

Technical Note

Project: Wicks Farm, Ford

Project No: 6352

Subject: Proposed Change of Access.

Prepared by: Benjamin Boreham Date: 17/12/19

Checked by: Dave Wiseman Rev: .

Introduction

- 1.1. This Technical Note has been prepared by Stuart Michael Associates (SMA), consulting engineers, on behalf of Agricultural Investments Limited (the 'Applicant'), in support of the proposed change of access for the construction of six hectares of commercial glasshouse with associated irrigation reservoir, access roads and car parking on land at Wicks Farm, Arundel, West Sussex.
- 1.2. SMA previously produced a Technical Note (TN) (Ref: 6352/TN1/Rev A) to consider utilising the existing farm track junction onto Ford Lane, which would need to be improved in order to facilitate HGV movements for the development. This application was granted permission in 2019 (Ref: F/30/18/PL).
- 1.3. Since this application was submitted, the Applicant, under the name of Wicks Farm Biogas Ltd, has been granted planning permission and subsequently improved an existing point of access onto Ford Lane (Ref: WSCC/026/16/F), to the east of the granted access. The Applicant now wishes to utilise this newly created access point to serve the proposed development of six hectares of commercial glasshouse with associated irrigation reservoir, access roads and car parking. This TN will investigate the potential for using the new access.

Previous Access

- 1.4. The existing access onto Ford Lane that was proposed to be improved under application ref: F/30/18/PL is an existing farm track that is currently not suitable for HGV's and would need to be improved in order to facilitate HGV movements to serve the development.
- 1.5. SMA produced a junction design, shown in **Drawing 6352.001 Rev A** (see previous Technical Note), in which the access would be widened to 7.5m for the first 30m before narrowing back down to the existing width for the remainder of the length of the access road. This proposal also required a new hardened surface to be provided for the first 10m of the track as well as a regrading of the existing access to 4% for the first 30m.

- 1.6. Condition 13 within the Decision Notice for the previous application (see **Appendix A**) required that *'No part of the development shall be first occupied until such time as the vehicular access serving the development has been constructed in accordance with the details shown on the drawing titled 'Proposed Access Arrangements with Autotrack Vehicle Tracking of a 16.5m HGV' and numbered 6352.001 Rev A.'*
- 1.7. As work has not yet begun on this access, the Applicant wishes to establish access to their site via an existing, suitable access point, using the recently improved access onto Ford Lane.

Proposed Access

- 1.8. The applicant has recently improved an access onto their land from Ford Lane, this was to facilitate HGV movements into and out of this part of their land onto Ford Lane. The improvements can be seen in **Photos 1, 2 and 3**.



Photo 1



Photo 2



Photo 3

- 1.9. The drawing of the now widened access (Ref: WSCC/026/16/F), submitted as part of the application is attached in **Appendix B**.
- 1.10. This proposal would bring two fold benefits to the area, firstly it would move the access to the proposed commercial glasshouse facility closer to the start of the 40mph limit, so vehicle speeds are likely to be slightly reduced compared to the initial access proposal. Secondly, using this recently improved access would negate the need to create another access wide enough to facilitate HGV movements, which would benefit native flora and fauna along Ford Lane, which was highlighted as a condition in the Decision Notice.

Summary and Conclusion

- 1.11. This Technical Note has been prepared by Stuart Michael Associates (SMA), consulting engineers, on behalf of Agricultural Investments Limited (the 'Applicant'), in support of the proposed change of access for the construction of six hectares of commercial glasshouse with associated irrigation reservoir, access roads and car parking on land at Wicks Farm, Arundel, West Sussex.
- 1.12. The Applicant was previously granted planning permission to widen an existing farm access to facilitate HGV movements (Ref: F/30/18/PL), however they now wish to utilise a recently widened farm access onto Ford Lane, completed under planning permission Ref: WSCC/026/16/F. This access currently serves HGV's so is suitable for use within this application.
- 1.13. This change of access will bring the access to the proposed site closer to the 40mph speed limit, potentially resulting in passing vehicles travelling at a lower speed, as well as benefiting the fauna and flora on Ford Lane, as another access point is not being widened.
- 1.14. It is therefore envisaged that the proposed change of access will have no impact on Ford Lane and therefore there are no highways concerns with moving this point of access.

APPENDIX A

STUART MICHAEL ASSOCIATES

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DECISION NOTICE

Application Ref: F/30/18/PL

1 To Addressee

John Hall Consulting Ltd
113 Limmer Lane
Felpham
West Sussex
PO22 7LR

2 Site Address

Wicks Farm
Ford Lane
Ford
BN18 0DF

3 Description of Development

2 multispans tunnels, 2 ancillary outbuildings, drainage pond, associated drainage works, external hardstanding for vehicle parking, access and turning.

4 In pursuance of their powers under this Act and related Orders and Regulations the Council **PERMIT** this development to be carried out in accordance with the application and plans and subject to the following conditions.

- 1 The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 (as amended).

- 2 Reason: To comply with Section 91 of the Town and Country Planning Act 1990 (as amended).
The development hereby approved shall be carried out in accordance with the following approved plans;
Site Location Plan PA01 revP01
Site Block Plan PA02 revP06
Ancillary Building Elevations revP01
Views of tunnels 1.02 rev01
Greenhouse Plan 1.01 rev00

Reason: For the avoidance of doubt and in the interests of amenity and the environment in accordance with policy DDM1 of the Arun Local Plan.

- 3 Development shall not commence, other than works of site survey and investigation, until full

details of the proposed surface water drainage scheme have been submitted to and approved in writing by the Local Planning Authority. The design should follow the hierarchy of preference for different types of surface water drainage disposal systems as set out in Approved Document H of the Building Regulations, and the recommendations of the SuDS Manual produced by CIRIA. Winter groundwater monitoring to establish highest annual ground water levels and winter Percolation testing to BRE 365, or similar approved, will be required to support the design of any Infiltration drainage. No building / No part of the extended building shall be occupied until the complete surface water drainage system serving the property has been implemented in accordance with the agreed details and the details so agreed shall be maintained in good working order in perpetuity.

Reason: To ensure that the proposed development is satisfactorily drained in accordance with policies W SP1, W DM1, W DM2 and W DM3 of the Arun Local Plan. This is required to be a pre-commencement condition because it is necessary to implement the surface water drainage system prior to commencing any building works.

- 4 The development shall not proceed until details have been submitted to and approved in writing by the Local Planning Authority for any proposals: to discharge flows to watercourses; or for the culverting, diversion, infilling or obstruction of any watercourse on or adjacent to the site. Any discharge to a watercourse must be at a rate no greater than the pre-development run-off values. No construction is permitted, which will restrict current and future land owners from undertaking their riparian maintenance responsibilities in respect to any watercourse or culvert on or adjacent to the site.

Reason: To ensure that the proposed development is satisfactorily drained in accordance with policies W DM1, W DM2 and W DM3 of the Arun Local Plan. And to ensure that the duties and responsibilities, as required under the Land Drainage Act 1991, and amended by the Flood and Water Management Act 2010, can be fulfilled without additional impediment following the development completion. It is considered necessary for this to be a pre-commencement condition to protect existing watercourses prior to the construction commencing.

- 5 Development shall not commence until full details of the maintenance and management of the surface water drainage system is set out in a site-specific maintenance manual and submitted to, and approved in writing, by the Local Planning Authority. The manual is to include details of financial management and arrangements for the replacement of major components at the end of the manufacturer's recommended design life. Upon completed construction of the surface water drainage system, the owner or management company shall strictly adhere to and implement the recommendations contained within the manual.

Reason: To ensure that the proposed development is satisfactorily drained in accordance with policies W DM1, W DM2 and W DM3 of the Arun Local Plan. It is considered necessary for this to be a pre-commencement condition to ensure that the future maintenance and funding arrangements for the surface water disposal scheme are agreed before construction commences.

- 6 Lighting levels from the site shall not exceed 10 lux/1000 lumens.

Reason: To control the residential amenities of the local environment in accordance with Arun Local Plan policies QE SP1, QE DM2 and D DM1.

- 7 The development hereby permitted must not be commenced until such time as a scheme to ensure that the loss of compensation area (level for level, volume for volume) from the irrigation reservoir within Flood Zone 3 is replicated as per Section 5.3.1 and Appendices 10 of the Civil Engineering Practice Flood Risk Assessment has been submitted to, and approved in writing by, the Local Planning Authority.

Reason :To ensure there is no loss of fluvial floodplain compensation area in accordance with policies WDM2 of Arun Local Plan

- 8 The development shall not proceed until formal consent has been approved in writing from the Lead Local Flood Authority (WSSC) or its agent (ADC) for the discharge of any flows to watercourses, or the culverting, diversion, infilling or obstruction of any watercourse on the site. Any discharge to a watercourse must be at a rate no greater than the pre-development run-off values.

Reason: To ensure that the proposed development is satisfactorily drained in accordance with policies W DM1 and W DM2 of the Arun Local Plan. It is considered necessary for this to be a pre-commencement condition to protect existing watercourses prior to the construction commencing.

- 9 No development above damp proof course (DPC) level shall take place until there has been submitted to, and approved by, the Local Planning Authority, a landscaping scheme including details of hard and soft landscaping and details of existing trees and hedgerows to be retained, together with measures for their protection during the course of the development. The approved details of the landscaping shall be carried out in the first planting and seeding season, following the occupation of the buildings or the completion of the development, whichever is the sooner, and any trees or plants which, within a period of five years from the completion of development, die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.'

Reason: In the interests of amenity and of the environment of the development in accordance with policy D DM1 of the Arun District Local Plan.

- 10 No development including site access, demolition or associated construction activities shall commence unless and until all the existing trees/bushes/hedges to be retained on the site have been protected in accordance with a scheme submitted to the Local Planning Authority. Within the areas so fenced off the existing ground must not be cultivated, nor must it be lowered or raised or added to by the importation and spreading of top soil unless agreed by the Local Planning authority. There must be no materials, temporary buildings, plant machinery or surplus soil shall be placed or stored thereon without prior written approval of the Local Planning Authority.

No trenching should occur within the protective fencing surrounding the Root Protection Area. If roots requiring severance to allow for the passage of services is necessary then an arboriculturist would be required to assess and determine whether the loss of the roots would be detrimental to the continued health and stability of the affected tree.

Reason: To ensure the retention and maintenance of trees and vegetation which is an important feature of the area in accordance with policy ENV DM4 of the Arun Local Plan.

- 11 In accordance with the recommendations of the submitted Ecological Appraisal and the Landscape Assessment a minimum 5m grass buffer strip shall be retained around the site.

Reason: To protect and enhance native flora and fauna in accordance with policy ENV DM3 of Arun Local Plan and policy ENH6 of Ford Neighbourhood Plan.

- 12 Prior to the use commencing ecological enhancements shall be made to the scheme in accordance with details to be submitted to and approved by the Local Planning Authority, which shall include the following :
- Any trees removed should be replace at a ratio of 2:1
 - Wildflower meadow planting used
 - Filling any gaps in tree lines or hedgerows with native species

- Bat and bird boxes installed on the site
- Grassland areas managed to benefit reptiles.
- Log piles onsite

Reason: To protect and enhance native flora and fauna in accordance with policies ENV DM3 and ENV DM5 of Arun Local Plan and policy ENH6 of Ford Neighbourhood Plan.

- 13 No part of the development shall be first occupied until such time as the vehicular access serving the development has been constructed in accordance with the details shown on the drawing titled 'Proposed Access Arrangements with Autotrack Vehicle Tracking of a 16.5m HGV' and numbered 6352.001 Rev A.

Reason: In the interests of road safety in accordance with policy TSP1 of Arun Local Plan.

- 14 No part of the development shall be first occupied until visibility splays of 4.5 metres by 125m to the west and 4.5m by 120m to the east have been provided at the proposed site vehicular access onto Ford Lane in accordance with the approved planning drawings. Once provided the splays shall thereafter be maintained and kept free of all obstructions over a height of 0.6 metre above adjoining carriageway level or as otherwise agreed.

Reason: In the interests of road safety in accordance with policy D DM1 and T SP1 of the Arun Local Plan.

- 15 No part of the development shall be first occupied until the vehicle parking and turning spaces have been constructed in accordance with the approved plan. These spaces shall thereafter be retained for their designated use.

Reason: To provide adequate on-site car parking and turning space for the development in accordance with policy TSP1 of Arun Local Plan.

- 16 No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with the approved plan.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies in accordance with policy TSP1 of Arun Local Plan.

- 17 No part of the development shall be first occupied until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan once approved shall thereafter be implemented as specified within the approved document. The Travel Plan shall be completed in accordance with the latest guidance and good practice documentation as published by the Department for Transport or as advised by the Highway Authority.

Reason: To encourage and promote sustainable transport in accordance with policy TSP1 of Arun Local Plan.

INFORMATIVE: The applicant is advised to enter into a legal agreement with West Sussex County Council, as Highway Authority, to cover the off-site highway works. The applicant is requested to contact The Implementation Team Leader (01243 642105) to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.

INFORMATIVE: Infiltration rates for soakage structures are to be based on percolation tests undertaken in the winter period and at the location and depth of the proposed structures. The percolation tests must be carried out in accordance with BRE365, CIRIA R156 or a similar approved method and cater for the 1 in 10 year storm between the invert of the entry pipe to the soakaway, and the base of the structure. It must also have provision to ensure that there is capacity in the system to contain below ground level the 1 in 100 year

event plus 40% on stored volumes, as an allowance for climate change. Adequate freeboard must be provided between the base of the soakaway structure and the highest recorded annual groundwater level identified in that location. Any SuDS or soakaway design must include adequate groundwater monitoring data to determine the highest winter groundwater table in support of the design. The applicant is advised to discuss the extent of groundwater monitoring with the Council's Engineers.

Supplementary guidance notes regarding surface water drainage are located here

<https://www.arun.gov.uk/surfacewater> on Arun District Councils website. A surface water drainage checklist is available here <https://www.arun.gov.uk/drainagechecklist> on Arun District Councils website, this should be submitted with a Discharge of Conditions Application.

INFORMATIVE: Under Section 23 of the Land Drainage Act 1991 Land Drainage Consent must be sought from the Lead Local Flood Authority (West Sussex County Council), or its agent (Arun District Council land.drainage@arun.gov.uk), prior to starting any works (temporary or permanent) that affect the flow of water in an ordinary watercourse. Such works may include culverting, channel diversion, discharge of flows, connections, headwalls and the installation of trash screens.

The development layout must take account of any existing watercourses (open or culverted) to ensure that future access for maintenance is not restricted. No development is permitted within 3m of the bank of an ordinary watercourse, or 3m of a culverted ordinary watercourse.

INFORMATIVE: If during construction works, it becomes apparent that implementation cannot be carried in accordance with previously agreed details any resubmission of the drainage design must be accompanied by an updated copy of the management manual.

INFORMATIVE: Network Rail strongly recommends the developer contacts

AssetProtectionLondonSouthEast@networkrail.co.uk prior

to any works commencing on site, and also to agree an Asset Protection Agreement with us to enable approval of

detailed works. More information can also be obtained from our website

<https://www.networkrail.co.uk/running-the-railway/>

[looking-after-the-railway/asset-protection-and-optimisation/](https://www.networkrail.co.uk/running-the-railway/looking-after-the-railway/asset-protection-and-optimisation/).

As well as contacting the Asset Protection Team the developer must ensure that their proposal, both during construction and after completion of works on site, does not:

- encroach onto Network Rail land
- affect the safety, operation or integrity of the company's railway and its infrastructure
- undermine its support zone
- damage the company's infrastructure
- place additional load on cuttings
- adversely affect any railway land or structure
- over-sail or encroach upon the air-space of any Network Rail land
- cause to obstruct or interfere with any works or proposed works or Network Rail development both now and in the future

Drainage

Run-off from the proposed polytunnels must not be discharged onto Network Rail's property or into Network Rail's culverts or drains except by agreement with Network Rail. Suitable drainage or other works must be provided and maintained by the Developer to prevent surface water flows or run-off onto Network Rail's property. Proper provision must be made to accept and continue drainage discharging from Network Rail's property; full details to be submitted for approval to the Network Rail Asset Protection Engineer. Suitable foul drainage must be provided separate from Network Rail's existing drainage. Soakaways, as a means of storm/surface water disposal must not be constructed near/within 10 - 20 metres of Network Rail's boundary or at any point which could adversely affect the stability of Network Rail's property. After the completion and occupation of the development, any new or exacerbated problems attributable to the new development shall be investigated and remedied at the applicants' expense.

Future maintenance

The development must ensure any future maintenance can be conducted solely on the applicant's land. The applicant must ensure that any construction and any subsequent maintenance can be carried out to any proposed buildings or structures without adversely affecting the safety of, or encroaching upon Network Rail's adjacent land and air-space, and therefore all/any building should be situated at least 2 metres (3m for overhead lines and third rail) from Network Rail's boundary. The reason for the 2m (3m for overhead lines and third rail) stand off requirement is to allow for construction and future maintenance of a building and without requirement for access to the operational railway environment which may not necessarily be granted or if granted subject to railway site safety requirements and special provisions with all associated railway costs charged to the applicant. Any less than 2m (3m for overhead lines and third rail) and there is a strong possibility that the applicant (and any future resident) will need to utilise Network Rail land and air-space to facilitate works. The applicant / resident would need to receive approval for such works from the Network Rail Asset Protection Engineer,

the applicant / resident would need to submit the request at least 20 weeks before any works were due to commence

on site and they would be liable for all costs (e.g. all possession costs, all site safety costs, all asset protection

presence costs). However, Network Rail is not required to grant permission for any third party access to its land. No

structure/building should be built hard-against Network Rail's boundary as in this case there is an even higher probability of access to Network Rail land being required to undertake any construction / maintenance works.

Equally any structure/building erected hard against the boundary with Network Rail will impact adversely upon our maintenance teams' ability to maintain our boundary fencing and boundary treatments.

INFORMATIVE: The granting of this planning permission does not in any way indemnify against statutory nuisance action being taken should substantiated complaints within the remit of the Environmental Protection Act 1990 be received.

For further information please contact the Environmental Health Department on 01903 737755

INFORMATIVE: The granting of planning permission does not authorise obstruction of, interference to or moving of any Public Right of Way (PROW); this can only be done with the prior consent of West Sussex County Council (WSCC), as highway authority, and possibly also a legal Order process by HDC as the local planning authority. Further advice can be provided on request.

Safe and convenient public access is to be available at all times across the full width of the PROW, which may be wider than the available and used route - advice on the legal width can be provided by the WSCC PROW Team.

The path is not to be obstructed by vehicles, plant, scaffolding or the temporary storage of materials and / or chemicals during any works. These will constitute an offence of obstruction under the Highways Act 1980.

No new structures, such as gates and stiles, are to be installed within the width of the PROW without the prior consent of the WSCC PROW Team. These will constitute an offence of obstruction under the Highways Act 1980.

Any down pipes or soakaways associated with the development should discharge into an existing or new drainage system and away from the surface of the PROW. No drainage system is to be installed through the surface of the path without the prior consent of the WSCC PROW Team.

Where the ground levels adjacent to the PROW are to be raised above existing ground levels, this could increase the potential to flood the path. A suitable drainage system must be installed adjacent to the path to a specification agreed with the WSCC PROW Team prior to development commencing.

Any alteration to or replacement of the existing boundary with the PROW, or the erection of new fence lines, must be done in consultation with the WSCC PROW Team to ensure the legal width of the path is not reduced and there is no unlawful encroachment.

Access along a PROW by contractors' vehicles, deliveries or plant is only lawful if the applicant can prove it has a vehicular right; without this an offence under the Road Traffic Act 1988 section 34(1) is being committed.

It is an offence to damage the surface of a PROW without the prior consent of the WSCC PROW Team. The

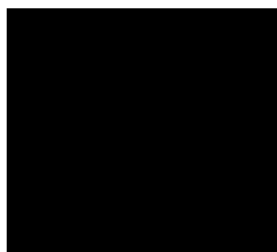
applicant must supply a specification and secure the approval of the WSCC PROW Team before works affecting the PROW begin, even if the surface is to be improved. Where a PROW surface is damaged and there was no prior consent, the applicant will be liable and required to make good the surface to a standard satisfactory to the WSCC PROW Team.

Where it is necessary to undertake works within the legal width of a PROW, e.g. install utilities, (or for development works immediately adjacent to a PROW that can not reasonably be managed through different Health and Safety practice) the applicant must be advised to apply to WSCC PROW Team for a temporary path closure.

INFORMATIVE: The applicant's attention is drawn to the requirements of the Environmental Protection Act 1990 and

the Clean Air Act 1993 with regard to burning on site. A 'Statutory Nuisance' may be caused by smoke and ash from fires or noise e.g. the cutting or chipping trees. In addition, air quality could be adversely affected on large projects. The granting of this planning permission does not permit a statutory nuisance to be caused. The Environment Agency should also be contacted regarding Exemption Permits to burn on site.

INFORMATIVE: Statement pursuant to Article 35 of the Town and Country Planning (Development Management Procedure)(England) Order 2015. The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern within the application (as originally submitted) and negotiating, with the Applicant, acceptable amendments to the proposal to address those concerns. As a result, the Local Planning Authority has been able to grant planning permission for an acceptable proposal, in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.



Neil Crowther
Group Head of Planning

Case Officer: Mrs A Gardner
Decision Issued: 27th September 2019

Arun District Council
The Arun Civic Centre
Maltravers Road
Littlehampton
West Sussex BN17 5LF

IT IS IMPORTANT THAT YOU READ THE NOTES ATTACHED TO THIS DOCUMENT

APPEALS TO THE SECRETARY OF STATE

If you are aggrieved by the decision of your local planning authority to refuse permission for the proposed development or to grant it subject to conditions, then you can appeal to the Secretary of State under section 78 of the Town and Country Planning Act 1990.

If this is a decision on a planning application relating to the same or substantially the same land and development as is already the subject of an enforcement notice, and you want to appeal against this planning application decision, then you must do so within 28 days of the date of this notice.

If an enforcement notice is served relating to the same or substantially the same land and development as in your application and you want to appeal against this planning application decision, then you must do so within 28 days of the date of service of the enforcement notice, or within 12 weeks of the date of this notice, whichever period expires earlier.

Otherwise, if you want to appeal against this decision then you must do so within 6 months of the date of this notice.

Appeals must be using a form which you can get from the Secretary of State at Temple Quay House, 2 The Square, Temple Quay, Bristol BS1 6PN (Tel: 0303 444 5000) or online at <http://acp.planninginspectorate.gov.uk>

The Secretary of State can allow a longer period for giving notice of an appeal but will not normally be prepared to use this power unless there are special circumstances which excuse the delay in giving notice of appeal.

The Secretary of State need not consider an appeal if it seems to the Secretary of State that the local planning authority could not have granted planning permission for the proposed development or could not have granted it without the conditions they imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order.

PURCHASE NOTICES

If either the local planning authority or the Secretary of State refused permission to develop land or grants it subject to conditions, the owner may claim that he can neither put the land to a reasonably beneficial use in its existing state nor render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted.

In these circumstances, the owner may serve a purchase notice on the Council (that is, where the land is situated in a National Park, the National Park authority for the Park, or in any other case the district council in whose area the land is situated). This notice will require the Council to purchase the owner's interest in the land in accordance with the provisions of Chapter 1 of Part VI of the Town & Country Planning Act 1990.

Please note that this decision notice only relates to matters under the Planning Acts and does not give consent under any other legislation that may apply to the development. You will need to carry out your own checks to determine whether any other consents or permissions are required. For example, the Building Regulations are likely to apply to most developments, and a Highways Licence may be required from West Sussex County Council for any development within the public highway (including the placing of skips on highway land).

APPENDIX B

STUART MICHAEL ASSOCIATES

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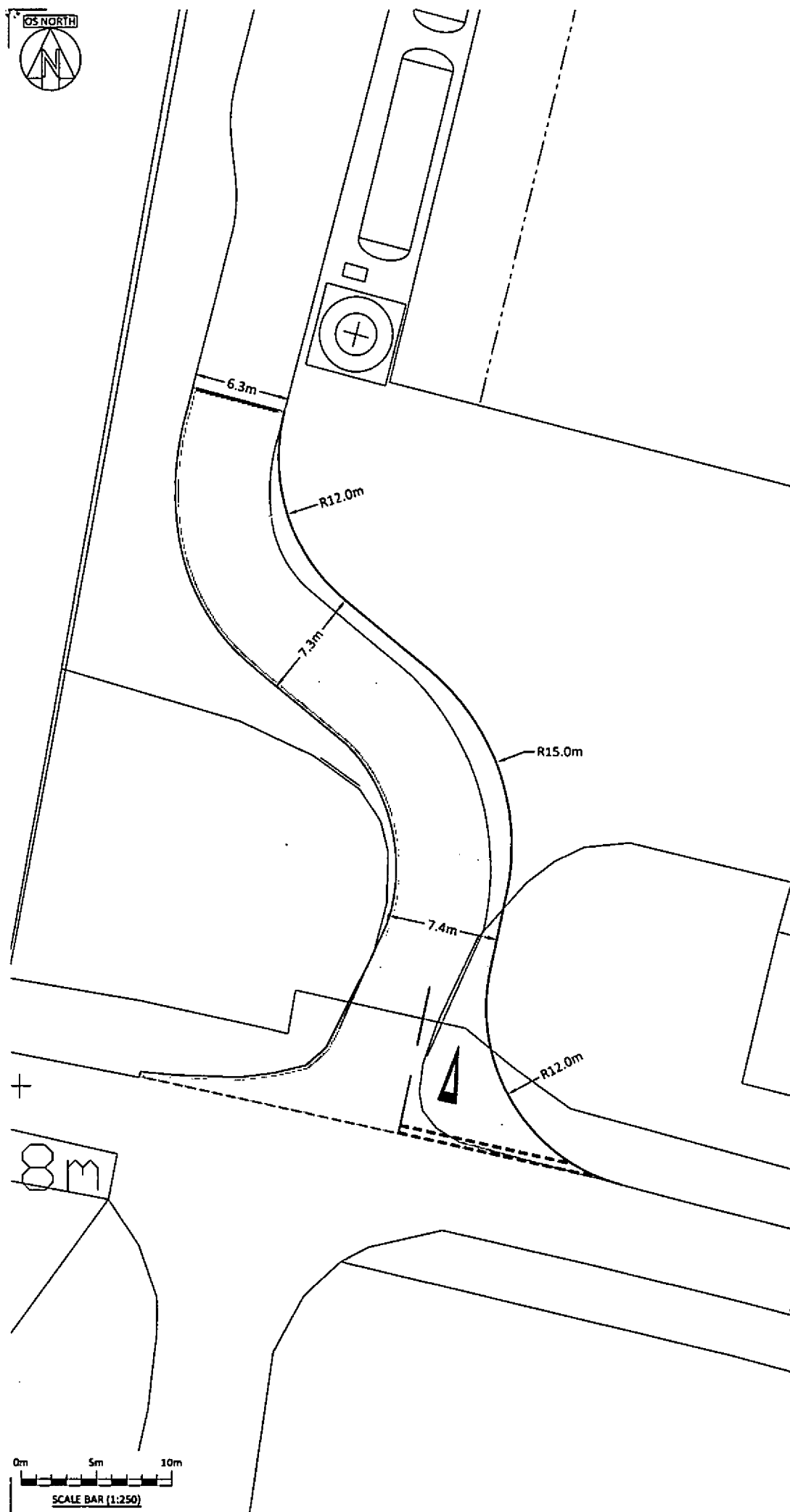


NOTE

APPLICATION AREA BASED UPON DRAWING
TITLED BIOGAS, BIOMETHANE & CO2 PLANT
DRAWING NUMBER WWS-WF-001 SHT 1 OF
3 REV P7
PRODUCED BY WATER AND WASTE
SERVICES

KEY

— EDGE OF CARRIAGEWAY
▬ CARRIAGEWAY CONSTRUCTION



A	27/11/15	DRAFT REMOVED	AJT	LH
Rev	Date	Description	By	Chd

Hydrock

Over Court Barrow, Over Lane, Almondsbury, Bristol, BS32 4DF.
TEL: 01454 619 533 FAX: 01454 614 125 or visit
www.hydrock.com

This drawing is the copyright of Hydrock Ltd. Its details will be accepted for any
compliance to the drawing other printed or digital by the client.

Client:

AARDVARK EM LIMITED

Project:
**ANAEROBIC DIGESTION PLANT,
WICKS FARM,
FORD**
Project Number: **C151638**

Drawing Title:

**PROPOSED ACCESS
GENERAL ARRANGEMENT**

Drawn:	Checked:	Scale @ A3:	Drawn Date:	First Issue:
AJT	LH	1:250	18/11/2015	27/11/2015

Drawing Status: **INFORMATION**

Drawing No. **151638/SKT01** Revision **A**

