

**From:** Anita Gardner  
**Sent:** 12 October 2018 09:52  
**To:** Planning.Responses  
**Subject:** FW: ASDA Ferring PFS - Proposed Drainage Solutions

Please scan as correspondence with agent on FG/182/18/DOC

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**From:** Andy Clifton [REDACTED]  
**Sent:** 10 October 2018 16:56  
**To:** Anita Gardner  
**Subject:** Re: ASDA Ferring PFS - Proposed Drainage Solutions

Thank your help Anita very much appreciated.

Presume you will consult and advise on the suitability of the trial holes being undertaken next week.

Regards

On Wed, 10 Oct 2018 at 16:39, Anita Gardner <[Anita.Gardner@arun.gov.uk](mailto:Anita.Gardner@arun.gov.uk)> wrote:

Hi Andy,

I will arrange for this information to be added to the DOC application which is awaiting registration.

Regards

Anita

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**From:** Andy Clifton [REDACTED]  
**Sent:** 10 October 2018 16:27  
**To:** Paul Gill  
**Cc:** Laura Gibbons; Lisa Coney; Anita Gardner; Juan Baeza; Tony Murray; Steven Roberts  
**Subject:** Re: ASDA Ferring PFS - Proposed Drainage Solutions

Hi Anita

This is the information that we propose is to be the content of the new application and the design being subject to continuing debate with your colleagues. Could you confirm how this will be administered in respect of a new application registration.

We may have an opportunity to undertake the trial holes/site investigation to confirm the design criteria on the drainage issues next week as having reviewed this the works are outside the hazardous zone areas to be subject to contamination clearance. These works would involve an excavator on site for one day and the purpose would be for site investigation only. If we could arrange this for next week would it be acceptable to the authority to have this presence on site? Obviously this would give a greater time for debate and approval purposes.

Would appreciate your comments.

On Wed, 10 Oct 2018 at 16:07, Paul Gill [REDACTED] wrote:

Laura

Further to previous correspondence regarding the drainage solution at Ferring we attach a further option which results in no flooding to the drainage system but which incorporates an additional attenuation tank in the overflow carpark – (see layout sketch FERRING – Additional Attenuation 101018). This tank has been shown to assume that the sub base attenuation is not present on site.

As previously stated we cannot get in and undertake the trial holes to determine the extent of the sub base attenuation on site – however the options attached essentially assume that there is no existing sub base attenuation in place and a new attenuation tank has been designed to cater for this omission. Once the trial holes commence on site you will be invited to attend to inspect.

In the meantime, we hope that the attached gives you an additional fall back option, whilst still providing the site with a no flood solution.

Calcs – [2018 10 10 SW Network add att.pdf](#)

These calculations essentially replace the previous sub base attenuation solution with a 18x14x0.55m deep attenuation tank. It can be seen that the system does not flood. Any rainwater that falls onto this area has been assumed to discharge through soaking away as would be the case with a non-impermeable area (as existing)

Calcs – [2018 10 10 SW Network future.pdf](#)

The same calculations as above but we have given you the assurance that an additional 750m<sup>2</sup> of impermeable area can be added into the system without it flooding (3/4 of the overflow carpark area). This is essentially future proofing the system if this overflow carpark was every partially tarmacked over at some later stage. Please note that planning would be required to do this and it is certainly not the intention of ASDA to do this – we are merely showing how much additional water can be added to the system without it flooding to give you the reassurance.

### Existing Hydrobrake

The information we have to date indicates that the existing Hydrobrake is designed for a 2 lps discharge rate at a design head of 0.88m. We are proposing to replace the existing Hydrobrake with a new model [MD-SHE-0066-2000-1100-200] designed for a 2 lps flow rate at a design head of 1.1m. As you will be aware the increased design head means that less flow would pass through the Hydrobrake if it were to be changed – Therefore a more conservative design based on existing.

Based on the attached would it be possible to achieve an approval in principle to the alternative option, albeit subject to verifying the existing extents of sub base attenuation on site.

Best regards,

Paul Gill – B.Eng (Hons) GMICE

Associate Director

For and on behalf of Adept Consulting Engineers Ltd

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Andy Clifton Director

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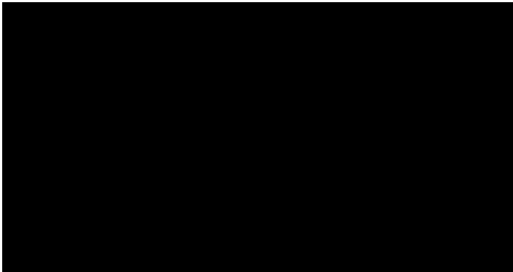
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Andy Clifton Director



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