the village, would be diverted around the current houses of Lloyd Taylor Close and The Smithy, under the road to Hadham Ford to join the River Ash south of Little Hadham.
- 4.4 The design for the resulting Highway Scheme is for embankments comprising, where possible, as-won materials and soils from the cuttings with a clay layer to the upstream side, ensuring that the embankments are able to store water behind them. The embankments will impound flood waters on their upstream sides in two locations - where the River Ash passes beneath the embankment and where the Albury Tributary does likewise. Flow control structures will be installed in the embankments at these locations to throttle flood flows in the watercourses. A spillway facility will be provided for both the River Ash and Albury Tributary embankments to allow water in excess of the flood storage capacity to flow over the embankments in a managed fashion. Trash screens will be installed within each flow control structure to prevent blockage of the outlets by waterborne vegetation and debris. Monitoring with telemetry will be provided to allow remote monitoring of water impoundment within the flood storage areas. Access for a grab lorry to the trash screens will be incorporated in order to remove debris with provision for lighting for visits during hours of darkness. Vehicle access will also be provided to the downstream end of the outlet structures and toe of the spillway for general operation, maintenance and inspection of the embankments and structures. The diverted Lloyd Taylor Drain will be a new open channel that will pass under the road between Little Hadham and Hadham Ford in a new culvert. Access to maintain and inspect the new culvert will be from within the existing highway boundary.

4.5 The flood alleviation elements integrated into the Highway Scheme and diversion of the Lloyd Taylor Drain will provide a significant reduction to the risk of river flooding in Little Hadham and Hadham Ford. It is estimated that 72 properties will enjoy a reduced risk of flooding, 69 of which will no longer be at risk from a 1 in 100 chance flood. Those properties still at risk of flooding in such a flood will be flooded less often and to a lesser extent than at present.

4.6 Upwick Road to Upwick Green currently floods where it crosses the River Ash in storm events, presenting a risk to traffic. The road is the main route into Upwick Green, the alternative being a difficult route along narrow roads via Farnham to Bishops Stortford. Upwick Road's crossing of the River Ash is within the River Ash flood storage area. Minor works are proposed to raise the level of Upwick Road slightly to reduce the risk of it flooding. This will reduce the risk of Upwick Road flooding to a 1:100 year event. The risk currently is 1:10.

5. **Environmental Assessment**

5.1 An environmental impact assessment of the preferred option, in accordance with Schedule 2 (10) of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 (SI99/293) resulted in the production of an environmental statement which was prepared to support a planning application to Hertfordshire County Council for the Highway Scheme including the flood alleviation elements. The environmental statement assessed all options appraised as part of identifying the preferred option for the Highway Scheme. It also assessed the potential impacts resulting from the preferred option including from the construction and operation of the flood storage area.

5.2 The impacts upon air quality, cultural heritage, landscape, nature conservation, geology, soil and minerals, noise and vibration, pedestrians, equestrians, cyclists and drivers, community, socio-economics and private assets, road drainage and the water environment and cumulative effects were considered as part of the environmental impact assessment. The environmental statement concluded that there are a number of beneficial effects and a number of moderate and minor adverse impacts associated with the Highway Scheme including the flood alleviation elements.

5.3 The environmental statement identified some significant temporary effects on the landscape during the construction period, ranging from moderate to very large adverse effects, due to views of the construction works. It also identified a number of permanent moderate adverse effects on the landscape due to changes to field patterns and the introduction of road infrastructure into a rural setting.

- 5.4 A potential significant adverse effect on the community of Hadham Ford was also identified from indirect increases in traffic noise in the village. However, significant beneficial effects were also identified from traffic noise reduction for properties in the vicinity of the junction in Little Hadham and in the vicinity of Green Street and Cradle End. Significant adverse effects were also identified on three land holdings due to severance by the Highway Scheme.
- 5.5 Although a significant impact on the water environment and land drainage was predicted through operation of the flood storage areas, this will be offset by the benefit from a significant reduction of flooding in Little Hadham. Also, the environmental statement has predicted that the agricultural land quality will be unaffected in the flood storage areas and that the existing land use will be able to continue as at present in these areas.
- 5.6 The environmental statement noted that a Construction Environmental Management Plan would be used to ensure the, where possible, the contractor for the Highways Scheme implements measures to minimise and manage any adverse impacts.
- 5.7 The Agency considers that the proposed CPO Scheme is the most sustainable approach to flood defence within the catchment.

6. **The CPO Scheme**

- 6.1 The CPO Scheme involves the construction of the following flood alleviation structures:
- 6.1.1 Flow control structures on the River Ash and Albury Tributary within the embankment of the Highway Scheme
 - 6.1.2 Spillways for the River Ash and the Albury Tributary within the embankment of the Highway Scheme and extending south and southwest of the embankment
 - 6.1.3 Access platforms and tracks for vehicles to the flow control structures on the River Ash and the Albury Tributary on top of the embankment of the Highway Scheme
 - 6.1.4 A diversion channel for the Lloyd Taylor Drain immediately to the south of Little Hadham
- 6.2 The CPO provides for the acquisition of the land and rights over land required to construct, operate and maintain these flood alleviation structures. The compulsory purchase order made by Hertfordshire County Council for the Highway Scheme will provide for the acquisition of the land and rights over land required to construct, operate and maintain the Highways Scheme within which and on which the flood alleviation structures will be situated.

- 6.3 The CPO also provides for the acquisition of rights of access for construction of these structures.
- 6.4 The CPO Scheme also includes the creation of two flood water storage areas to impound waters up to a 1 in 100 chance plus Climate Change allowance flood event. (This means the volume of waters that are predicted to occur in a flood event that will happen statistically once on every 100 years, taking account of the effect that Climate Change is predicted to have on the frequency and severity of flood events.) The first flood water storage area runs along and adjacent to the corridor of the River Ash in a north and north north west direction from the embankment of the Highway Scheme, beneath Upwick Road (which will be raised as part of the Highway Scheme to ensure the road is not affected by flood water up to a 1 in 100 chance event) and extends to a point approximately 600 metres to the north and north north west of Upwick Road. The second flood water storage area extends along and adjacent to the corridor of the Albury Tributary to a point approximately 80 metres to the north-west of the embankment of the Highway Scheme.
- 6.5 The CPO provides for the acquisition of a right to cause or permit flood water to enter, accumulate, be retained and drain from the flood storage areas. The CPO also provides for the acquisition of a right to prevent any works on or uses of these areas which would reduce the flood storage capacity of these areas.
- 6.6 The flow control structures on the River Ash and Albury Tributary will throttle flood water discharges that flow downstream through Little Hadham, thereby lowering flood levels in Little Hadham and Hadham Ford. Reducing the downstream discharges results in the greater part of the volume of a major flood being temporarily impounded in the flood storage areas. The flood water retained in these areas will then drain in a managed fashion as the storm flows from upstream reduce.
- 6.7 The spillways on the River Ash and Albury Tributary will allow flood waters greater than the designed capacity of the flood storage areas to pass over the embankment spillways in a managed fashion and down the River Ash and Albury Tributary. The spillways will operate in flood events of a greater severity of 1 in 100 years plus an allowance for Climate Change flows.
- 6.8 The Lloyd Taylor Drain diversion will carry flood flows around the existing properties of Lloyd Taylor Close and The Smithy, away from the undersized culvert beneath the properties off Spindle Hill, taking them into the River Ash below Little Hadham. A new oversized culvert will be constructed under the road between Little Hadham and Hadham Ford to allow the flood flows to pass more easily.
- 6.9 In principle, the Agency will maintain the flood alleviation structures forming the CPO Scheme and HCC will maintain the structures forming the Highway Scheme. Where the

structures have both a flood alleviation and highways purpose, the maintenance arrangements will be as follows:

- 6.9.1 The Agency will maintain the culvert to carry the Lloyd Taylor Drain diversion channel under the Albury Road subject to agreement with HCC on sharing the cost of maintenance
- 6.9.2 The Agency will maintain the upstream and downstream faces of the embankments adjacent to the two flood water storage areas
- 6.9.3 The Agency will maintain the core of the embankments adjacent to the two flood water storage areas subject to agreement with HCC on sharing the cost of maintenance
- 6.9.4 The Agency will maintain the weir and spillway slab forming the flow control structures on the River Ash and Albury Tributary within the embankments. HCC will maintain the bridge structures including wing walls above the flow control structures subject to agreement with the Agency on sharing the cost of maintenance

7. The Order Land

- 7.1 The CPO provides for the acquisition of areas of land and also for the acquisition of rights in land over other areas. The maps referred to in the CPO show the areas of land to be acquired coloured red. The areas over which rights over land are to be acquired are shown coloured blue on the maps. Both the land and rights over land to be acquired are described in the schedule to the CPO.
- 7.2 The CPO provides for the following acquisitions:
 - 7.2.1 To the north of Little Hadham, land is being acquired to form part of the embankment, flow control structures, spillways and associated flood defence elements in the vicinity of the Albury Tributary. Rights over land are being acquired over areas which will contain flood waters to the north of the embankment.
 - 7.2.2 To the north-east of Little Hadham, land is being acquired to form part of the embankment, flow control structures, spillways and associated flood defence elements in the vicinity of the River Ash. Rights over land are being acquired over areas which will contain flood waters to the north of the embankment. These rights over land will extend to the east of Albury Road, northwards, across Upwick Road towards the south of Clapgate.

7.2.3 To the south and west of Little Hadham, land is being acquired for the provision of a diversion channel for the Lloyd Taylor Drain. Rights over land are being acquired for construction purposes.

7.3 The areas included in the CPO are currently used mainly as arable land. Small areas included in the CPO are currently used as public highways.

8. Planning Permission

8.1 The CPO Scheme falls within the jurisdiction of East Hertfordshire District Council as district planning authority and HCC as county planning authority.

8.2 HCC submitted a planning application to Hertfordshire County Council Development Control in November 2015 pursuant to Regulation 3 of the Town and Country Planning General Regulations 1992 for the Highways Scheme encompassing all element of the CPO Scheme.

8.3 On 21 December 2016, HCC resolved to grant planning permission, subject to the decision being referred to the Secretary of State, given that land in the Green Belt is encompassed in the planning application. Subsequently, the Secretary of State advised that he did not intend to call the application in for his determination and that HCC were free to determine it themselves. Planning permission was granted by HCC on 19th January 2017.

9. Listed Buildings, Conservation Areas, Ancient Monuments and other Special Statutory Designations

9.1 13 listed buildings in Little Hadham, 5 in Hadham Ford and 2 at Bridgefoot Farm within the Agency's published flood map Flood Zone 3 which will be protected by the CPO Scheme. All are Grade 2 listed buildings with only being a Grade 2* listed building.

9.2 There are no Listed Buildings which will be adversely affected by construction or maintenance of the structures in the CPO Scheme. There are no Conservation Areas adversely affected by the CPO Scheme.

9.3 A scheduled Monument, Mill Mound, will be affected by visual and noise impacts on its rural setting by the Highway Scheme. However, Mill Mound will not be affected by the CPO Scheme. There are no other relevant statutory designations affected by the CPO Scheme.

10. CPO Special Category Land – National Trust Land, Common Land, Open Space, Fuel or Field Garden Allotments, Statutory Undertakers Land and Local Authority Land

There is no CPO Special Category Land in the CPO except for plots 9/8 and 10/1 which are land owned by HCC.

11. Other Orders, Consents or Authorisations Required for the CPO Scheme

- 11.1 A temporary road closure will be required for the CPO Scheme. The road from Little Hadham to Hadham Ford will pass over the new diversion for the Lloyd Taylor Drain. This road will need to be closed temporarily to allow a new culvert to be installed beneath it. The length of this road from approximately the south side of the junction with The Smithy to approximately 100 meters southward will be closed for a period of approximately 6 – 8 weeks subject to the contractor’s programming and agreement with the highway authority’s network management team. During the closure access to properties will be provided along C15 (The Ford) to B1004 (Winding Hill/Great Hadham Road) – A1184 (Bishops Park Way) – A120 Hadham Road.
- 11.2 The Agency will apply to HCC for a temporary road closure order under section 14(1)(a) of the Road Traffic Regulations Act 1984.
- 11.3 HCC has made the Hertfordshire County Council (A120 Bypass (Little Hadham)) Highways Scheme) Compulsory Purchase Order 2017 (“the HCC CPO”) and the Hertfordshire County Council (A120 Bypass (Little Hadham) Bypass Classified Road (Side Road)) Order 2017 (“the HCC Side Roads Order”). In order for the CPO Scheme to be implemented, the HCC CPO must be confirmed by the Secretary of State for Communities and Local Government.
- 11.4 To ensure that HCC can construct any works on behalf of the Agency, a public sector co-operation agreement will be entered into.
- 11.5 A collaboration agreement dated 1 February 2017 reflects the agreement between HCC and the Agency in terms of joint working, including funding arrangements and mechanisms for approvals. The collaboration agreement formalises the relationship, which was agreed in principle by a memorandum of understanding dated 7 August 2014.
- 11.6 The Agency and HCC have both included powers in the CPO and in HCC’s CPO to acquire land to form the highway and flood defence embankment in the vicinity of the Albury Tributary and the River Ash. Where there is a duality of purpose in those locations, the Agency will exercise the powers to acquire land in the CPO and will undertake to give the necessary rights to HCC to carry out the construction of the road and dedicate so much of the land as is required for highway purposes thereafter.
- 11.7 Environmental permits will be required under the Environmental Permitting (England and Wales) Regulations 2016 for the highway and flood risk structures at the Albury Tributary

and the River Ash, for the Lloyd Taylor Drain diversion, for highway discharges at Cradle End and Bury Green Brooks and for culvert works at Cradle End Brook. HCC will apply to the Agency for these permits. An impoundment licence will also be required under the Water Resources Act 1991 for the impoundments at the Albury Tributary and the River Ash. HCC will apply to the Agency for this licence.

12. **Financial Justification for the CPO Scheme**

- 12.1 The total estimated costs of the CPO Scheme, including pre-planning costs in preliminary investigations, construction costs, fees, land acquisition and project management amounts to £4.7m. Flood-related damage avoided by the CPO Scheme is estimated at £9.6m.
- 12.2 The Agency has undertaken a financial evaluation of the CPO Scheme. This produces an acceptable result and justifies the implementation of the CPO Scheme.
- 12.3 The CPO Scheme has been economically justified, in that the overall cost benefit ratio is 1.05 and Flood Defence Grant in Aid (“FDGiA”) return on investment is 14.9:1.
- 12.4 Funding for the CPO Scheme is from FDGiA funding of £860,804. The balance of funding (£3.9m) has been secured from the Thames RFFC through local levy funding.
- 12.5 Under the DEFRA Partnership Funding approach to funding flood alleviation scheme, the CPO Scheme has secured contributions in kind of £4.4m from HCC for construction of the bypass embankments to be used for flood storage, and £3.9m from the Thames Regional Flood and Coastal Committee, meaning that the balance of funding requirement can be fully funded from FDGiA.
- 12.6 It should be noted that the construction of the A120 bypass is crucial to the construction of the flood defence scheme. The highway embankments provide essentially the bunds behind which flood water will be stored and released – see paragraph 4.1 above.

13. Steps Taken to Acquire Land and Rights by Agreement

- 13.1 Both HCC and EA have worked in tandem to establish dialogue with all potentially affected interests from an early stage in the process. The Agency and HCC have contacted all landowners and occupiers that are affected by the Agency's CPO scheme. The aim has been to negotiate for the purchase of the land and rights in land that are required. This approach has been promoted through a series of meetings and related correspondence since June 2014. The Agency has encouraged them to obtain professional advice to help steer them through the process. Each party affected was advised that they could engage a suitably qualified surveyor to act on their behalf and that the Agency, where appropriate, would meet their reasonable fees incurred where such fees were incurred through constructive dialogue and negotiation.
- 13.2 Negotiations have centred on the design issues and the appropriate means of addressing any concerns raised wherever practicable have been considered for inclusion as accommodation works. These have, for example, included the safeguarding of existing land drainage systems, the undergrounding of certain overhead electricity cables, revisions to field access and provision of new boundary fencing/hedging.

14. Justification for Compulsory Purchase with Regard to Human Rights

- 14.1 Having regard to the matters set out above the Environment Agency considers that the making of the CPO is expedient.
- 14.2 The making of the CPO engages rights protected under Article 1 to the First Protocol and Article 8 to the European Convention on Human Rights ("ECHR"). The Environment Agency considers that making the CPO is in the public interest, in accordance with law and its consequences are proportionate to the purpose for which the CPO is sought. It also considers that the CPO Scheme represents a fair balance between the competing interests of the individual and the community as a whole and that it could not be achieved without the CPO. Accordingly, the making of the CPO does not in the opinion of the Environment Agency violate Article 1 to the First Protocol or Article 8 of the ECHR, nor would these provisions be violated by subsequent confirmation of the CPO by the Secretary of State for Environment, Food and Rural Affairs.

15. Equality

- 15.1 The Equality Act 2006 requires the promotion of understanding of the importance of equality and diversity, and the encouragement of good practice in relation thereto. In the promotion of the CPO, the Environment Agency has been mindful of the need to properly discharge its obligations under the provisions of this legislation, with particular regard to

the locations and accessibility of the places selected for the deposit of documents relevant to the scheme.

16. Economic Growth

- 16.1 The Deregulation Act 2015 and The Economic Growth (Regulatory Functions) Order 2017 require the Environment Agency when carrying out its regulatory functions to have regard to the desirability of promoting economic growth. In particular, the Environment Agency is required to consider the importance of exercising its regulatory functions in a way which ensures that regulatory action is only taken when it is needed and that any action is proportionate. In the promotion of the CPO, the Environment Agency has taken account of these duties on it and considers that its promotion of the CPO complies with these duties.

17. Miscellaneous

- 17.1 The works have been brought to the attention of the Secretary of State for Environment, Food and Rural Affairs, who is the confirming authority for the CPO.
- 17.2 Anyone affected by the CPO and who wishes to discuss the position regarding technical matters should contact the Environment Agency's Customers and Engagement Team Leader at Apollo Court, Hatfield, Hertfordshire, AL10 9EX.
- 17.3 Documents concerning the CPO will be available for public inspection during normal office hours at:-
- 17.3.1 Hertfordshire County Council, County Hall, Pegs Lane, Hertford. SG13 8DN.
 - 17.3.2 Environment Agency, Apollo Court, Hatfield, Hertfordshire AL10 9EX
 - 17.3.3 East Herts District Council, Charringtons House, Bishop's Stortford, Hertfordshire CM23 2EN

and can be viewed on line at <http://www.hertfordshire.gov.uk>

The documents are:-

- a) The Order and Order map
- b) This Statement of Reasons
- c) The Detailed Planning Permission dated 19th January 2017 (ref: 3/2364(CM0960)).

16.5 It is not intended that this statement should discharge the obligations of the Agency under Rule 7 of the Compulsory Purchase by Non-Ministerial Acquiring Authorities (Inquiries Procedure) Rules 1990.

Environment Agency

July 2017