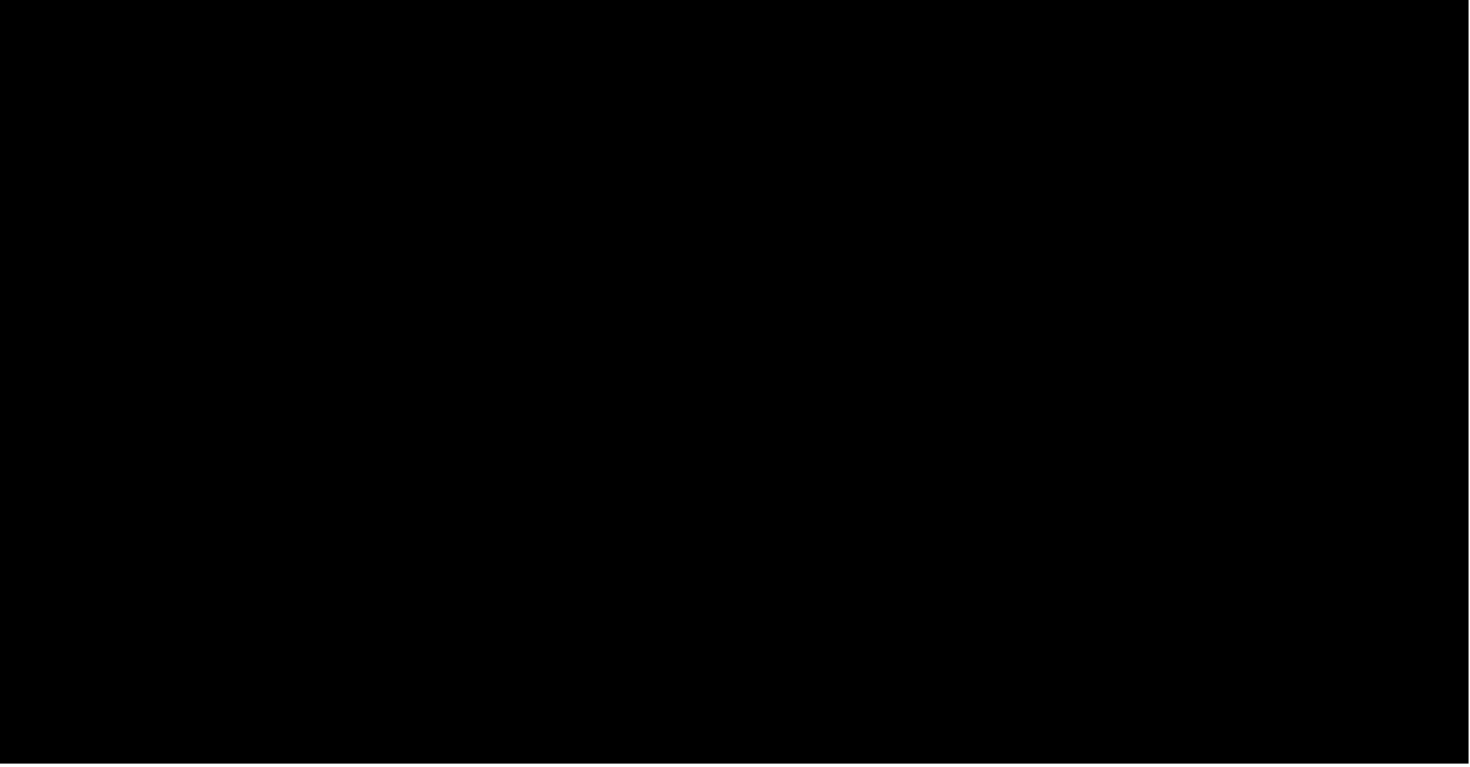




From: Tim Rainbird [REDACTED]
Sent: 01 August 2017 12:12
To: Paul Cann; Simon Davis
Cc: Tom Woolner
Subject: RE: BE/71/17/PL - Wickes, Bognor Drainage Scheme

Dear Paul,

We can respond to your email with the details below and attached.

1. Full construction details of the pumping station and rising main. This will also need to include pipe bedding details, thrust block details and discharge chamber details.

Typical details are on the attached drawing 15-112/500

2. Malfunction alarm details for the pumping station.

Details of the alarm are covered under 'Service in case of alarm' section of attached 'Installation, Operation, and Maintenance Manual'

3. Pump manufacturers design/spec.

See attached current design/spec '17-SALSHQ-00678.PDF' from Xylem

4. A maintenance plan for the future operation/maintenance of the pumping station.

Refer to 15-112R_05 'Maintenance and Periodic Inspection of Below Ground Drainage and Ancillary Items' in conjunction with 'Installation, Operation, and Maintenance Manual'

5. It is important that the pipework configuration is considered carefully within the discharge chamber to ensure the smooth transition of flows. This will need to be detailed.

The current discharge point is labelled as manhole S9 on the attached 'as built' drawing from the adjacent Sainsburys development. Specific details of this chamber is unknown although those of upstream chambers S10.1 and S10 are. Hence levels will be confirmed to the pump supplier when the contractor orders the pump.

I trust this information is sufficient, but please do not hesitate to contact me if you need anything further.

Regards,

Tim



Tim Rainbird
Director
tim.rainbird@quod.com

[Redacted]
[Redacted] Ingeni Building
[Redacted] 17 Broadwick Street
[Redacted] London
[Redacted] W1F 0AX



From: Paul Cann [Redacted]
Sent: 10 July 2017 16:27
To: Simon Davis [Redacted]
Cc: Tom Woolner <[Redacted]> Tim Rainbird <[Redacted]>
Subject: RE: BE/71/17/PL - Wickes, Bognor Drainage Scheme

Simon/Tim

Whilst I acknowledge the difficulties due to Network Rail's requirements, and the fact that the pumping station option may be commercially sustainable in this instance; it is not however environmentally sustainable in the long term. It's a shame the original gravity option to the Sainsbury's system was not implemented, and was clearly an oversight.

Having said that, we appreciate the predicament, and will in this case accept the principle of the pumping option. In order to progress matters in terms of formal approval, please could the following be provided;

1. Full construction details of the pumping station and rising main. This will also need to include pipe bedding details, thrust block details and discharge chamber details.
2. Malfunction alarm details for the pumping station.
3. Pump manufacturers design/spec.
4. A maintenance plan for the future operation/maintenance of the pumping station.

It is important that the pipework configuration is considered carefully within the discharge chamber to ensure the smooth transition of flows. This will need to be detailed.

Regards

Paul Cann
Senior Engineer (Drainage & Coastal)



From: Tim Rainbird [REDACTED]
Sent: 29 June 2017 13:09
To: Simon Davis
Cc: Paul Cann; Tom Woolner
Subject: RE: BE/71/17/PL - Wickes, Bognor Drainage Scheme

Dear Simon,

Thank you for your response. It serves me right for getting technical on the pumping point! I have sought clarity on this, and I was right that there is a pump on site, but this is for the foul drainage. I deal with this point before explaining in more detail the legal issue with NR.

Pumped vs Alternative

To clarify:

1. The foul was always a pumped solution and still is.
2. The surface water used to drain to the south to Sainsbury's. See attached drawing P2. This is not pumped.
3. We changed this to drain to the east under the railway. See attached drawing C7. This is not pumped
4. To get the as-installed drainage back into south outfall we need to pump. See attached drawing C8.

There is no practical solution to drain this site with the installed development drainage without pumping. Indeed, if you compare P2 and C7 you can see the full extent of alterations that would be required. It is basically a re-build which is clearly unsustainable.

Network Rail

It is a commercial point that makes the current amendment necessary. Confidentially I attach the latest proposed draft **DEED OF GRANT OF RIGHTS** is attached. The major problem is clause 7 which allows NR to terminate on six months' notice in a number of situations and has no hard obligation to provide an alternative route (only a reasonable endeavours obligation). This means that it is not viewed as a long term viable solution to surface water drainage as it could come to an end at any time and Network Rail can simply say that there is no alternative route to offer. On top of this, Network Rail still want to have to approve any assignment of the rights in advance. This point has meant that Travis Perkins have been unable to sell the asset.

Network Rail are of the view that they require the six month termination provisions as part of their licence. We disagree with this and have challenged the point at length; Network Rail has not changed their approach.

Conclusion

The proposed drainage amendment is our only option, which needs to be pumped to avoid a re-build.

Please can you and Paul reconsider this matter and revert. We would be happy to meet if that would help.

Regards,

Tim



Tim Rainbird
Director
tim.rainbird@quod.com

Ingeni Building
17 Broadwick Street
London
W1F 0AX



From: Simon Davis [REDACTED]
Sent: 28 June 2017 17:28
To: Tim Rainbird <[REDACTED]>
Cc: Paul Cann <[REDACTED]> Tom Woolner <[REDACTED]>
Subject: RE: BE/71/17/PL - Wickes, Bognor Drainage Scheme

Dear Tim,

I have had further advice from Paul Cann today.

Firstly, he states that he is not aware that the existing Wickes system is pumped and that the original intention was that it would be gravity drained either to the Sainsbury's system or the network rail culvert. Paul has no issue with either discharge option (by gravity fed), but does not consider pumping to be a sustainable option. I have looked back at the approved drainage scheme and cannot see any proposal for a pumped system. Can you advise please?

Secondly, Paul considers that on the basis that much of the previous site discharged surface water through the network rail culvert and that flows are not being increased, it seems unreasonable that Network Rail are holding Wickes you to ransom, as Wickes are not making the situation any worse. Paul asks if it's possible to see a copy of the licence that Network Rail are presenting Wickes with?

Paul also states that the applicant would have a legal right to continue to discharge the same amount of water through the network rail culvert (culverted watercourse), at a rate no greater than that discharged from the former development.

Kind Regards

Simon J Davis MRTPI | Principal Planning Officer, Planning Department, Arun District Council |
Location: 1st Floor, Arun Civic Centre, Maitravers Road, Littlehampton, BN17 5LF
Internal: 37874 | External: +44 (0) 1903 737874 | E-mail: simon.davis@arun.gov.uk



From:

Tim Rainbird [REDACTED]
Sent: 28 June 2017 14:54
To: Simon Davis
Cc: Tom Woolner
Subject: RE: BE/71/17/PL - Wickes, Bognor Drainage Scheme

Dear Simon,

Please can you update us following my email last Wednesday?

Regards,

Tim



Tim Rainbird
Director
tim.rainbird@quod.com

[REDACTED]
Ingeni Building
17 Broadwick Street
London
W1F 0AX

From: Tim Rainbird
Sent: 21 June 2017 19:15
To: Tom Woolner <[REDACTED]>; Simon Davis <[REDACTED]>
Subject: Re: BE/71/17/PL - Wickes, Bognor Drainage Scheme

Dear Simon,

I refer to your email below enclosing the comments from Paul Cann, Senior Engineer, who has commented on our application to revised the existing drainage arrangement at the Wickes unit in Bognor. I can provide the following response.

Dealing with the points in turn, Mr Cann questions the use of a pumping station which is required to achieve the diversion. This is necessary because the only alternative would be to rip up the service yard and start again, which in itself would be bob sustainable and operational unacceptable to Wickes. The pumping station is therefore the more sustainable option in this instance. It is also important to note that the existing system is pumped so we are not changing the status quo.

Turning to the need for the amended arrangement, it is first important to highlight that the Flood Risk Assessment which was submitted and approved as part of the baseline consent (ref. BE/94/15/PL, dated 5 October 2015) set out both discharge options, i.e. the existing arrangement and what we are now proposing. Paragraph 6.5.2 stated that:

“Although it is envisaged that prevention measures may be included in the final scheme, for outline calculation purposes a gravity network, will serve the commercial building and highway, and direct runoff to “Site Control” geocellular storage prior to discharging into the culvert under the railway. However, if a consent to discharge into the culvert cannot be obtained, surface water will be discharged into the Sainsbury’s surface water sewerage system which ultimately outfalls into Aldingbourne Rife. The discharge rate from the geocellular storage will be restricted to the critical storm discharge for the impermeable area with a reduction of 40%.”

Neither option was challenged and the scheme that was ultimately approved pursuant to the drainage condition was implemented. This situation now needs to be changed due to commercial reasons. Despite lengthy and ongoing discussions with Network Rail with regard to the culvert option, my client is being held to ransom with an expensive, inflexible and unrealistic licence which is simply not viable. Furthermore, under the Sainsbury’s S106 agreement, Wickes have a SW outlet that they have previously not pursued meaning we have an alternative arrangement to fall back on, hence the current application has been submitted. The issue with Network Rail has in fact affected my client's ability to sell the asset, so it now needs to be regularised.

In conclusion therefore a pumped arrangement is the most sustainable option under the circumstances and the change is required because of Network Rail's unreasonable demands. The condition is therefore be amended to allow a new diversion of flow, which ultimately accords with the Reason for the condition as is consistent with one of the two options outlined in the approved FRA. Planning permission can therefore be granted.

I trust this provides the information you require; however, please call me if you have any questions.

Regards,

Tim

Tim Rainbird
Quod - Director



On 20 Jun 2017, at 16:41, Tom Woolner <[REDACTED]> wrote:

Thank you Simon.

I have informed our team and in order to resolve this.

I'll keep you fully updated.

Thank you,

Tom

<image001.jpg>

Tom Woolner
Senior Planner
tom.woolner@quod.com

Ingeni Building
17 Broadwick Street
London
W1F 0AX

<image002.jpg>

From: Simon Davis [REDACTED]
Sent: 20 June 2017 16:35
To: Tom Woolner [REDACTED]
Subject: BE/71/17/PL - Wickes, Bognor Drainage Scheme

Dear Tom,

Please see comments just received from our Drainage Engineers. You can liaise directly with Paul Cann but if you are supplying further information, please ensure I receive copies.

Kind Regards

Simon J Davis MRTPI | Principal Planning Officer, Planning Department, Arun District Council |
Location: 1st Floor, Arun Civic Centre, Maltravers Road, Littlehampton, BN17 5LF
Internal: 37874 | External: +44 (0) 1903 737874 | E-mail: simon.davis@arun.gov.uk

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