

[REDACTED]

From: Charlie Brown [REDACTED]
Sent: 07 June 2019 15:23
To: David Easton
Cc: Juan Baeza
Subject: RE: Further Information - BE/91/18/PL & BE137/18/PL

David,

I confirm our agreement to an extension of time, for two weeks, until 21st June.

Kind regards
Charlie

Charlie Brown MRTPI
Associate

[REDACTED]

David Lock Associates Limited
50 North Thirteenth Street | Central Milton Keynes | MK9 3BP



From: David Easton <David.Easton@arun.gov.uk>
Sent: 07 June 2019 15:21
To: Charlie Brown [REDACTED]

Cc: Juan Baeza <Juan.Baeza@arun.gov.uk>

Subject: RE: Further Information - BE/91/18/PL & BE137/18/PL

Dear Charlie,

Could you please provide written confirmation of your agreement to an extension of time until the **21st June 2019**. This is to provide sufficient time for our Drainage Engineers to consider the new documentation and for the recommendation reports to be completed.

Please do not hesitate to contact me should you wish to discuss.

Many thanks,
David

David Easton | Principal Planning Officer, Arun District Council | Location: First Floor, Arun Civic Centre, Maltravers Road,
Littlehampton, BN17 5LF
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From: Charlie Brown [REDACTED]

Sent: 07 June 2019 11:26

To: David Easton <David.Easton@arun.gov.uk>

Cc: Juan Baeza <Juan.Baeza@arun.gov.uk>; Laura Gibbons <Laura.Gibbons@arun.gov.uk>; [REDACTED]

Subject: Further Information - BE/91/18/PL & BE137/18/PL

Dear David,

Further to previous correspondence, please find attached our further information in relation to the drainage for the temporary storage buildings at Rolls-Royce Motor Cars' Bognor TLC.

This has been derived from a topographical survey undertaken by Greenhatch in May, which specifically identified the manhole and catchpit locations. This has been compared with the as-built drainage drawings previously shared to provide a more definitive plan.

This has also been subsequently overlaid with the outline of both proposed structures to demonstrate interaction (identified by their planning reference number). Upon review of this, AECOM are satisfied that both structures can reasonably be built without having an undue impact on the as-built drainage.

As previously outlined, R-RMC would be content with a condition ensuring access can be maintained to the manhole and catchpit chambers, alongside providing loading details at a later date.

I trust that this satisfactorily responds to the queries raised. Please do let me know if you have any queries.

Thanks and kind regards
Charlie

Charlie Brown MRTPI
Associate

David Lock Associates Limited
50 North Thirteenth Street | Central Milton Keynes | MK9 3BP



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