

Our Ref: 890815/L06/AM

5th May 2026

Eleanor Read
Flood Risk Management
Highways, Transport & Planning
West Sussex County Council
Ground Floor, Northleigh County Hall
Chichester
PO19 1RH

Dear Eleanor

RE: LLFA/PLAN/PREAPP/26/007 (DC/21/2321) – New Place Nurseries, Drovers Lane, Pulborough, West Sussex, RH20 1AT

Further to our meeting at your offices on 21st April 2026 and your subsequent letter correspondence dated 24th April 2026 we are following up with the further information as agreed in our meeting and responses to your letter to satisfy your objection to the approval of planning for the aforementioned scheme.

Site Entrance Area Pumped Drainage Solution (Access)

As discussed in our meeting at your offices we advised of the proposed solution to pump the site entrance area into our network following the review and investigation of alternative solutions to drain this section of the site. The options that were reviewed for the discharge of surface water runoff for this area are as follows:

- Priority 1: collected for non-potable use – **Not Feasible In This Situation**
- Priority 2: infiltrated to ground
- Priority 3: discharged to an above ground surface water body (Existing watercourse/ditch)
- Priority 4: discharged to a surface water sewer, or another piped surface water drainage system (Existing highway drainage in Glebelands)
- Priority 5: discharged to a combined sewer – **No Combined Sewer In The Vicinity Of Site, Only An Existing Foul Sewer**

Infiltration (Priority 2) – Infiltration testing has been undertaken adjacent to the site entrance which returned values of 10^{-6} m/s. We developed a drainage model utilising these values along with the required factors of safety and unfortunately due to the total catchment area draining into this model in conjunction with the infiltration rates provided, half drain times exceeded 24hrs. Consecutive storms were then modelled to ascertain whether with sufficient storage provision that infiltration could be utilised. Again unfortunately this was not possible with a significant uplift on the storage provision required for which there is not enough space to fit in when considering the constraints and development proposals. Therefore infiltration was discounted as a method of discharging the surface water for this area.

Discharging to existing watercourse/ditch (Priority 3) – Due to the topography of the site, the site entrance area sits below the existing watercourse/ditch network that we are utilising for the discharge of

surface water for the development. As such it is not possible to discharge surface water runoff by gravity for this solution.

Connection to existing highway drainage in Glebelands (Priority 4) – Discussions with WSCC Highways department were undertaken and due to there being no adoptable highway drainage in this area, permission to discharge this area into the existing adopted highway drains was denied.

Proposed Drainage Solution – Following the review of this area and exhausting all feasible options, we are progressing with the proposal to pump this area into the proposed surface water drainage for the development. This area will be pumped via a package pump (located adjacent to the site entrance within the soft landscaping) into S21A as detailed in our updated drainage strategy drawings. The pump has been modelled within the Flow drainage model which will be refined once the pump station design has been undertaken for accurate switch on and switch off depths/flow rates at detailed design.

The proposed discharge rates have been adjusted between Basins 1 & 3 to give Basin 1 a greater discharge rate and Basin 3 a lower discharge rate whilst ensuring compliance with the agreed combined discharge rates. The site entrance area will be routed via the pumped systems through the SuDS basin before it outfalls so is subjected to stages of treatment before leaving the site.

The package pump will be designed by PDAS and be under the responsibility of the appointed management company to maintain. It will be equipped with live telemetry and notification systems to ensure that the pump operates as intended and the Management Company is notified should there be any errors/failures that occur to resolve as quickly as possible (National SuDS Standards Section 7.18). In accordance with DCG section D5.5.4 125m³ of emergency storage is required for every hectare of impermeable area that is drained to the pump station. This equates to 0.112Ha x 125m³ = 14m³ of emergency storage requirement that will be developed within the pump station design.

As per the National SuDS Standards Pumping Requirements 1.24-1.28 we have reviewed and can confirm that the narrative provided above demonstrates that pumping is the only viable solution for this area.

LLFA Letter Dated 24th April 2026

Watercourses

Northern Ditch

“For the northern ditch, we require further evidence to determine whether this would class as an ordinary watercourse. If it is demonstrated that the ditch has onwards connectivity, consent would be required. I've used a previous version of the drainage strategy to show areas which may need further investigation, which seem to mostly fall within Phase 2 (but we would need the northern watercourse investigations as part of this phase to determine whether consent would be required).”

As discussed with regards to the arrangement of the northern ditch and the proposed footpaths for the development, we are proposing to realign with like for like compensation the northern ditch so that it sits north of the proposed footpath route. With regards to catchment and surface water runoff, we are not proposing to positively drain any of the site development areas into this ditch and with the exception of the realignment surface run off that already drains into it by overland flows to the north will be maintained.

It has been noted by Barratt Redrow on a number of site visits during winter storm rainfall events that this ditch remained dry with the exception of any rain that directly falls onto it. The ditch does not present onwards connectivity, it turns and falls northwards and terminates at the top of the embankment. Its cross section profile lowering and blending into the steep railway embankment. Ground cover vegetation and undisturbed soils to the base of the ditch and at the intersection with the embankment further support this as an unproductive ditch.

The embankment falls steeply away at approximately a 1:6 gradient vertically dropping 14m from the end of the northern ditch. Starting south of the pedestrian railing crossing a ditch runs southwards adjacent to the railway line. No proposed works or proposed flows other than current in its existing condition are proposed to the southern railway ditch.

Eastern Ditch

As discussed in our meeting, a prior concern regarding the stopping up of the eastern ditch to facilitate the construction of Plots 31 & 36, we can confirm that this ditch does not accept any catchment from offsite. It is part of the network of unmanaged ditches that served the site when it was a tree nursery and now that the site is going to be developed and positively drained it is not required to drain the site post construction.

Further stopping up of the ditch occurs under Plot 152 and the crossing of the spine road which have been addressed by introducing a new culvert arrangement to facilitate the development proposals via ditch and culvert diversions. The details of this arrangement along with proposed culvert sections have been included as part of this package.

Ordinary Watercourse Consents

As discussed within our meeting, we have noted the requirements of any works to existing ditches/watercourses within the site. We will be applying for consent for the proposed culverts crossing the spine road of the development. As the design and construction of the site progresses, OWC's will be applied for prior to any works commencing in the corresponding areas.

Headwalls will be kept flush with ditch/watercourse banks as far as is practicable to remove the need for an OWC. Any culverts or ditch realignment works will have OWC's applied for. Where possible clear span bridges in accordance with WSCC details will be utilised to limit the number of culverts required. The culvert replacement within the southwestern tree belt will be applied for as discussed in our meeting. We have enclosed culvert and headwall sections with this package submission for your information.

Reserved Matters LLFA Requirements

We have reviewed the requirements and as per our discussions can confirm the enclosed information that has been submitted for your review as part of this package:

- Proposed Drainage Strategy Layout
- Catchment Area Plan
- Proposed Site Levels Strategy Layout
- Culvert & Headwall Sections
- Flow Hydraulic Drainage Calculations
- SuDS Maintenance Document

- Site Sections

We trust that the above information is satisfactory with regards to clearing your queries raised in our meeting and your letter dated the 24th April 2026. If you do require any further information or clarifications please advise of your availability for a Teams meeting to discuss.

Yours sincerely,



Andrew Muthusami
Associate Director