

Beyton Parish Council held a special Parish Council meeting on 14.03.2024 to decide on a plan to prevent further flooding in Beyton. Representatives were invited to attend from neighbouring parish Councils.

At this meeting and a subsequent meeting in Beyton Church Meeting room, a number of suggestions were made and some possible solutions identified. This report is a follow-up to the meetings above and the general concern of local Parishes to take the necessary steps to prevent future Surface Water Flooding in their areas.

From drainage maps supplied by Jeff Horner it was evident that Tostock has a separate surface water drainage system from Beyton and that any action by one will therefore not effect the other. Tostock is mostly on a higher level than the surrounding area and surface water goes to the Black Bourn brook either by the 1088 or to the area near the Railway Bridge on Norton Road.

During the past Winter, more flooding and heavier rainfall has been experienced than in the recent past. Flooded areas were mainly roads, and no buildings have been damaged in Tostock. Flooding did however cause difficulties for traffic accessing the Village, damage to roads, and general overload of the drainage system both upstream and downstream, increasing problems for our Neighbours.

According to climate change experts, rainfall will increase very considerably over the coming years and it will therefore become more urgent to design and implement solutions. The following areas in Tostock were identified as problem areas in the winter of 2023-2024:

1. Junction of 1088 and Church Road. Location: 52.2380 0.8802.

The A1088 flooded near the junction with Church Road. This is a major road which is one of the main accesses to Tostock. It was closed to traffic for some days. The near by area, from the bridge in Church Road to 75 metres towards Tostock Church, has also flooded in most years after heavy rainfall. Both these areas drain into the Black Bourn Brook. Flooding is mainly due to poor or no maintenance in both the immediate area and further downstream.

Suggested solution:

- a) To survey the drainage system in the autumn and request responsible parties to carry out maintenance to ensure adequate winter flows.
- b) To carry out a survey of the existing drainage system to see if this could be modified or up-graded by widening or deepening channels to achieve higher flows.
- c) To raise the road level to above the flood /Bridge level, to ensure that this would be above to maximum flood level. See Sketch TPC 007. This would require approx. 126 cu M of fill material. While this is a scheme probably unlikely to be funded today it may well become a necessity in the future,

due to the predicted increase in rainfall , and the fact that this area is in a flood plain with a low incline. See Survey sketch TPC 007 dwg.

2. Leys Pond. Location: 52.2390 0.8578.

During a recent period of heavy rainfall the water level of the pond, and water covering the road and the ditch, were all at the same level of flooding. As the water level reduced in the ditch the pond level remained at the same high level. An overflow drain between the pond and the ditch was therefore blocked. The ditch into which this overflow drain discharges is very overgrown and does not appear to be linked to any on going drainage course discharging from this area, and drainage appears to be dependent only on ground penetration which will be slow if ground water level is high.

Suggested Solution:

This area could be surveyed to determine how the adjacent area to the north or the south might be adapted to receive water from this area.

**3. Junction of Tostock Road (Old A45) and Norton Road.
Location: 52.2312 0.8573**

During recent heavy rain, this area was flooded to approx. 100mm. depth, and the ditch on the northwest corner was also flooded to the same level. The ditch on the south side of the junction was also flooded and there was no sign of there being any connection between these two ditches. This ditch did however show some signs of being cleaned out in the past possibly to stop the adjacent paddocks from flooding.

Suggested Solution:

Carry out a Survey of this drainage area to find options for better flow discharge.

Unblock an existing pipe under the road, if it is found to exist, or construct such a pipe. Clean out the ditch to the south and confirm that this will discharge the south Ticehurst Gravel area.

4. Roadway outside "The Gardeners". Location: 52.2362 0.8623

This area of roadway has flooded almost every year to a depth of a few inches. It has not, to date, flooded into the Gardeners Arms but has been near to doing so. There is a drain from a sump and gulley at the road edge installed a few years ago but the discharge drain is fleet of fall and is probably inadequate in fall and rate of discharge.

Suggested solution:

Clean out the existing discharge drain and check that the area at which the drain discharges is clear and that the drain has sufficient fall to carry the water away. If it is found that the action above is not possible due to the lack of fall available, then it may be possible to discharge the high levels at which the

area floods, to the near by soil drain with the agreement of the County Council Drainage dept. This new discharge would probably be a gravity discharge rather than necessitating a pumped discharge, and would occur only to alleviate flooding levels.

5. Flatts Lane. Location: 52.2391,0.8643

Flooding occurs at the farther end of the lane where the levels are lowest.

Suggested solution:

This area appears to rely on surface water to ground water penetration and if this proves to be the case, then it would probably be more economic to raise the road level to above the flood level rather than pumping. This area and the remaining area should drain to the north and towards Norton Railway Bridge. This needs to be surveyed and the existing drain/ditch made fit for purpose.

6. Norton Road/Heath Road. Location: 52.2456 0.8635

This area is a flood plain for the Blackbourne Brook and the road is often flooded together with a wide surrounding area in winter, after severe rainfall.

Suggested solution:

This is a minor access road to Tostock and due to the low lying area would be difficult to find an engineering solution.

Summary:

The most advantageous action would be to provide much better maintenance for all the drainage system as there is at present almost none.

If and when money becomes available then the more urgent areas can be selected to be surveyed and some solutions put forward for costing and implementation.

File:Report of Flooding in Tostock 2024.

