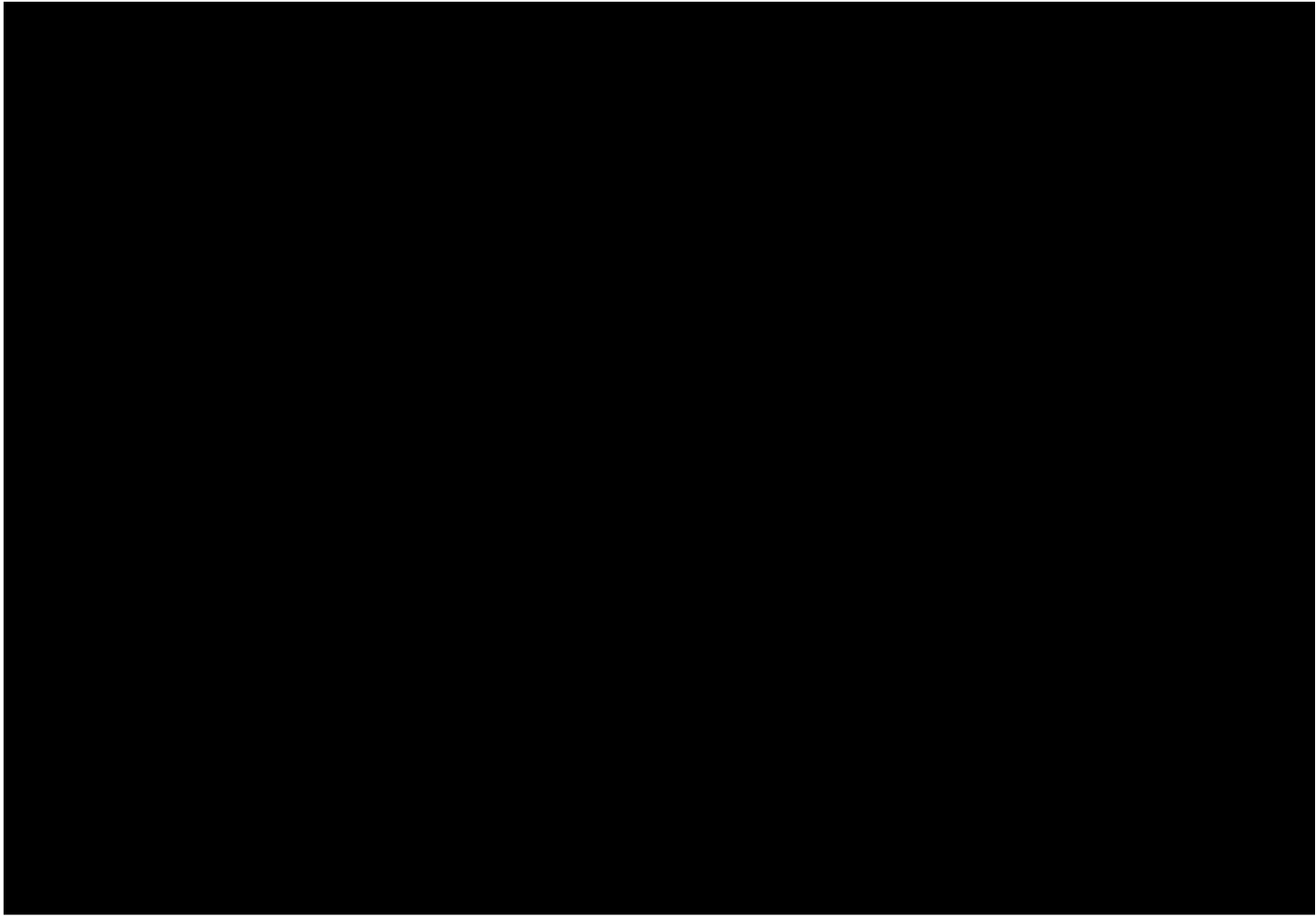




From: Oliver McGowan [REDACTED]
Sent: 30 September 2019 18:17
To: Jonathan Perks [REDACTED]
Cc: 'Peter Garrett' [REDACTED] Zac Denton <Zac.Denton@arun.gov.uk>
Subject: Re: Project Ref: FG/46/19/PL - Beach Car Park - Pre commencement condition

Dear Jonathan,

Thank you for your email. We will retain the minimum clear distance of 2m and will also include a plastic bollard with a sign to inform visitors to keep the marked area clear. We can also include further signage on the verge.

The contractor will ensure there is a clear PROW during the resurfacing works at all times. The contractor is carrying out the works in two phases to ensure vehicular and pedestrian access is maintained at all times. We have been in discussions with Environment Agency as they also had similar concerns maintaining clear access to the weed gate on the Rife. We have confirmed 24hr access will be maintained at all times.

Should you require any further clarification, please do not hesitate to contact us.

Kind Regards

Oliver

OM Architectural Design
Works House
Station Road
Angmering

[REDACTED]

From: Jonathan Perks [REDACTED]
Sent: Monday, September 30, 2019 4:45:42 PM
To: 'Oliver McGowan' [REDACTED]
Cc: 'Peter Garrett' [REDACTED] 'Zac Denton' <Zac.Denton@arun.gov.uk>
Subject: RE: Project Ref: FG/46/19/PL - Beach Car Park - Pre commencement condition

Oliver

I've now been able to review your revised plans. Thanks for acknowledging the footpath's existence and providing 2m between bays 28 and 29; this is the minimum width acceptable (2.5m would be better if this can be configured) but I am wondering how vehicles will be prevented from parking on this land – will some low level fencing or other (bollards?) be installed on both sides?

As to the surfacing, I am grateful for the additional information. I've been looking around myself and noting these products, and I am satisfied to not object to this being laid as proposed subject to, as stated in your email 28 August 2019, the café maintaining the gravel infill – the café owner/ operator should make an inspection at least monthly, record this and take remedial action as appropriate.

Subject to clarifying the point above on fencing, please confirm a start date for works and whether the footpath can be kept open during that time; if that is not possible, it will be necessary to apply for a formal temporary closure of the path, which can be made through this link: <https://www.westsussex.gov.uk/land-waste-and-housing/public-paths-and-the-countryside/public-rights-of-way/request-a-change-to-a-public-path/temporary-path-closures/>

I'm sorry for not responding earlier; thanks for your patience.

Regards,

Jon Perks
Principal Rights of Way Officer

Jon Perks
Principal Rights of Way Officer
Countryside Services
Highways and Transport
West Sussex County Council

 CALL  IM  EMAIL

Location: 1st Floor, Northleigh, County Hall, Chichester PO19 1RH

[REDACTED]

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We've launched our new website www.westsussex.gov.uk

From: Jonathan Perks
Sent: 24 September 2019 10:56
To: Oliver McGowan
Cc: Peter Garrett; Zac Denton
Subject: RE: Project Ref: FG/46/19/PL - Beach Car Park - Pre commencement condition

Hello Oliver

My apologies for not acknowledging sooner and responding to your email. This is just a short email to confirm I am in receipt; I will write again shortly when I've been able to give this consideration.

Regards,

Jon Perks
Principal Rights of Way Officer

Jon Perks
Principal Rights of Way Officer
Countryside Services
Highways and Transport
West Sussex County Council

 CALL  IM  EMAIL

Location: 1st Floor, Northleigh, County Hall, Chichester PO19 1RH

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We've launched our new website www.westsussex.gov.uk

From: Oliver McGowan
Sent: 28 August 2019 13:52
To: Jonathan Perks; Zac Denton
Cc: Peter Garrett
Subject: Project Ref: FG/46/19/PL - Beach Car Park - Pre commencement condition

Dear Mr Perks,

Arun District Council Project Ref: FG/46/19/PL

Following our telephone conversation last week regarding the proposed grid force system and your planning consultation comments, please find attached product details and revised parking layout for your information.

As discussed, we have altered their parking layout so that it does not conflict with the PROW and we have now allocated dedicated clear zones to ensure no cars obstruct the PROW across the car park. We can also include signage adjacent to the footpath entrances reminding drivers not to obstruct the footpath access points.

To recap our conversation regarding the proposed grid force system, the cafe have confirmed they will include the car park areas covered by their grid force system within their management plan. The cafe will ensure levels of infill gravel are maintained regularly especially across PROW route.

The grid force system is fully Part M compliant and also includes small raised studs on top of the plastic grid to help reduce slip risk. Please see the attached information for further clarification. Please see first page on the GF40 pdf, it shows the nonslip spikes on top of the paver cells. We are also using 4/10mm hard angular gravel for the infill of the permeable paver cells as shown in the brochure.

As discussed, the existing car park is in terrible condition with pot holes and varied surface conditions. During bad weather spells the car park is usually flooded with large expanses of water across the entire car park area. The worst part of the car park is the western end nearer the cafe and adjacent to the Kingston Gorse Greensward access gate.

The cafe is doing their best to ensure they improve the current situation (within their ownership boundary) and the proposed use of grid force is a common and widely used system for similar sites across the country.

We would appreciate your feedback and confirmation at your earliest opportunity as we are keen to progress with this before the winter months and bad weather starts. We have provisionally booked the Grid Force contractor on September 16th. Please can you confirm if you are able to provide the necessary condition discharge in time. If this is not possible due to your current workload, please can you provide further details so we can relay to the contractor.

Many thanks for your assistance.

Kind Regards

Oliver

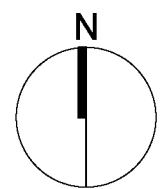
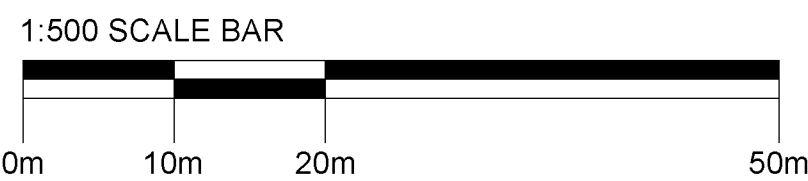
OM Architectural Design
Works House
Station Road
Angmering
West Sussex BN16 3AA



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01 EXISTING BLOCK PLAN
Scale: 1:500



02 PROPOSED BLOCK PLAN
Scale: 1:500

- Notes
- All dimensions must be checked on site and not scaled from this drawing, apart from the local authority.
 - Any works commencing on site prior to obtaining full planning and building regulation approval including full condition discharge, is entirely at the client's / contractor's risk.
 - The contractor is responsible for taking and checking all levels and dimensions prior to ordering materials and starting work on site.
 - Any discrepancies are to be reported to OM Architectural Design prior to commencing any works.
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01	21 August 2019	SB	OM
Amendment following planning comments			
00	20 March 2019	SB	OM
Planning Issue			
Rev	Date + notes	Drawn	Chkd

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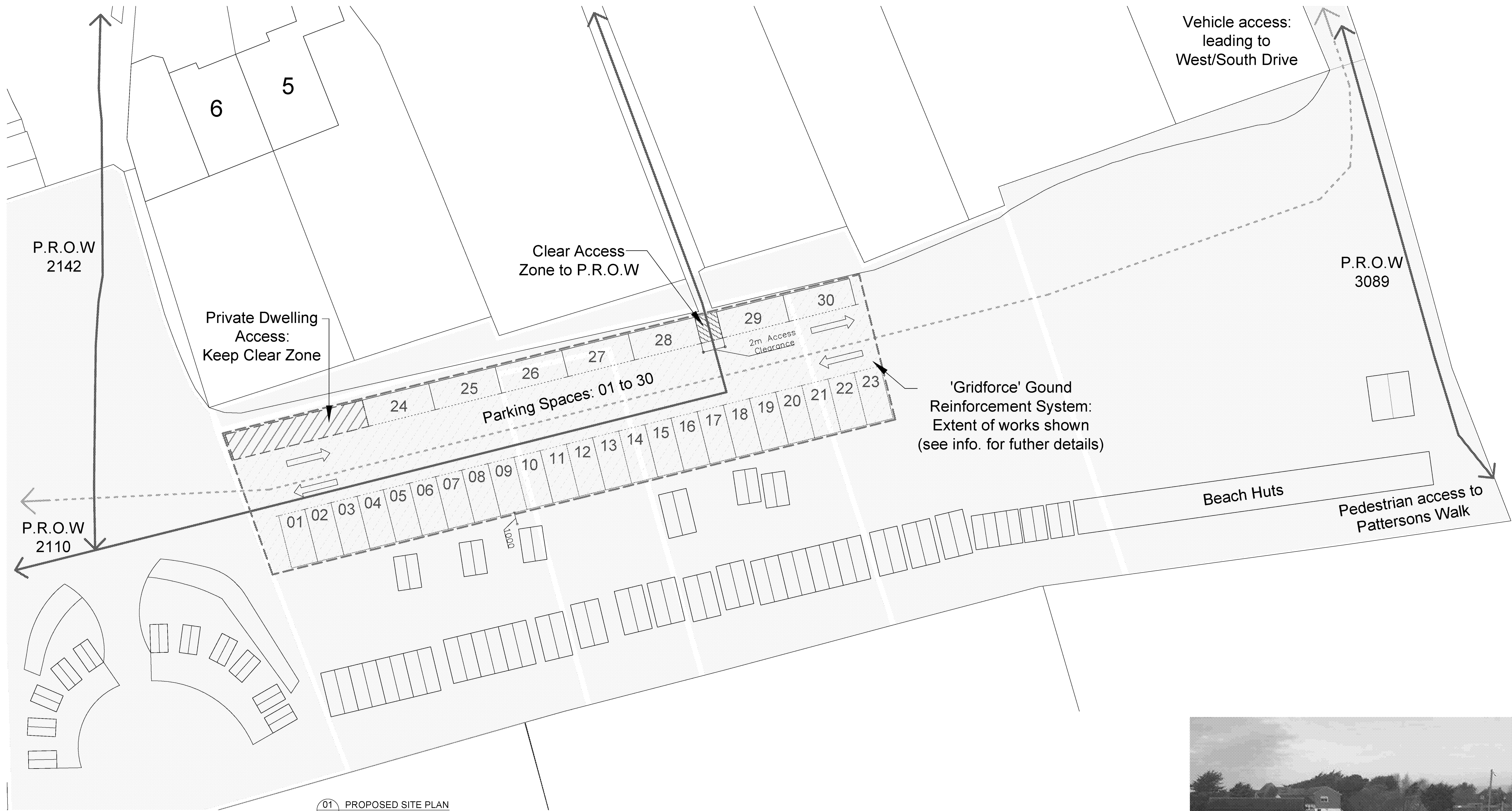
Works House, Station Road, Angmering, BN16 3AA

Project
Ferring Beach,
Car Parking & Ground Works

Drawing
Existing & Proposed Block Plan

Job Ref	Dwg No	Revision
BBL	1001	01
Scale(s)	Size	Date
1:500	A1	March 2019
Drawn	Chkd	
SB	OM	

Status
Planning



- Notes
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KEY

Area under applicant ownership

Area under private ownership

Arun District Council Land

Extent of ground reinforcement works

Private Dwelling Access Clear Zone

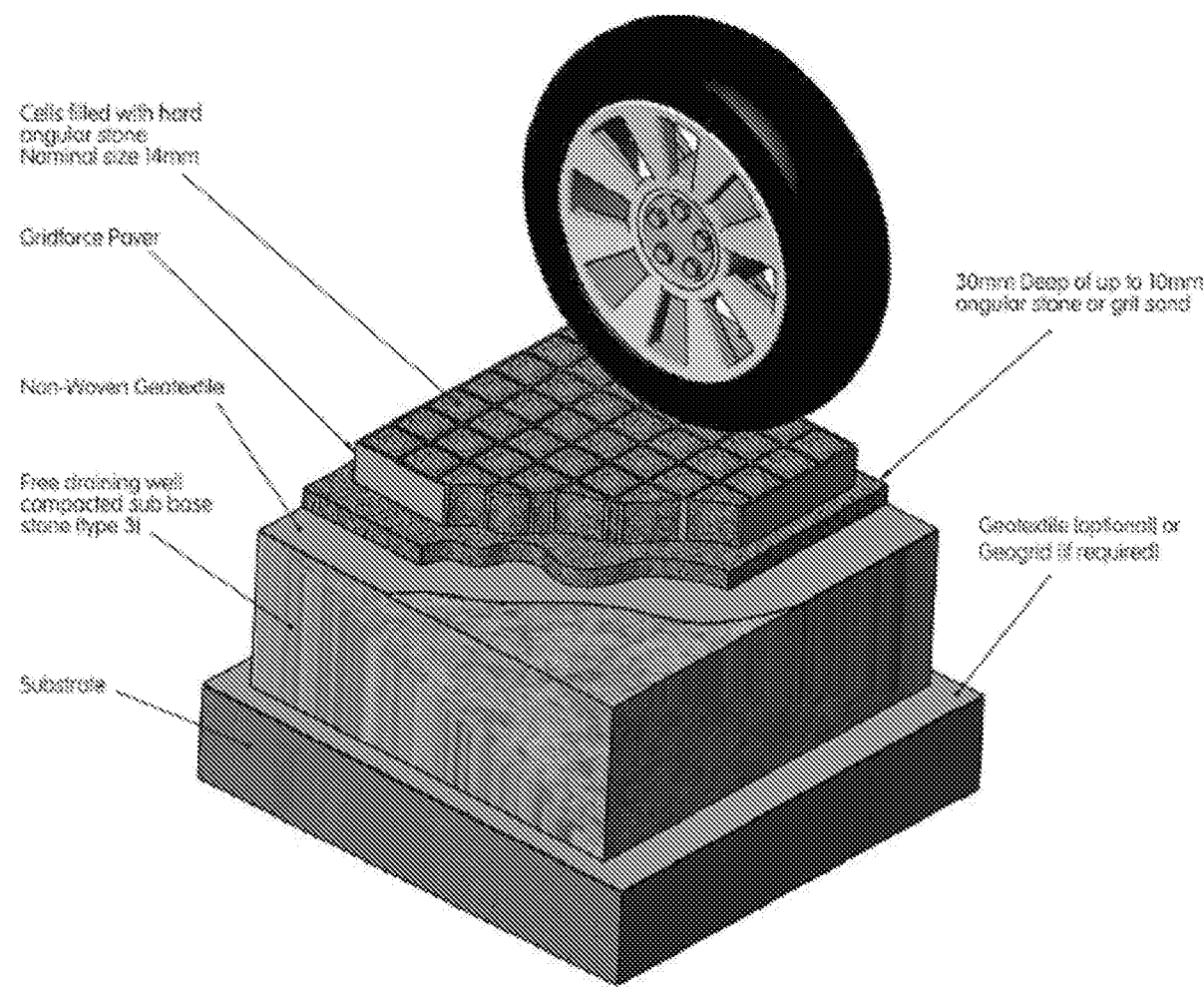
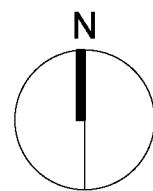
P.R.O.W Access Clear Zone

Vehicle Access Route

Existing Public Right of Way

01 PROPOSED SITE PLAN
Scale: 1:200

1:200 SCALE BAR
0m 2.5m 5m 10m 20m



01	21 August 2019	SB	OM
Amendment following planning comments			
00	20 March 2019	SB	OM
Planning Issue			
Rev	Date + notes	Drwn	Chkd

OM Architectural Design

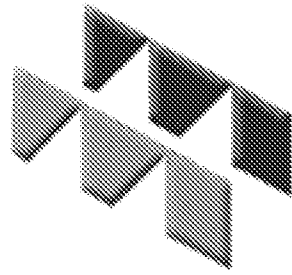
Works House, Station Road, Angmering, BN16 3AA

Project
Ferring Beach,
Car Parking & Ground Works

Drawing
Proposed Site Plan
& Photos for Info

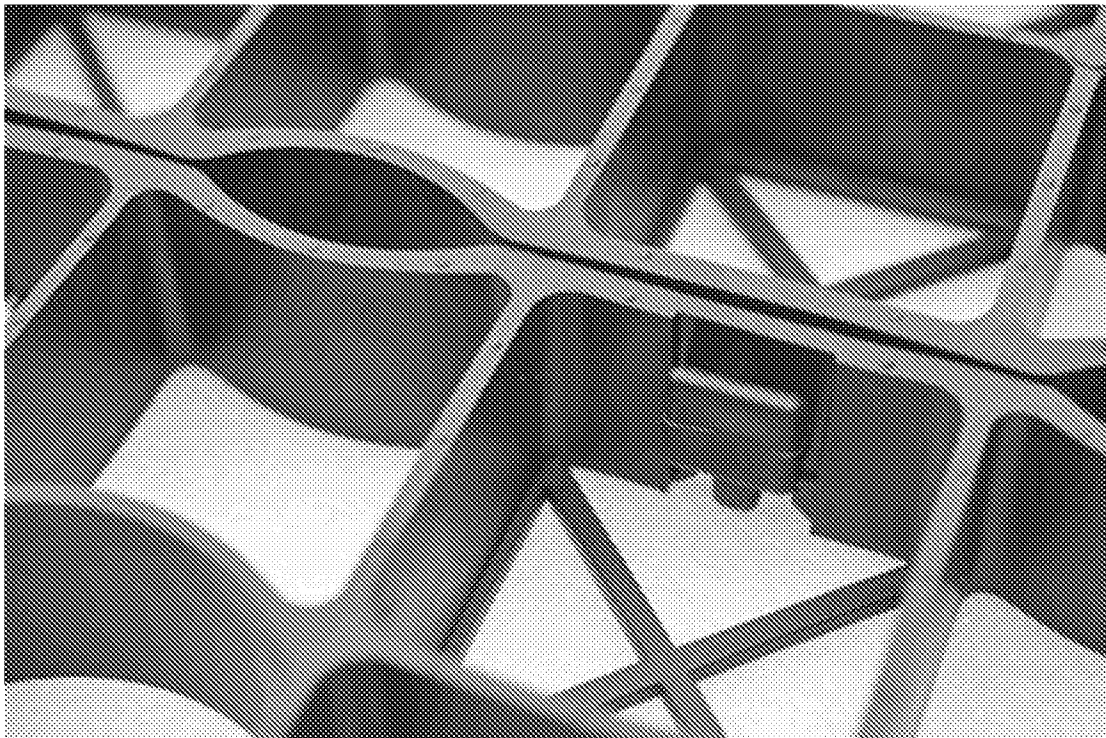
Job Ref	Dwg No	Revision
BBL	1002	01
Scale(s)	Size	Date
1:200	A1	March 2019
Drwn	Chkd	
SB	OM	

Status
Planning



gridforce

THE ULTIMATE IN GROUND REINFORCEMENT



GF40



Recommended for: Car parks, road extensions, driveways, emergency access routes, storage areas, footpaths and walkways.

Maximum load bearing capacity (empty pavers): up to 1000 tonnes/m² (Filled)

Axle loading: 20 tonnes

Size: 500mm x 500mm x 40mm

Detail: 49 cells of 70mm x 70mm per tile

Wall thickness: 3mm

Weight: 1.4kg per tile

Packaging: 4 tiles (2x2) = 1m², 60 layers of 4 tiles = 60m², 240 tiles per pallet.

Dimensions of a pallet = 1050mm x 1050mm x 2550mm

Material: LDPE – Low Density Polyethylene, 100% recycled, withstands frost and UV radiation, natural stability: resists extreme temperatures -30 to 85°C

Certifications:

Declaration of conformity for CE Marking

DIN 38412 – Neutral for the environment, lifespan higher than 10 years

DIN 4102 – Approval emergency access routes, fire resistance

DIN 1072 – Approval for 20 tonne axle load, driveways, road extensions, bridges

DIN IN ISO 124 and B125 – Approval for car parks, access roads & storage areas





Disabled access in compliance with Park M

The Gridforce products are manufactured and tested in accordance with use by wheelchair users, that follow with our criteria that the infill material should be level with the grid to provide a solid stable surface for movement across. The ramp should not exceed 1m in 12m (1:12) as to comply with Part M. We suggest the use of an angular shaped gravel, to interlock within the cells, to create a firm surface.

