

[REDACTED]

From: Guy Storey [REDACTED]
Sent: 04 November 2019 18:07
To: Richard Castro-Parker <Richard.Castro-Parker@arun.gov.uk>
Cc: Juan Baeza <Juan.Baeza@arun.gov.uk>; James Smith <[REDACTED]>
Subject: RE: Yeomans Honda consultee comments.

Dear Mr. Castro-Parker

Thank you for your email. I can confirm, as requested, the following:-

That the area was suitably remediated as part of the Permitted change from petrol filling to forecourt. The fuel tanks were slurry/grout filled. The tanks are still in place and would be in the area now being changed in terms of levels and so it would definitely be unwise to disturb and/or infiltrate to the ground in this area, both for the existence of the tanks and for any pollutants that may exist outside of the immediate tank area. I would point out again that the ground will not be broken to ensure that any potential pollutants will not be disturbed.

The discharge to main sewer was a requirement of the previous conversion, where the car washing effluent was required to go to the sewer with a commercial trade effluent discharge licence from Southern Water.

There is no change in impermeable area (and therefore volume) being discharged to the sewer.

The new channel drains will be connected via the same arrangements as previously.

As part of the works I can confirm that the existing on site drainage will be fully cleaned to ensure that it is operating correctly & that no direct discharge to the highway will occur.

The applicant has an ongoing drainage management plan whereby the drainage system & in particular the drainage channels are cleared of any silt or vegetation on an annual basis. I think that an advisory note requiring that the Applicant must ensure that no direct discharge to the highway occurs would be acceptable as is an existing requirement of the site operation.

I can confirm that none of the works will take place on the public highway.

I hope that I have addressed all of the points raised.

Yours Sincerely

Guy Storey
GRS Architects Limited

From: Richard Castro-Parker <Richard.Castro-Parker@arun.gov.uk>

Sent: 04 November 2019 14:05

To: Guy Storey [REDACTED]

Cc: Juan Baeza [REDACTED]

Subject: Yeomans Honda consultee comments.

Dear Mr Storey,

Following my return from annuals leave and sick leave. I note both the Drainage Engineer's and the Highway Officer's Comments as follows:

Further Engineers' Comments received 1/11/2019

It would seem that the area was suitably remediated as part of the Permitted change from petrol filling to forecourt some years ago (the Applicant informs me that the fuel tanks were slurry/grout filled). The tanks are still in place and would be in the area now being changed in terms of levels and so it would be unwise to disturb and/or infiltrate to the ground in this area, both for the existence of the tanks and for any pollutants that may exist outside of the immediate tank area.

The flow to main sewer (mentioned in my previous message) would seem to have been a requirement of the previous conversion, where the car washing effluent was required to go to the sewer with a commercial licence from Southern Water. There is no change in impermeable area (and therefore volume) being discharged to the sewer.

Therefore, if it can be shown that all of the above is correct with the new channel drains being connected via the same arrangements as previously and Southern Water have no concern regarding the revised arrangement, I have no objection to the proposals. It would be worthwhile ensuring a management plan was in place to ensure that the channel drains were cleaned out on a sufficient frequency so as to avoid the risk of direct discharge to the highway.

Highway Officers Comments received 30/10/2019

In principle, the Local Highway Authority (LHA) has no concerns with the proposed works, however the applicants needs to ensure that none of the works will be within the extent of public highway. There seems to be some inconsistencies between the existing features on the proposed plan and what is present on the ground. The block plan demonstrates the existing slot drain at southern access aligns with the existing dwarf wall. This does not seem to be the case on the ground. This makes it difficult to establish if any of the proposed works, namely at the southern access point, will take place on the public highway.

The LHA would ask this is clarified by the applicant, so that suitable informative can be provided if required.

I draw your attention that both the Drainage Engineer and the Highways Officer do not object subject to further clarification of details, as detailed above. Therefore, please could you clarify the above matters. Also of note, is that the Drainage Engineer is recommending a management plan is put in place in place (with any approval) to ensure that the channel drains were cleaned out on a sufficient frequency so as to

avoid the risk of direct discharge to the highway. Do you agree to a management plan and a condition requiring one be applied to any grant of planning permission.

I look forward to you reply to this email regarding the above matters.

Yours sincerely

Richard Castro-Parker
Senior Planning Officer (Contract)
Arun District Council

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