

Michael Drake
Principal Planning Officer
Chichester District Council
East Pallant House
Chichester
West Sussex
PO19 1TY

17 February 2026

Dear Michael,

PP Ref: PP-14709354
Our Ref: BMW072/RB

FULL PLANNING APPLICATION: Installation of Additional Drainage Infrastructure and Associated Planting Within Approved Attenuation Basin

On behalf of our client, Rolls-Royce Motor Cars Ltd (RRMC), we are pleased to submit this Full Planning Application (FPA) to Chichester District Council (CDC) for the installation of additional drainage infrastructure and planting within the approved eastern drainage basin at Rolls-Royce Motor Cars, Goodwood, Chichester, PO18 0SH.

The full and formal description of development is:

"Installation of additional drainage infrastructure and associated planting within attenuation basin approved via 23/01855/FULEIA"

For the avoidance of doubt, this Covering Letter provides details that would otherwise be set out within a Planning, Design and Access Statement.

Context and Proposed Development

Rolls-Royce Motor Cars is continuing to develop the extension to its manufacturing facility as approved through the hybrid planning permission ref. 23/01855/FULEIA. As part of these works, it has been necessary to amend the drainage strategy to account for higher groundwater levels than previously anticipated, and to ensure that the drainage strategy is resilient against high levels of rainfall.

The amended strategy requires construction of a drainage channel within the eastern drainage basin / swale, to be provided along with additional planting to ensure minimal visual impact and seamless integration into the wider development.

The purpose of this application is to gain separate approval of the drainage channel and planting, as this particular design change was not considered 'non material' by CDC in planning terms; and CDC considered the submission of a full planning application to be a more suitable planning mechanism for the proposed works.

The site location falls within the wider development boundary of 23/01855/FULEIA, and measures 1,531.41 sqm (0.15 ha). The

DAVID LOCK ASSOCIATES LIMITED
50 North Thirteenth Street
Central Milton Keynes
Buckinghamshire
MK9 3BP

☎ +44 (0) 1908 666276
✉ mail@davidlock.com
💻 www.davidlock.com

VAT Reg. No. 486 0599 05.
Registered in England No. 2422692.
Registered Office as above.

drawings submitted the latest NMA (ref. 25/02810/NMA) exclude this area of the site, to be approved separately through this FPA.

Pre-Application Advice

This application follows close liaison with CDC, including a site visit with you on Wednesday 7th January, and ongoing communication via email to confirm the drawings and documents required for the validation and determination of this FPA.

The drainage infrastructure included within this application is part of a wider scheme of drainage works which have been developed in consultation with West Sussex County Council as Lead Local Flood Authority, who approve of the proposed drainage strategy to which the infrastructure within this application relates.

Biodiversity Net Gain (BNG)

As requested, we have provided a BNG Assessment Technical Note with this application. This concludes, due to the post-development habitat remaining as Urban – Bioswale in Good condition, that there is a 'zero' impact on the biodiversity value of the area within the red line boundary. Therefore, the application meets the criteria for de minimis exemption from Statutory BNG.

Relevant Planning History

This application relates to the planning permission ref. 23/01855/FULEIA, which approved the wider RRMC manufacturing facility extension, as granted on 20th June 2024.

Additionally, this application reflects the drainage strategy submitted to CDC via the application to re-discharge condition 12, ref. 25/02818/DOC, which is currently pending approval. This application has been reviewed and signed off by the LLFA.

Planning Application

The planning application comprises:

This covering letter,
 Application form,
 Fee in the sum of £596 (excluding admin charge), and
 The drawings and documents set out in the below table:

Drawing/document	Plan reference	Author
Drawings		
Location Plan	1489-HED-XX-XX-L-0001 C01	HED
Existing Layout Plan	1489-HED-XX-XX-L-0002 C01	
Proposed General Arrangement and Planting Plan	1489-HED-XX-XX-L-0003 C01	
Cross Sections	1489-HED-XX-XX-L-0004 C01	
Landscape Details	1489-HED-XX-XX-L-0005 C01	
Documents		
BNG Technical Note	RUK2022N00149-RAM-ME-00016	Ramboll
Copy of Surface Water DOC – Revised Basin Addendum, also submitted via 25/02818/DOC	Appended to this letter	Jubb

For the avoidance of doubt, the above table includes all the documents required for validation as confirmed by you via email on 4th February 2026.

Planning Policy Compliance

Section 38 (6) of the Planning and Compulsory Purchase Act 2004, makes clear that "planning applications should be determined in accordance with the Development Plan, unless material considerations indicate otherwise". The proposed development has been considered against

The Chichester Local Plan – Key Policies 2014 to 2029 (as the adopted development plan). It is considered that the proposed development is in compliance with the key policies (such as):

- Policy E2: Employment Development
- Policy NE16: Flood Risk and Water Management

The development will meet an essential, small scale and local need required to serve a successful local business and has been sympathetically designed to be in keeping with the surrounding natural environment.

The relevant certificate(s) has been completed and the requisite notice has also been served (Goodwood Estate Company Limited).

We trust that the above (and enclosed) enables validation and subsequent determination of the planning application but please do not hesitate to contact me, should you have any queries.

Yours Sincerely

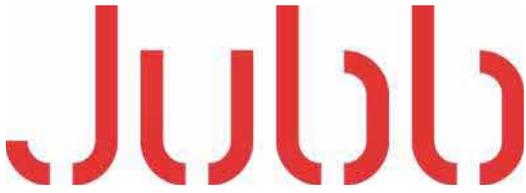


ROBERT BLAKE MRTPI
PLANNER & URBAN DESIGNER



cc. Rolls-Royce Motor Cars (RRMC)

encl. Copy of 'Surface Water DOC – Revised Basin Addendum' by Jubb



Title: Surface Water Discharge of Conditions (Cond 12)
Addendum

Project: Rolls Royce, Goodwood – Proposed Extension

Project # 24364

Date: 4th November 2025

1.0 Introduction

- 1.1 This technical note has been prepared to support the Non-Material Amendment application for the proposed extension to the Rolls Royce, Goodwood site, Planning ref 23/01855/FULEIA.
- 1.2 The information is prepared as an addendum to the information previously submitted by Arup, Sweco & Jubb to discharge Condition 12 on surface water for the proposed Rolls Royce Extension – Phase 1 and specifically addresses the proposed revision to the attenuation basin design. Hence, it should be read in conjunction with the documents;
 - RP_VOR_500_ZZZZ_XXXX_ARP_00000003 – Drainage Strategy Report C04 (ARUP);
 - 65212552-SWE-XX-XX-T-C-0002-DoC12 (Sweco); and
 - 24364 RRMCM – SW DOC Addendum v1 (Jubb);
- 1.3 This note summarises the approved Arup drainage strategy and how it has evolved in accordance with the agreed principles set within the planning application (23/01855/FULEIA) during the enabling works (Sweco) and Stage 5 design (Jubb) and how the revised basin meets these drainage principles.
- 1.4 The basin has been primarily revised due to relatively high groundwater levels and the significant associated works required to offset buoyancy effects. The Stage 4 Sweco basin design required 2.9m depth of material above the liner, which has had a significant impact on the constructability and sustainability of the basin and hence has required an alternative solution to be investigated.

2.0 Approved Drainage Strategy Summary

Hybrid Application – Phase 1 Full Application / Phase 2 Outline (Arup)

- 2.1 The proposed surface water drainage for the site is split into two separate components that act in isolation to each other. These are the existing surface water re-provision for the existing Rolls Royce facility (infiltration to ground) and new onsite surface water system for the new development (attenuated to watercourse).
- 2.2 The existing surface water re-provision refers to the proposed removal of most of the existing infiltration logistics swale serving the existing Rolls Royce site (i.e. western edge of new main building) and replacement with a 'like for like' system, in which the existing infiltration area, level and storage volumes of the old system are maintained elsewhere within the site. The existing swale accepted restricted flows from the existing Rolls Royce site lake before discharging to ground.
- 2.3 Arup proposed to provide primary storage/infiltration replacement via an oversized culvert located where the original infiltration swale was in conjunction with a hybrid infiltration trench/swale in the south and an infiltration trench to the east of the site.
- 2.4 Due to relatively high groundwater and poor infiltration rates found onsite it was proposed to discharge surface water from the new development via an attenuation solution discharging to the eastern watercourse serving the site, with offsite flows restricted to the Greenfield Qbar rate for the new development of 19.8l/s.
- 2.5 Primary attenuation was proposed to be provided via an attenuation basin located east of the main development and bordering the existing eastern watercourse. The effective design volume for the basin was ~5,000m³ with freeboard also provided. As the scheme progressed through planning upstream flow controls were introduced for the carpark permeable paving to better utilise the effective storage within this SuDS feature.
- 2.6 Further SuDS features including green roofs and a raingarden serving the HGV carparking were also proposed. These features in conjunction with the permeable paving/basin ensured water treatment compliance for the development in accordance with Ciria guidance.
- 2.7 As part of Phase 2 (i.e. main carpark replaced with multi story carpark) it is recognised that the permeable paving will lose its functionality with replacement upstream storage/flow control needed to be provided via new Phase 2 features to allow for continued functionality of the Arup drainage strategy. Blue/green roofs and attenuation tanks are proposed as potential options.

A copy of the approved Arup drainage strategy is included in Appendix A.

Enabling Works Amendment (Sweco)

- 2.8 As part of the enabling works Sweco amended the proposed Arup existing surface water provision strategy (i.e. moved designated storage/infiltration areas). This included changing the southern trench/swale into an attenuation feature (i.e. lined due to high groundwater) and reducing its available storage, whilst subsequently enhancing the eastern infiltration feature to allow for increased storage and infiltration area in this region.

A copy of the Sweco enabling works drainage design changes is included in Appendix B.

- 2.9 Sweco also revised the Arup design for the new site attenuation basin liner depth based off ground water monitoring results. 2.9m depth to liner was found to be required to offset high groundwater buoyancy effects.

Stage 5 Design Amendment (Jubb)

- 2.10 Further design amendments were made as part of Stage 5 by Jubb to further reduce flood risk to the site, reduce future maintenance risks and reduce structural constraints on the development. Amendments were also made for future proofing the drainage strategy for the potential Phase 2 of the development.
- 2.11 Following Sweco's amendments to the existing surface water provision strategy the proposed provision of storage/conveyance within this system was further altered with the proposed Arup culvert running through the western edge of the new building replaced with a 600mm dia. pipe, the southern swale replaced with an attenuation tank and the existing portion of the swale that was to be retained reconfigured. The total storage and infiltration requirements for this system were met by the proposed changes. An overflow was also provided to the adjacent watercourse adding contingency to the system during an exceedance level event.
- 2.12 The new site attenuation basin was also amended to allow for future proofing for the potential Phase 2 development, which would have removed upstream storage within the system if implemented that would have been very complex to replace as part of those future works. The basin was increased in size to ~7,500m³ with this storage provided by raising the eastern bank, with offsite flows still restricted to the agreed 19.8l/s rate. No SuDS features were taken out of the development as part of these proposals, with three minor orifices taken out immediately downstream of the permeable paving reducing blockage risks in the system.

A copy of the previously approved Jubb amended drainage layouts are provided in Appendix C.

3.0 Revised Basin

3.1 As stated above the proposed attenuation basin has been revised primarily due to constructability issues with the deep impermeable liner (i.e. 2.9m's below basin base), which was required to offset the buoyancy effects of high localised groundwater levels.

3.2 Proposed amendments to the basin design include;

Precast concrete U channels at current basin invert (20.9m AOD) introduced to provide low flow connectivity between basin inlet/outlet.

Basin base raised from 20.9-21.75m AOD and crest to 23.55m AOD

Liner base level raised from 18.0-20.25m AOD

New hydrobrake unit with higher design head proposed due to raised basin levels. Restricted outflow rate unchanged – 19.8l/s

PROW raised within south western region of basin above basin freeboard level. All of PROW adjacent to basin to sit above new basin freeboard level.

3.3 It should be noted that the basin inlet/outlet levels are constrained by the upstream sewer network that has been built under a significant green wall and could not be revised as well as levels to retain a gravity system on site. To enable downstream connectivity whilst reducing the liner depth precast concrete U channels have been proposed.

3.4 No changes to the upstream surface network of the basin as approved in the previous Jubb surface water drainage DOC addendum have been made as part of this basin revision.

A copy of the revised basin plan, sections and typical details are provided in Appendix D.

Groundwater Buoyancy

3.5 As part of the revised basin design proposals the impermeable liner crest has now been raised to 22.3m AOD, which is above the highest recorded groundwater level of 22.25m AOD recorded in the northern part of the basin. This provides further protection to the basin from the original consented design in which the liner crest was restricted to 22.0m AOD.

A copy of groundwater monitoring data taken across the basin is provided in Appendix E.

3.6 Groundwater buoyancy calculations have been undertaken on the impermeable liner for the typical basin section and for the low flow channel section. These calculations assume a cohesive soil material sub-base with a density of 1600 kg/m³, and concrete density for the foundation under the precast U-channel of 2400 kg/m³ along with a self weight of the U-channel sections of 2.5 tonne per linear metre. These calculations show that the impermeable liner base for the revised basin will be required to be at 20.25m AOD to enable enough offset the groundwater buoyancy force at the highest record level of 22.25m AOD. A factor of safety of 1.2 has been included in the design.

A copy of the basin liner buoyancy calculations for the primary basin and precast U channels are included in Appendix F.

Hydraulic Modelling

- 3.7 Hydraulic modelling of the Phase 1 & Phase 2 scenarios has been run for the revised basin with negligible differences in flooding within the site shown between these model iterations and the previously approved Jubb model results. Small flood volumes are noted within the Q100+CC storm only., flood volumes are primarily isolated to the southern carpark/access in which water would safely pond before during a flooding event before discharging into the surface water network.
- 3.8 Due to the raised level of the basin and by extension raised head driving restricted flows offsite the required attenuation storage within the revised basin has decreased with ~7,000m³ of storage now required.

A copy of the revised basin Phase 1 & Phase 2 scenario Infodrainage calculations are included in Appendix G.

Water Quality

- 3.9 It is deemed the water quality principles agreed at planning will not be altered by the proposed alterations, with the upstream SuDS treatment train and pollution prevention measures unaffected and the basin remaining. Hence, the Ciria simple index approach mitigation index for the basin is deemed not have been altered by the revised basin design.
- 3.10 It should be noted that flows will overtop the precast U channel in relatively low rainfall events and hence the wider basin will be active during these events, with the grassed basin thus providing primary treatment even during low rainfall events.
- 3.11 No SuDS agreed at planning upstream of the basin have been changed as part of the revised basin design.

Maintenance & Management

- 3.12 The maintenance & management regime agreed at planning have not been significantly altered with only the precast U channel lined with stone being added. This channel will need to be observed and ensured that it is clear in line with the rest of the general basin maintenance directives agreed.
- 3.13 Maintenance access will continue be provided via the PROW/Maintenance strip.