

Application for Determination

- Parish:** Langley-w-Hardley
- Reference:** BA 2013/0187/FUL Target Date: 20 September 2013
- Location:** Compartment 19 The North West Bank, Langley Dyke, Langley-w-Hardley
- Proposal:** Flood defence works including strengthening of the flood bank, importation of clay material with a temporary site compound and associated engineering works.
- Applicant:** Environment Agency
- Reason for referral:** Major application
- Recommendation:** Approve with conditions.

1 Background

- 1.1 Members will recall that in April 2013 the Planning Committee approved flood defence works for the River Yare in Compartment 19 between the Beauchamp Arms PH and Langley Dyke (under reference BA2013/0035/FUL). The approved scheme included a combination of bank strengthening works and roll back of existing banks (as well as piling and erosion protection works).
- 1.2 The planning application originally included works at Langley Dyke to improve flood defences, with the proposed flood bank improvements to be undertaken using imported clay material. However in view of concerns expressed regarding the lorry route proposed for clay importation, the Langley Dyke element of application was removed by BESL in order to allow this element to be the subject to reappraisal and further consultation prior to a further planning application.
- 1.3 Since April 2013, BESL have reviewed nature of works required in Langley Dyke, how material can be provided for the necessary improvements and undertaken consultation with the County Highway Authority and Langley, Chedgrave and Loddon Parish Councils

2 Description of Site and Proposal

- 2.1 The application site is 500 metre in length on the north side of Langley Dyke (see Appendix 1). The proposal is to undertake flood bank strengthening by

raising the crest of the existing floodbank with landowners retaining the existing piling at Langley Dyke. This will be the final element of defences for compartment 19 that protect some 270 hectares of mainly grassland area (much of which has been created by arable reversion).

- 2.2 The compartment does not include any Site of Special Scientific Interest (SSSI) or County Wildlife Site (CWS). However outside the compartment to the north of the River Yare is part of the Yare Broads and Marshes SSSI. The application site falls within the Langley Conservation Area. Close to the application site is Langley Abbey and associated building (which are Grade I and II* Listed Buildings). Its grounds extend to the application site and include a complex system of dykes that form part of a larger area designated as a Schedule Ancient Monument.
- 2.3 BESL have re- considered sourcing of material for floodbank improvement. As it is neither cost effective or practical to bring material in by water, the Environmental Statement considers the two other option for material sourcing / delivery and concludes:
- (a) **'Source from nearby marshes:** The land immediately behind the floodbank (which is where material is typically sourced from) is wooded and lies within both the Langley Conservation Area and Langley Abbey Scheduled Ancient Monument so it is not possible to excavate there. The closest part of marsh on the other side of Langley Dyke also falls within the Langley Conservation Area. Other nearby fields to the east of the dyke are currently being excavated to provide material for strengthening on that side (Compartment 20) so there is no scope to take any more without widening internal dykes or creating scrapes. This is unlikely to be supported by the landowner or acceptable in landscape terms. There would also be the associated time and cost that it would take to haul the material to the other side of the dyke. This option has therefore been discounted.
- (b) **Import material:** This option gives control over the type, quantity and quality of material. However, it is relatively expensive and will involve lorry movements on minor roads and through some residential areas. Given the constraints of sourcing from the marshes this is the preferred option.'
- 2.4 The application proposal requires some 3000 tonnes of clay importation (from Beccles) and estimates that 150 deliveries would be required using 20 tonne lorries. BESL estimate importation should take around four weeks based on up to eight deliveries a day to the application site. The Environmental Report highlights a number of options to access Langley Dyke from the A146.
- Through Loddon. These have been discounted because all of the roads, including the High Street and Bridge Street, are considered to be unsuitable because of relatively high volumes of traffic, poor sight lines in places, the number of junctions to negotiate and the fact that

on-street parking makes passage difficult.

- Various minor roads from Thurton. These are all minor routes that are narrow and with poor visibility in places so are not considered to be suitable.
- Along Norwich Road, Chedgrave. The junction with the A146 has good visibility for vehicles turning both into and out of Norwich Road so this is the preferred option.

2.5 From Norwich Road there are then three further options to access Langley Road. In relation to these routes, the Environmental Statement makes the following observations:

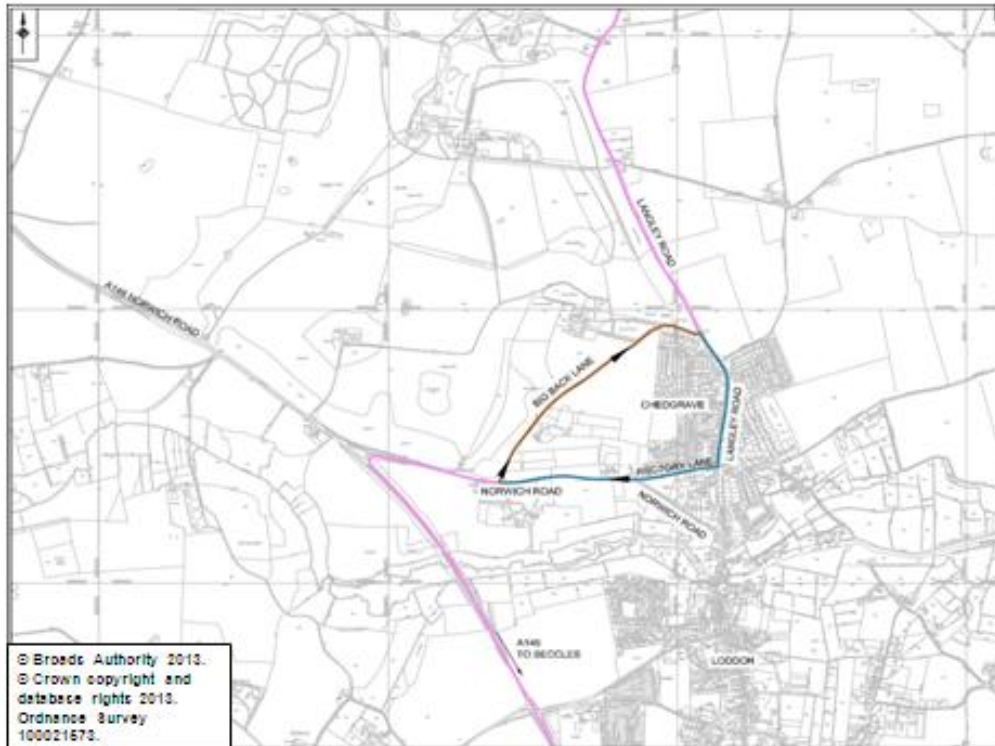
- (a) Big Back Lane. This avoids most residential areas but is very narrow and with few suitable passing places. There is a sharp, blind bend at the northern end close to some residential properties. The junction with the Norwich Road has poor visibility in both directions when exiting.
- (b) Rectory Lane. Visibility at the junctions with both the Norwich Road and Langley Road are good. Although this is a relatively narrow, unpaved road it is straight and with good visibility throughout. Because of its narrowness no cars park along it. The entrances to some driveways have a wide splay which allows vehicles to pull in when there is another oncoming. Most houses are set back some distance from the edge of the carriageway.
- (c) Norwich Road. The Norwich Road continues past the Rectory Lane junction and then bears right towards Loddon, at which point there is an option to turn left (at an acute angle) onto the Langley Road. Although Norwich Road is relatively wide and has pavements on both sides this is a residential area and cars regularly park along here. The left turn into Langley Road is too tight for a lorry to negotiate safely plus there is only a pavement on one side and vehicles also park along this stretch.

2.6 Following the above analysis, the application initially suggested all lorry traffic access the site using route (b) above – ie along Norwich Road onto Rectory Lane and then by left turn into Langley Road, However following further consideration and discussion with the Highway Authority, this application now proposes:

- Route (a) above for inbound vehicles – ie the use of Norwich Road from the A146 and then travelling to Langley Dyke using Big Back Lane and the use of route (b) above for returning vehicles – ie using Langley Road and then Rectory Lane before using Norwich Road to access the A146 (see below and Appendix 2).
- To restrict lorries to the period 9:30am to 2:30pm (based on observations it is clear that Rectory Lane is regularly used by a range of vehicles including school mini-buses, tractors, delivery vans and lorries with the busiest period is in the morning between 8:00am and

9:00am with other peaks at the end of the school and working day).

- A Traffic Management Plan will be produced to provide detail of how the deliveries be managed and to take account of the sensitivity of some sections of the route. The deliveries will be timed so that lorries only pass each other on the A146. Drivers will be briefed to ensure that they only follow the prescribed routes and that they only travel at 20mph using Big Back Lane, Rectory Lane and the Chedgrave section of Langley Road.



Plan showing proposed route

3 Planning History

- 3.1 BA2013/0035/FUL Flood defence works including strengthening / rollback of floodbanks, soke dyke excavation with a temporary site compound and associated engineering works. Approved 7 May 2013.

4 Consultation

- 4.1 Following initial comment made on the proposal for all traffic to use Rectory Lane, the following comments have been made on the revised proposal for lorries to travel along Big Back Lane to the site and return from Langley Dyke using Rectory Lane.

Langley -w- Hardley Parish Council – Awaited.

Chedgrave Parish Council – Awaited.

Loddon Parish Council – Approve. The amended route is as suggested by

the Parish Council in the initial consultation.

Cantley Parish Council – No objection.

Broads Society – No objection.

NCC Highways - The highway authority has assessed the options in order to consider the most suitable route for construction traffic to use taking into account the nature of the road, timescales and the safety of users of the highway.

Based on the information submitted there is likely to be up to 16 (inc) HGV movements per day on the highway network.

I concur with the applicant's comments in relation to access routes through Loddon and from Thurton as being unsuitable.

The option to use Big Back Lane is not a preferred option of the Highway Authority as it is a narrow lane with no formal passing spaces and in some locations limited forward visibility. It is certainly not suitable to cater for two way HGV traffic or for two such vehicles to pass one another. Potentially this could result in large vehicles having to reverse some distance to pass. The junctions either end of Big Back Lane have restricted visibility to the highway network and in this respect it is not considered a suitable route to cater for all vehicle movements as indicated.

The use of Norwich Road would require HGVs to turn onto/from Langley Road. The Langley Road turn off the Norwich Road is extremely acute which requires large vehicles to manoeuvre across the opposite carriageway. It is known that parking regularly occurs around this junction and turning a large vehicle would be extremely difficult if cars are parked close to the junction. Whilst temporary parking restrictions could be proposed, there is no guarantee that they would be approved in this location, even for the duration of the works, and even if approved would only be as effective as the enforcement that they receive. Parking restrictions, however, would not negate the need for vehicles to cross on to the other side of the carriageway to make the turn. In this respect a situation may arise which is detrimental to highway safety.

The use of Rectory Lane is the preferred option of the Highway Authority in that it is already the designated haul route for sugar beet etc, and of the routes proposed is considered the most suitable route to access Langley. Rectory Lane affords good forward visibility and visibility from the junctions either end is of an acceptable standard. It is accepted that at certain times of the day Rectory Lane is busy due to school traffic, etc, but appropriate measures are proposed by the applicant in this respect.

All of the proposed routes will affect residential areas and it is accepted that there is likely to be a local residential amenity issue to be considered. Whilst this is not an issue for the Highway Authority to consider, I appreciate that

this is a matter for which the Local Planning Authority is likely to consider.

Accordingly having discussed the options with the applicant and local highway engineer, the Highway Authority, whilst of the opinion the use of Rectory Lane for all vehicle movements is its preferred option, is prepared to accept the use of Big Back Lane for inbound movements to the site and using Rectory Lane for outbound journeys. This would still be subject to conditions on terms of timing, etc, as outlined in earlier correspondence but would spread the vehicle movements across the network.

Therefore if the Local Planning Authority is minded to consider use of Big Back Lane to be a more appropriate route, the Highway Authority would not raise an objection to this alternate proposal if submitted subject to the conditions outlined in my letter of 12 July 2013 being appended to any grant of permission your authority is minded to make with respect to

- Construction traffic management plan / access routes;
- Wheel washing facilities.

Environment Agency – No objections.

NCC – Heritage Environment Service - The proposed works are located along Langley Dyke; an artificial channel adjacent to the site of the medieval Pre-monstratensian Langley Abbey. There is potential for previously unrecorded heritage assets with archaeological interest (buried archaeological remains) to be present within the area of the proposed works and for their significance to be affected.

If planning permission is granted, we ask that this be subject to a programme of archaeological work in accordance with NPPF para. 135. We suggest that the following three conditions are imposed:

A) No groundworks shall take place until an archaeological written scheme of investigation has been submitted to and approved by the local planning authority in writing. The scheme shall include an assessment of significance and research questions; and 1) The programme and methodology of site investigation and recording, 2) The programme for post investigation assessment, 3) Provision to be made for analysis of the site investigation and recording, 4) Provision to be made for publication and dissemination of the analysis and records of the site investigation, 5) Provision to be made for archive deposition of the analysis and records of the site investigation and 6) Nomination of a competent person or persons/organization to undertake the works set out within the written scheme of investigation.

and,

B) No development shall take place other than in accordance with the written scheme of investigation approved under condition (A).

and,

C) The post investigation assessment should be completed in accordance with the programme set out in the archaeological written scheme of

investigation approved under condition (A), and provision for the analysis, publication and dissemination of the results and archive deposition should be secured within six months of the completion of the fieldwork.

English Heritage - The application lies within the vicinity of the site of Langley Abbey, which is designated as a Scheduled Monument. The Abbey site is excellent example of a medieval monastic centre, with good standing and below ground remains and a high potential for preserved below ground archaeological deposits.

The proposed development plans suggest approximately 13m of the flood bank works will fall within the extent of the scheduled monument. Whilst within the designated area, the flood bank lies outside the known limit of the abbey boundary, as defined by the ditch which surrounded the precinct. The works comprise the importing of material and are unlikely to impact potential below ground archaeological evidence in this area or the significance of the monument.

We provided advice for a previous application covering the same section of flood bank (BA/2013/0035/FUL) which was subsequently withdrawn. In that advice we noted the beneficial effect of the proposed works in maintaining the drainage network and preventing flooding of the monument, and the location of the flood bank within the designated area but outside the extent of known archaeological activity.

In discussions it was confirmed that the proposed works will not encroach into either the Abbey precinct or the boundary ditch. All material required for the strengthening works will be imported and there will be no works to the boundary ditch, which will be shielded by temporary fencing.

English Heritage does not therefore object to the proposals, we recommend that the application should be determined in accordance with national and local policy guidance and on the basis of your specialist advice.

SNDC (EHO) – Awaiting.

NSBA – Noting that the landowner has indicated his willingness to take on responsibility for maintaining the piles currently used for private mooring, an important point in view of the fact that there is a dearth of private moorings in the area, the NSBA has no objection to the planning permission sought being granted.

5 Representations

5.1 The following objections have been made by local residents:

1 Rectory Lane, Chedgrave

I approve of this application to strengthening the flood defence works to the river bank in compartment 19 on the river Yare. However, I cannot agree with your proposed route of using Rectory Lane in Chedgrave, for all your

heavy lorries to use this road to take all your material to and from the site. This lane has no footpath and is the main route into the village, which in places two cars cannot pass without using the residents' private drives. What compensation are you going to offer us for this inconvenience? I understand you need to use some roads. How about using Big Back Lane for the heavy lorries, in and Rectory Lane for the return. This would be the safest route for the lorries and could be done with a sign each end saying heavy vehicle approaching, if it has to come through the village at all. I know both Parish Council and District Councillor have already commented on this, therefore what chance have I got of changing your plans.

7 Rectory Lane, Chedgrave

I understand that you propose using Rectory Lane as the route to take material to and from the site using heavy lorries. As a resident of this lane, I deplore the intent to further add to the problems associated with the present volume of traffic. The damage to my drive is already intolerable, as is the noise, speed and general affect on the buildings. The road has no footpath and there is a high possibility of an accident or even fatality, especially where young children are concerned. I have spoken to ex-employees of the Broads Authority and without exception they confirm that the material could be moved by waterway. I understand that you have two barges for such purposes and if in current use why can't you hire more for the duration of the contact? I speak from experience as a Construction Engineer at 'Sizewell B' where we took great lengths to mitigate road traffic, by using other means. Judging from the replies you have sent to neighbours it appears that you will ignore any comments and press on regardless. Should you persist in your policy, what compensation are you offering for the inconvenience suffered. I am not against the application but believe that you have completely ignored the logistics involved, and it is not too late to reconsider and modify your intent. It seems farcical that a Broads Authority doesn't make full use of its prized asset – the waterway. As you will gather I am very unhappy with the road route along Rectory Lane.

6 Rectory Lane, Chedgrave

I re-iterate the comments made by neighbours regarding the use of Rectory Lane for the 150 deliveries planned, using 20 tonne lorries, running 8 deliveries per day, along Rectory Lane. The road is already a danger as there is no pavement for pedestrians for residents from the housing association as well as the residents of the lane, elderly and young children. Has permission been sought to use the splay in each resident's driveway and a payment made to use the private land? Has an arrangement to admit and pay for any compensation of damage? I had my rockery smashed 2 months ago by a driver in the lane (reported to the police) but no one came forward and I am now left with a ruined rockery and am not prepared to accept this. How wide are the lorries? How wide is the road? This lane is 'single track' and it is inconceivable that it is being considered to be used as a route for this exercise and I completely object to its use.

7A Rectory Lane, Chedgrave

Objection to the heavy commercial vehicles going up and down Rectory

Lane - Further to my letter of 10 July I would like it noted that I would not object to a one way system being introduced whilst the work is being carried out providing that all Langley traffic is directed one way down Big Back Lane from the A146 with signage clearly stating this is the route for Langley and that traffic for the villages of Chedgrave and Loddon should continue straight on. A "No Entry" sign should then be placed at the top of Rectory lane then the lane can be used one way only from the village end for return from Langley. This would result in none of the lorries and existing traffic having to try and pass each other where it is clearly not possible with endangering pedestrians or causing damage to the residents' properties. If this was put into effect and provided successful perhaps the Council would consider this as a permanent arrangement to ease the current problems we have with the Langley School traffic, heavy goods vehicles, farming equipment and traffic in general.

16 Rectory Lane, Chedgrave

I welcome the decision by the Highways Agency to consider the use of Big Back Lane for inbound traffic for the BESL works at Langley Dyke. This road will have to be made "One Way" for the duration of the works and have adequate advanced signage indicating that it was the preferred route for HGV's intending to go to Langley or Hardley. This is to reduce the use of the Norwich Road/Langley Road junction by HGV's travelling from Norwich. I still have reservations about the use of Rectory Lane for two way traffic including the returning HGV's from Langley. Rectory Lane is very narrow and does not have any formal passing places. The way it functions at present is by the unauthorised use of private driveways by cars/vans to get off the road to allow traffic to pass. The Highway Agency has stated that it is a "Haul Route" which would tend to indicate that it is in frequent use by HGV's, which is incorrect. The main use is during the sugar beet campaign when it is used very infrequently and by the occasional heavy lorry servicing one of the local farms. The proposed use of up to 8 HGV movements per part day is a huge increase and will have a detrimental impact on residential amenity. The potential for damage to private driveways by HGV's having to pull off to allow passing traffic is great and to this end some home owners have indicated that they will block their drives to prevent use thus making the scheme inoperable. A solution to this would be to make Rectory Lane "One Way" also from the Langley Road to the Norwich Road junction, thus eliminating the need for traffic to use private drives. This would also make the Lane safer for pedestrians who have to walk in the road as there are no footpaths. There is one small problem for traffic emerging from Rectory Lane onto the Norwich Road. Visibility to the left is severely restricted along Norwich Road because of the road layout and vehicles have to emerge onto Norwich Road some distance before being able to check for traffic. Vehicles coming from the Norwich direction have an unrestricted view of the junction and since the area is subject to a 30mph limit the danger is limited. I feel that if Rectory Lane and Big Back Lane are made "One Way" for the duration of this application that the residential amenity issue will be reduced and the issue with the "safe and free flow" of traffic will be mostly addressed. If the above recommendations are not acceptable to the Highways Agency then I ask that the matter be referred to the Development Management Committee for

decision.

11 Rectory Lane, Chedgrave

Planning application BA/2013/0187/FUL If not handled correctly I suspect that there will be a big upsurge in very heavy lorries to and from this site that could be using the most unsuitable Rectory Lane in Chedgrave. If this is so, perhaps the best route would be to send lorries to the site via Big Back Lane, and from the site via Rectory Lane. This way lorries would not have to pass each other as there is no room to do so on these narrow country lanes. This would make the area much safer for pedestrians (no footpath), cyclists, residents and motorists. Please think very carefully before deciding the routes for this heavy traffic.

10 Rectory Lane, Chedgrave

Whilst I agree that the work needs to be done I am completely against heavy lorries both transporting materials to the site and returning along Rectory Lane in Chedgrave. The current levels of traffic in the lane already cause significant damage to driveways and gardens where they adjoin the road, since the road is not wide enough for two vehicles to pass, leading to traffic pulling into driveways in order to pass. This work can only exacerbate this. Traffic also flows much too quickly in the lane, so this can only increase the danger to pedestrians and cyclists. As a compromise, Rectory Lane should only be used for the heavy lorries associated with this plan to travel in one direction.

6 Planning Policy

6.1 The March Committee report detailed the policy context.

Broads Core Strategy

[Core Strategy \(Adopted Sept 2007\).pdf](#)

Policy CS3 – Navigation;

Policy CS4 – Creation of New Resources;

Policy CS6 – Historic and Cultural Environment.

Broads Authority Development Management Policies DPD

[DMP DPD - Adoption version.pdf](#)

Policy DP1 – Natural environment;

Policy DP5 – Historic Environment;

Policy DP11 – Access on land;

Policy DP28 – Amenity.

6.2 The National Planning Policy Framework (NPPF) [NPPF](#) represents a material consideration in determining applications. It highlights a presumption in favour of sustainable development. In relation to the above policies, these are all fully compliant with the NPPF except

- Policy DP5 is not consistent with NPPF advice (as the tests of para

132 and 133 of the NPPF are more detailed), therefore aspects of the NPPF needs to be given some weight in decision making;

- Policy DP28 is consistent with NPPF advice in its context, however it is more detailed than the NPPF so aspects of the NPPF may need to be given some weight in decision making.

7 Assessment

7.1 The proposed works will complete flood defences in compartment 19. It is considered that the main issues relate to:

- Impact on heritage assets
- Highway considerations and amenity factors associated with lorry movements
- Effect on recreation and ecological factors

Impact on heritage assets

7.2 The application site is located close to heritage assets (notably Langley Abbey, a designated Schedule Ancient Monument area) and it falls within the Langley Conservation Area.

7.3 As a result, this effectively prevents the creation of new soke dykes close by as their excavation would harm the heritage interest of the area and conflict with development plan policy and NPPF advice. This means that clay importation is required to allow flood defence improvements to be undertaken whilst safeguarding the character and appearance of the Conservation Area (and its setting). The improved floodbanks are away from Langley Abbey and will generally have a minor visual impact on the setting of the Abbey. Furthermore the enhanced defences will help limit risk of flood damage to the heritage assets. Therefore it is considered that the proposal will protect this heritage asset in line with development plan policy CS6 and NPPF policy.

7.4 In respect of the Schedule Ancient Monument designation, English Heritage have confirmed that they have no objection. In addition the NCC Historic Environment Service has raised no objection and consider archaeological / heritage interest can be safeguarded with the imposition of a planning condition to protect and record archaeological interest.

7.5 In view of the above, it is considered that the proposals are consistent with the aims of policy DP5 of the Development Management Policies DPD and Core Strategy policy CS6.

Highway considerations and amenity factors

7.6 The importation of clay is essential to secure flood defences on Langley Dyke and complete defences for compartment 19. BESL have considered the amount of material needed and consider that movements can be complete within a 20 day period, resulting in temporary and short term

impact on the highway network and residential amenity.

- 7.7 With regard to highway safety, the County Highway Authority consider that Rectory Lane would represent an acceptable route for two way lorry movements (8 in each direction) on a daily basis subject to restriction on the timing and speed of vehicles. However both BESL and the Highway Authority recognise the narrow nature of Rectory Lane and the potential for short term impact on residential amenity of all lorries using this route. Therefore, to limit movements on Rectory Lane and consequently reduce the impact on the amenity of its residents, BESL propose lorries use Big Back Lane to access Langley Dyke, and then return to the A146 using Rectory Lane (effectively creating a one way loop for the clay lorries).
- 7.8 It is clear that local residents are very concerned regarding an increase in lorry movements using Rectory Lane. However, there is some acceptance that one way movements of delivery lorries should cause less impact.
- 7.9 It would be misleading to suggest that lorry movements will not have impact on both Big Back Lane and Rectory Lane. However for a short period (about 20 days) it is considered that the impact can be limited by traffic management conditions including limiting the time of movements and speed of lorries (as offered by BESL). Therefore it is considered that the application proposal is acceptable as it represents only a short term impact, and the effect on highway safety and residential amenity (expressed in policies DP11 and DP28) are outweighed by the longer term benefits of the flood defence work that will complete the protection in compartment 19 (and the 270 ha of land the defences help to protect) which is a key aim of development plan policy CS4.

Effect on recreation and ecological factors

- 7.10 The proposal has been devised to limit impact on other considerations. The crest raising, without the need for additional soke dyke excavation will limit the impact on ecology. Furthermore the position of the flood defences will ensure that the existing piling can be retained and used for private mooring, an important consideration in the area as identified by NSBA. It is considered that this proposal, when coupled with consent 2013/0035/FUL, will satisfactorily safeguard ecological and wildlife considerations and recreational opportunities, consistent with the aims of development plan policies CS4, DP1 plus NPPF advice.

8 Conclusion

- 8.1 The completion of flood defence works in the compartment is important to provide protection for land and property. It cannot however be completed without the importation of some clay material, as the digging of soke dykes adjacent to the Dyke would have an unacceptable impact on designated heritage assets. Whilst clay importation will be for a limited period (about 20 working days) and involve about eight lorry movements of 20 tonne lorries in each direction each day (from Norwich Road, Chedgrave to Langley Dyke),

no single route is of a sufficient standard to accommodate this traffic without some effect on highway safety and / or residential amenity. Having reviewed the proposal, it is considered that the proposed routing (with lorries travelling to the site via Big Back Lane and returning using Rectory Lane) with traffic management restrictions will limit impact to an acceptable extent during the limited period for these movements. Therefore based on the planning conditions proposed, it is considered that the applications proposal meet the main aims of development plan policy and NPPF advice.

9 Recommendation

9.1 The revised planning application is approved subject to the following conditions.

- Standard time limit condition
- Amended plan / details (lorry routing)
- Landscape/planting
- PD rights removed (pile removal)
- Archaeological investigation
- Temporary footpath closure/signage
- Site access / delivery route;
- Hours of working
- Traffic management strategy
- Wheel washing

9.2 The following informative be specified on the decision notice of the planning application:

- The permission shall be granted in the context of the Memorandum of Understanding between the Broads Authority and the Environment Agency on 25 April 2003.
- Works may need separate consents under the Water Resources Act and Land Drainage by-Laws for flood defence consent.

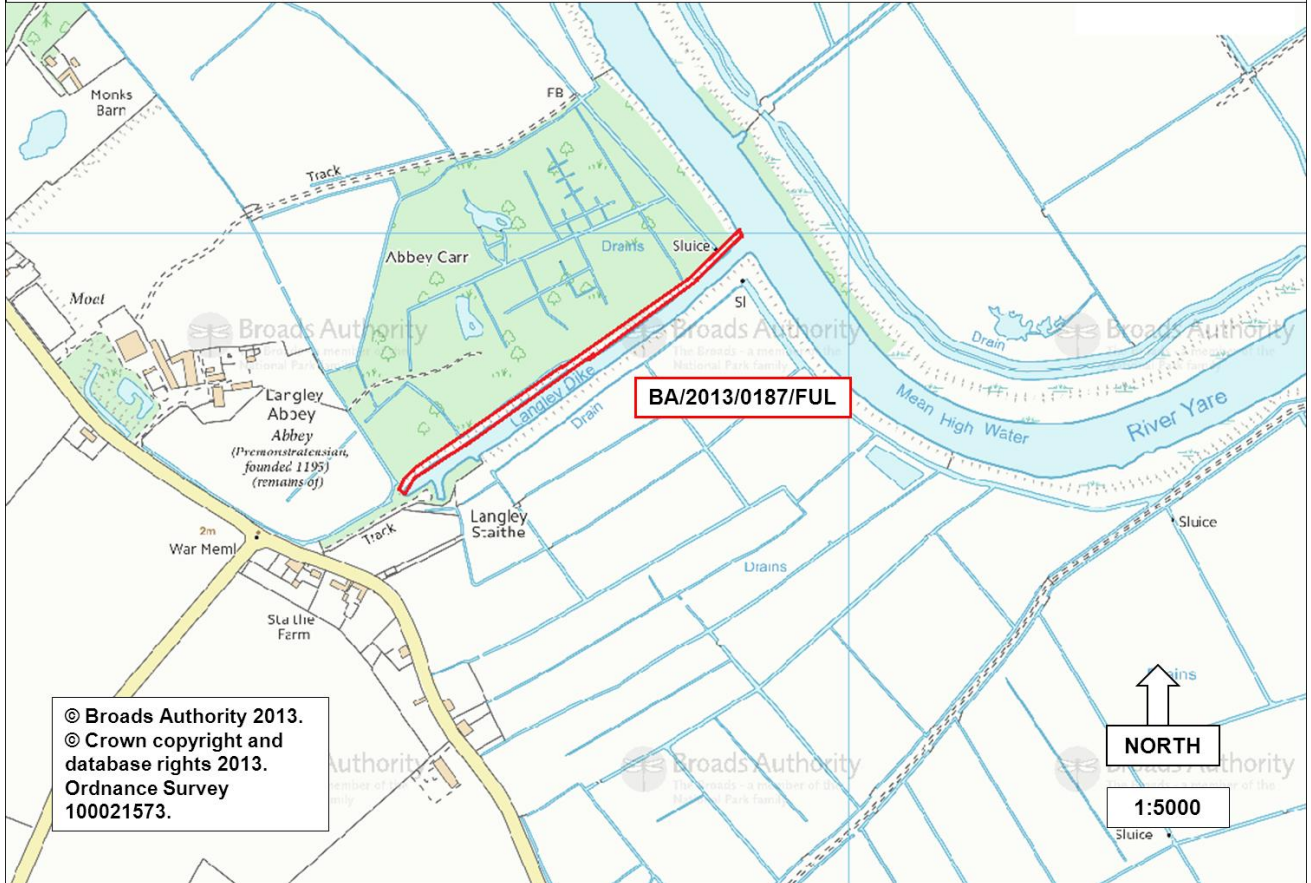
Background Papers: Application Files BA/2013/0187/FUL

Author: Andy Scales
Date of report: 27 August 2013

Appendices: APPENDIX 1 - Location Plan
APPENDIX 2 - Revised application lorry routing plan

APPENDIX 1

BA/2013/0187/FUL - Compartment 19, The North West Bank, Langley Dyke, Langley
Flood defence works including strengthening of the flood bank, importation of clay material with a temporary site compound and associated engineering works.



APPENDIX 2

