

**Planning Application with Navigation Implications:  
BA/2018/0475/FUL – Land downstream of Ludham Bridge**

Rollback of 35m of flood bank with timber piling retained and installation of 51.5m of steel piling in front of existing piling which is in poor condition

**Purpose:** The purpose of this report is to consult the Committee on a planning application for rollback of 35m of flood bank on land downstream of Ludham Bridge, with timber piling retained and installation of 51.5m of steel piling in front of existing piling which is in poor condition.

**1. Location**

- 1.1 The site is located on the true left bank of the River Ant downstream of Ludham Bridge (drawing WNBLUD/401/001). It is part of the 11 km of flood defences that run from How Hill on the River Ant, along the River Bure past St Benet's Abbey and up the River Thurne to Womack Water. The defences on this stretch comprise earth floodbanks with timber piling. The piling in this area is used for private mooring, leased from the Environment Agency.

**2. The Planning Application**

- 2.1 The applicant advises that there is a need to re-pile a linear length of 51.5m where the existing piling is in poor condition and at risk of failure. The piling operation would reuse 5m long steel sheet piles that have been removed from other locations in the Broads. They would be installed in front of the existing line of piling and project approximately 650mm into the river. The existing piling is retained as removing it would de-stabilise the margin and would also have to involve piling an additional line first, so there would still be a net encroachment into the channel. The gap between the existing and new pile line will be backfilled with well-graded granular material. A steel angle, rubbing strip and D-rubber would be added.
- 2.2 Additionally, there is a need to rollback a 35m length of bank adjacent to the small mooring basin in order to take some of the weight and pressure off the frontage piles. Additional clay material will be required for the rollback bank, but as there are no suitable sources nearby without encroaching further into the grazing marsh (the folding side is too narrow) this will be imported to site from Middleton Aggregates, Kings Lynn. It will be offloaded at the field entrance off the A1062 and then transported to the bank along the access route shown, using a tracked dumper. The applicant advises that the piles next to the proposed rollback length are in good condition so do not require replacing.

- 2.3 It is anticipated that the works would take up to 8 weeks to complete and will be undertaken during the winter period in early 2019. Working times would be between 7am and 5pm Monday to Friday, accepting that there will be shorter days during the winter months. General site attendance will be three operatives and one excavator driver with occasional visiting BESL staff. Site access from the A1062 will be via the farm track and field perimeter.
- 2.4 Plant will comprise a 23 tonne ALE piling excavator with Movax hammer plus one 8 tonne excavator to undertake the rollback works. A small Groundhog welfare unit will be positioned on the folding adjacent to the rollback works.
- 2.5 The works are being timed to coincide with the quietest time of the year when there are fewer boats on the moorings and using the river. The Environment Agency will notify owners in advance if any boats need to be temporarily moved during the works.
- 2.6 The applicant advises that the purpose of the works is to provide an appropriate standard of flood defence to this part of the compartment and to reduce the risk of piling and/or bank failure during a flood event. The applicant states that the installation of the piles and rollback of bank will not have any measurable effect on water levels under normal conditions or at the time of high level events that could overtop the defences and that, consequently, there will be no change in the flood risk either at this location or elsewhere along the River Ant.

### **3. Conclusion**

- 3.1 Member's views on any matters of relevance to navigation are sought and will be considered as part of the planning process.

Background papers:	BA/2018/0475/FUL
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Broads Plan Objectives:	None
Appendices:	APPENDIX 1 - Location Plan

