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**From:** Laura Gibbons  
**Sent:** 11 June 2019 14:49  
**To:** David Easton; Juan Baeza  
**Subject:** FW: Further Information - BE/91/18/PL & BE137/18/PL

Juan- based on the details submitted I am happy to remove my objections for your application. The proposed structure is not directly over any surface water drainage features and there is sufficient access to manholes to not impede future maintenance.

David- The as built survey shows that the proposed structure will be located over 2 manholes, and only 1m away from the third which is a flow control chamber which requires significant maintenance. It is unclear how they will be able to maintain these and I would like more detail to be provided. The structure is also located over the tank and I am unsure how they are going to ensure they will not impose undue loading upon it. Therefore, I yet again ask for wording as to their proposed methodology for maintenance and structural drawings and calculations that demonstrate it will not damage the tank.

Thanks,

Laura Gibbons, MEng, GMICE  
Engineer (Drainage & Coastal)

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Laura Gibbons | Engineer (Drainage & Coastal), Engineering Services, 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  
**Cc:** Juan Baeza; Laura Gibbons; [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.

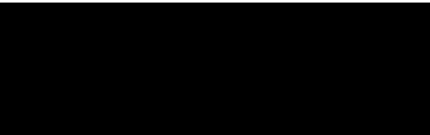
This has also been subsequently overlaid with the outline of both proposed structures to demonstrate interaction (identified by their planning reference number). Upon review of this, AECOM are satisfied that both structures can reasonably be built without having an undue impact on the as-built drainage.

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



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**DAVID LOCK  
ASSOCIATES**