CONSULTING CIVIL AND STRUCTURAL ENGINEERS

# LAND AT BOLNEY GRANGE INDUSTRIAL PARK, JOBS LANE, HICKSTEAD

## CONSTRUCTION PHASE SURFACE WATER MANAGEMENT PLAN

**JUNE 2026**

Ref: 16933/01/HOP/RPT/01

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Client : ASP Planning
& Development Consultancy
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| Prepared by | Checked by | Approved by | Revision |
|---|---|---|---|
| **Andrew Keen** | **Max Baker** | **Andrew Keen** | **P01 19.06.2026** |

# 1.0 INTRODUCTION

1.1 HOP Consulting Ltd (HOP) has been engaged by AS Planning to provide additional details relating to the existing surface water drainage arrangement for the above site, with the purpose of addressing Planning Condition 4 of the consent for the proposed development.

1.2 The site, also known as 'Parcel 24', is currently undeveloped and is located on the south-west edge of the Bolney Grange Industrial Park, north of Job's Lane, near Burgess Hill, West Sussex.

1.3 The site has been granted outline planning permission (Reference DM/23/3208, decision date 9 June 2025) for the erection of 10x class E(G), B2 and B8 flexible use commercial units including details of access and layout.

1.4 This Construction Phase Surface Water Management Plan (CPSWMP) has been prepared to discharge Planning Condition 4, which states.

> *4. No development shall take place until a detailed construction phase surface water management plan for the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be carried out in accordance with the approved details. Reason: To ensure that the construction of the site does not result in any flooding both on and off site and that all Surface water Drainage features are adequately protected and to comply with policy DP41 of the District Plan.*

1.5 Details in this CPSWMP are based on the proposed site layout and existing topographic survey (Appendix A), which shows that the site falls naturally toward the southeast into an existing ditch network.

1.6 A Principal Contractor has not yet been appointed, therefore reasonable assumptions have been made regarding phasing, welfare locations, and temporary drainage arrangements. The final details of the CPSWMP should be included in the full Construction Environmental Management Plan (CEMP), to be submitted by others in due course.

# 2.0 EXISTING SITE CONDITIONS

2.1 The site slopes from approximately +25.0 m above Ordnance Datum (AOD) in the northwest to +18.50m AOD in the southeast, directing natural runoff toward an existing pond, and beyond, to the local ditch network located on the southern boundary of the site. Permanent SuDS features—including swales, attenuation ponds, and outfalls—are indicated in the site layout plans (Appendix B) and these assets should be protected from siltation during construction.

# 3.0 CONSTRUCTION PHASE DRAINAGE STRATEGY

3.1 The strategy is designed to meet the following criteria;

- Prevention of uncontrolled runoff from leaving the site
- Prevention of pollution of the downstream receiving ditch network
- Protection of permanent SuDS features
- Safe management of exceedance flows

**Temporary Drainage Measures**

3.2 A temporary cut off ditch should be installed along the northern boundary to intercept overland flow generated from off-site flow and to divert it around the construction area. Within the working area, temporary swales should be installed and aligned to convey construction runoff southwards between the proposed footprint of the new units. At the natural low point in the south east, a temporary settlement and attenuation area should be formed to manage silt and provide controlled discharge to the ditch network.

**Pollution Prevention**

3.3 Potential contaminants during construction include: suspended solids, hydrocarbons, cement washout, and general construction debris.

3.4 Fuel and chemical storage should be bunded with 110% containment and located away from the south-east drainage route. Concrete washout should be managed in lined, impermeable pits. Plant is to be inspected regularly, and spill kits should be made available at all refuelling points. In addition, a wheel washing facility should be provided at the site exit to minimise the risk of sediment tracking onto public roads.

**Runoff Volume and Flow Control**

3.5 Temporary attenuation should be provided within the settlement area, with a controlled discharge rate to suit the temporary nature of the construction phase works. During extreme rainfall, exceedance flows should be allowed follow the natural topography toward the south-east, avoiding compounds, storage areas, and public highways.

**Silt Control Measures**

3.6 During the construction phase, a multistage silt control strategy should be implemented to prevent sediment laden runoff from entering the existing ditch network and the proposed SuDS features.

3.7 The first line of defence would likely comprise silt fencing installed along these boundaries, positioned immediately upslope of the existing watercourse and proposed attenuation ponds. This fencing is installed to intercept fine sediments mobilised during earthworks and provides a passive filtration barrier that aligns with the natural fall of the site.

3.8 Within the temporary swales and drainage channels, straw bale check dams should be installed at intervals determined by the channel gradient. These check dams slow the velocity of runoff, encouraging suspended solids to settle out before water reaches the temporary settlement area. At key discharge points—particularly where temporary drainage connects to the settlement/attenuation area—sediment traps should be formed to capture accumulated fines. Inspection of these traps should be undertaken regularly and emptied to maintain their operational capacity.

3.9 In addition to these passive measures, the CPSWMP allows for the option for proprietary treatment systems such as Siltbuster units where higher sediment loads or water quality risks are anticipated. These modular treatment units provide active settlement and, where required, chemical dosing to remove fine suspended solids that cannot be effectively captured by passive systems alone.

3.10 A Siltbuster unit may be deployed at the outlet of the temporary settlement area or upstream of the controlled discharge to the existing ditch network, depending on construction sequencing and observed water quality. This provides a robust final treatment stage and should be designed to comply with Environment Agency pollution prevention requirements and to also protect the permanent SuDS features from siltation.

3.11 The inclusion of proprietary systems also offers flexibility: units can be relocated as construction progresses, scaled to match runoff volumes and operated continuously during periods of heavy rainfall or intensive earthworks. Together, these passive and proprietary measures are considered to provide a comprehensive, layered silt control strategy that significantly reduces the risk of pollution from this source during the construction phase.

## 4.0 MONITORING AND MAINTENANCE

4.1 It is expected that a designated role within the site management team will be created to provide an inspection and monitoring function for the temporary drainage features. Inspections should be undertaken daily during wet weather and weekly during dry periods. Silt fences, check dams, and settlement areas will be maintained as required. All inspections will be recorded in a site log.

## 5.0 CONCLUSION

5.1 The CPSWMP proposals and strategy outlined in this report, are considered to provide a robust and proportionate approach to managing surface water during construction of the Bolney Grange site. Although a Principal Contractor is yet to be appointed, the indicative measures outlined in this report should be incorporated into the CEMP to ensure that the risks from potential pollution and flooding are minimised.

5.2 It is therefore considered that the information provided in this report is sufficient to demonstrate compliance with Policy DP41 and the requirements of Condition 4.

# APPENDIX A – TOPOGRAPHIC SURVEY

SERGEI
SERVICES
GEOMATICS
Surveying & Mapping
Tel: 1-866-GEOMATICS

PROJECT: OPTIMIZE BLOCKED PIPE, PARCEL 9

CLIENT: ATP

PROJECT NO: 17-0-0-0-0
DRAWN BY: SERGEI
DATE: FEBRUARY 20, 2018
SCALE: 1:500 ON A1 SHEET
1:1000 ON A3 SHEET
REVISED: FEBRUARY 20, 2018

CHANGE DESCRIPTION

ADDED NEW: CONTROL POINTS AND 9 TO 20.
ADDED NEW: TRAVERSE LINE.

ADJUSTED: CONTROL POINTS - ADDED ELEVATIONS FROM

ADDED ELEVATIONS ON 9 TO 20.
ADJUSTED: TRAVERSE LINE - ADJUSTED TRAVERSE LINE

| REVISION | DATE | REVISED TO: | REVISED BY |
|---|---|---|---|
| 1 | FEB 20/18 | ADDED NEW CONTROL POINTS | SERGEI |

CONVENTIONS

| | |
|---|---|
| ACCESS HOLE (SEWER) | ELEV. ELEVATION |
| ACCESS HOLE (STORM) | ELEV. ELEVATION |
| ACCESS HOLE (UNKNOWN) | ELEV. ELEVATION |
| ACCESS HOLE (WATER) | ELEV. ELEVATION |
| BOLLARD | ELEV. ELEVATION |
| CATCHBASIN | ELEV. ELEVATION |
| CATCHBASIN (DOUBLE) | ELEV. ELEVATION |
| CATCHBASIN (SINGLE) | ELEV. ELEVATION |
| CLEANOUT (SANITARY) | ELEV. ELEVATION |
| CLEANOUT (STORM) | ELEV. ELEVATION |
| CONCRETE | |
| CONCRETE CURB | |
| CONCRETE CURB & GUTTER | |
| CONCRETE SIDEWALK | |
| CONIFER | DIA. DIAMETER |
| DECIDUOUS | DIA. DIAMETER |
| DOWNSPOUT | |
| ELECTRICAL BOX | |
| ELECTRICAL MANHOLE | |
| FENCE | |
| FIRE HYDRANT | |
| GAS METER | |
| GAS VALVE | |
| GRAVEL | |
| GUY ANCHOR | |
| GUY POLE | |
| HEDGE | |
| INVERT | INV. INVERT |
| LIGHT POLE | |
| MAILBOX | |
| MANHOLE (SEWER) | ELEV. ELEVATION |
| MANHOLE (STORM) | ELEV. ELEVATION |
| MANHOLE (UNKNOWN) | ELEV. ELEVATION |
| MANHOLE (WATER) | ELEV. ELEVATION |
| NATURAL GRADE | |
| PAVED | |
| PAVED (ASPHALT) | |
| PAVED (CONCRETE) | |
| PAVED (GRAVEL) | |
| PAVED (PAVERS) | |
| PAVED (TILE) | |
| PAVED (WOOD) | |
| PIPE (SEWER) | DIA. DIAMETER |
| PIPE (STORM) | DIA. DIAMETER |
| PIPE (UNKNOWN) | DIA. DIAMETER |
| PIPE (WATER) | DIA. DIAMETER |
| POST | |
| RAILING | |
| SIGN | |
| SIGNAL BOX | |
| SIGNAL POLE | |
| SIGNAL POLE (PEDESTRIAN) | |
| SIGNAL POLE (TRAFFIC) | |
| SIGNAL POLE (UNKNOWN) | |
| SIGNAL POLE (WIRELESS) | |
| STEPS | |
| TELEPHONE BOOTH | |
| TELEPHONE POLE | |
| TELEPHONE POLE (WITH LIGHT) | |
| TELEPHONE POLE (WITH TRANSFORMER) | |
| TREE | DIA. DIAMETER |
| UTILITY POLE | |
| UTILITY POLE (WITH LIGHT) | |
| UTILITY POLE (WITH TRANSFORMER) | |
| VALVE (UNKNOWN) | |
| VALVE (WATER) | |
| WALL | |

# APPENDIX B – ARCHITECTURAL PROPOSALS

# KEY TO SITE PLAN FEATURES

## LANDSCAPE AND GREEN INFRASTRUCTURE

- APPLICATION SITE BOUNDARY
- EXISTING TREE GROUPS & HEDGEROWS
- EXISTING DENSE VEGETATION AND SCRUB
- EXISTING TREES AND VEGETATION REMOVED
- PROPOSED INDIGENOUS TREE PLANTING, TREE GROUPS AND LANDSCAPE BUFFERS
- PROPOSED INDIVIDUAL INDIGENOUS TREES
- PROPOSED INDIGENOUS RURAL HEDGEROW
- GRASSED AREA

## BLUE INFRASTRUCTURE

- EXISTING WATERCOURSE
- PROPOSED DRAINAGE SWALES AND ATTENUATION PONDS & OUTFALLS

## HIGHWAYS AND EXTERNAL SURFACING

- NEW INDUSTRIAL ROAD SPECIFICATION ROAD AND YARD AREAS
- CONCRETE LOADING BAY APRONS
- TARMACADAM FOOTWAYS IN PUBLIC AREAS
- PERMEABLE BLOCK PAVING TO UNIT FRONTAGE AND ENTRANCE AREAS
- REAR ACCESS AND MAINTENANCE PATHS IN CONCRETE
- PROPOSED PRIMARY ROUTE FOR PEDESTRIAN AND CYCLE ACCESS THROUGH SITE
- COMBINED FOOTWAY/CYCLE WAY DOWN TO JOBS LANE FINISHED IN RESIN BOUND GRAVEL

## ELECTRICITY INFRASTRUCTURE

- C — TWIN EV CHARGING POINT - CAPACITY MINIMUM 7.3KW PROVISION TO ACHIEVE MINIMUM 1 NO. TWIN CHARGER PER UNIT SERVING MARKED BAYS
- ELECTRICITY SUB-STATION

## FENCING AND ENCLOSURE

- PR — TIMBER POST AND RAIL 3 RAIL FENCE 1500mm HIGH WITH HEDGE BEHIND
- SF — GREY COATED STEEL MESH SECURITY FENCE 2500mm HIGH

mjb architecture
www.mjbarch.co.uk

DRAWING:
Site Layout as Proposed
DWG NO:
0126/P5

SCALE:
1:500 at A1
DATE:
May 2026

# PROPOSED COMMERCIAL DEVELOPMENT

BOLNEY GRANGE INDUSTRIAL PARK,
Stairbridge Lane, Hickstead, West Sussex