Lynnyrd Wolfe

From: Simon Davis
Sent: 22 May 2019 10:43
To: Planning.Responses
Subject: FW: BE/46/19/PL - The Marigolds, Shripney Road
Attachments: Draft Flood Risk Assessment Marigolds Park.docx

Please see Action Sheet

Kind Regards

[redacted]

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From: John Preston [redacted]
Sent: 21 May 2019 09:17
To: Simon Davis [redacted]
Subject: RE: BE/46/19/PL - The Marigolds, Shripney Road

Simon

The application is to remove a condition, and it is considered that it should be assessed against the six tests.

Whilst it might be a short term pragmatic solution to vary the numbers to 65 that is not the preference.

I have done some work on a draft FRA, which I attach.

I would be glad if this can be forwarded to the Environment Agency, so that some more detail of the flood event at this site can be understood.

I can supply the photos mentioned of the bungalow if this will assist.

Kind regards

John Preston.

From: Simon Davis [mailto:[redacted]
Sent: 03 May 2019 12:58
To: John Preston
Subject: RE: BE/46/19/PL - The Marigolds, Shripney Road

Dear John,

Thank you for your email. I also now have comments from the Environment Agency (attached). I note your points made already but have to ask whether you will provide the Flood Risk Assessment as requested?

I have also just been talking to my Team Leader regarding the case and the consultation comments received thus far. Instead of the removal of the condition, would you be willing to accept a variation to say 65 caravans?

ARUN DISTRICT COUNCIL BE/46/19/PL

Kind Regards

[redacted]

From: John Preston [redacted]
Sent: 29 April 2019 15:18
To: Simon Davis <[redacted]
Subject: RE: BE/46/19/PL - The Marigolds, Shripney Road

Simon

I consider that déjà vu may be at work.

This is an application to remove a condition, and is not a planning application.

The particular condition was not imposed for any reason concerned with flooding.

The material within the application BE/11/14 on this matter is clearly relevant, as were the e-mails with you.

The removal of the bungalow, and its extended existing footprint and roof areas and its replacement by four caravans that would be raised above their bases, rather than three already agreed, is not considered likely to make a material difference to flood risk at this part of the site.

It appears the figures given previously suggested 200 square m for the bungalow footprint (which has solid foundations at ground level if there were to be a flood) and some 180 square m for three twin unit caravans.

As we have not finalised a layout I cannot at this stage give you a clear up to date figure for comparison.

Kind regards

John Preston.

From: Simon Davis [mailto:[redacted]
Sent: 24 April 2019 12:49
To: John Preston
Subject: RE: BE/46/19/PL - The Marigolds, Shripney Road

Dear John,

I have spoken with Stephen and he has said he will try to contact you tomorrow. I will forward this to him. Please also note that our drainage engineers have commented on the application (attached).

Kind Regards

[redacted]

From: John Preston <[redacted]
Sent: 24 April 2019 10:54
To: Simon Davis <[redacted]
Subject: RE: BE/46/19/PL - The Marigolds, Shripney Road

Simon

In the present absence of contact with Stephen Garrard, perhaps the following will assist. I am conscious that Government guidance expects prompt decisions on applications to vary or remove conditions.

The site is a long standing residential caravan park, although now run for those who are retired or near retired. (The 2018 site rules restrict new occupants to a minimum of 50 years of age.) Their vehicle ownership and use rates will be less, and probably particularly during traffic peaks.

It follows that the highway impacts of the caravans and the bungalow are now likely to be less than if the caravans could be occupied by families with children or younger individuals who are regular commuters.

The site has internal access roads intended to limit traffic speeds. Signs indicate a 10 mph limit.

The main access is a T junction with Shripney Road, and is of a width that allows some exiting traffic not to interfere with traffic entering the site.

For traffic entering the site there is no gate or restriction that would mean that a vehicle towing a caravan would obstruct the highway.

Shripney Road is the A29 and is subject to a 40 mph speed limit. It has double white lines in the centre of the carriageway. It has street lighting and some of the highway furniture nearby would appear to included traffic or speed monitoring. There is a speed camera sign on one lamppost nearby.

There is reasonable visibility to the left on exiting the site and to the right (there is a bend in the road when approaching the site from the Bognor direction and which is of sufficient radius to be marked by chevron signs in both directions.) Those various features would probably assist the 85th percentile traffic speeds to be close to 40 mph.

The site is opposite the Robin Hood which is a Premier Inn site with an on-site restaurant and pub.

The application seeks the removal of the present limit of 60 caravans.

In the first instance this is to enable the removal of the bungalow which is a large property used previously by a manager of the site, and which would generate some traffic movements.

Permission already exists to remove that building and to replace it with 3 caravans. That would only generate marginally more traffic.

Removal of the 60 limit would enable the bungalow to be replaced with 4 caravans. That would generate the traffic of one further caravan.

Removal of the 60 limit might enable further capacity at the site. If an existing unit comes to be removed and is not taken by a larger unit (which is a clear trend) then some additional units might be achieved, but any additional units have to comply with the density and layout restrictions in the site licence and the aerial photos of the site do not suggest much more capacity.

Accordingly the extra traffic generations of very few more units is marginal compared to the existing situation, and it is not considered that any of the highway characteristics described above would not be able to safely cope. It is strongly suggested that the traffic generation would not warrant refusal of a planning application if that was what was being considered.

I am happy for this to be considered by Stephen Garrard.

Thank you.

John Preston.

From: Simon Davis [mailto [redacted]
Sent: 17 April 2019 10:54
To: John Preston
Subject: RE: BE/46/19/PL - The Marigolds, Shripney Road

Dear John,

Thanks for your email.

I know that Steven has read the statement already and I think it best if you contact him - 0330 22 29361 or [redacted]

I have today also written to SGN to ask them to reconsider the advice.

Kind Regards

[redacted]

From: John Preston [redacted]
Sent: 17 April 2019 [redacted]
To: Simon Davis [redacted]
Subject: RE: BE/46/19/PL - The Marigolds, Shripney Road

Good morning Simon

I am not sure that Steven has understood what the application is for, and whether he has seen the supporting statement. I attach a copy for transmission to him, and will be happy to speak with him if I can have that contact detail.

Whilst writing, I note that the HSE have responded to the application, but perhaps without realising that if the 60 limit condition is removed, and the bungalow is removed that we may then end up with 64 units on the site; hence the number of units would not be likely to increase by 10%, which appears to be their threshold. Will this be conveyed to them please?

Kind regards

John Preston.

From: Simon Davis [mailto [redacted]
Sent: 17 April 2019 10:08

To: [redacted]
Subject: BE/46/19/PL - The Marigolds, Shripney Road

Dear Mr Preston,

Please see attached response from County Highways with a request for more information/clarification.

Kind Regards

[redacted]

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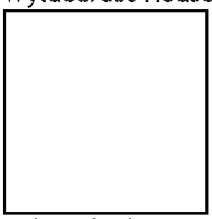

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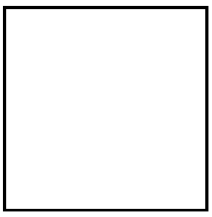

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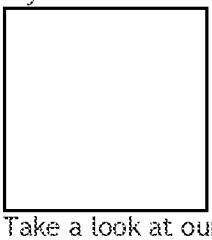

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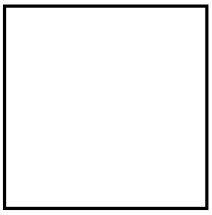

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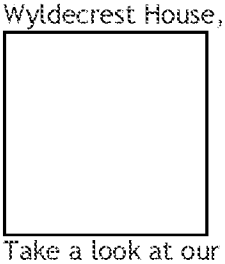

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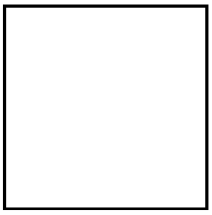

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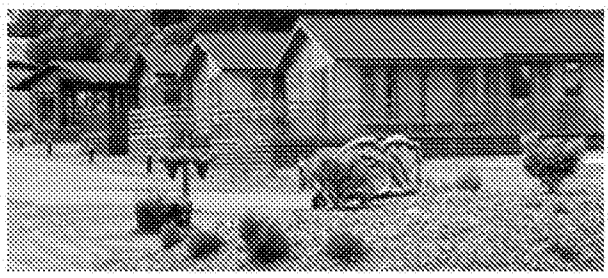

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