



Drainage Strategy Report

**Langfords Car Spares,
Semley**

Issue 3

February 2026



Such · Salinger · Peters

CONSULTING ENGINEERS

Issue Record

Revision	Date	Details
First Issue	23/01/2026	First Issue for Planning
Second Issue	28/01/2026	References Updated
Third Issue	10/02/2026	Updated to include latest site plan

Copy No	Issued To
One	Karl Langford (Client)

First Issue	Name	Signature	Date
Originator	R Peel		23/01/2026
Reviewer	S Howard		23/01/2026
Authoriser	J Peters		23/01/2026

Second Issue	Name	Signature	Date
Originator	S Howard		28/01/2026
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Authoriser	J Peters		28/01/2026

Third Issue	Name	Signature	Date
Originator	S Howard		10/02/2026
Reviewer	J Peters		10/02/2026
Authoriser	J Peters		10/02/2026

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GENERAL NOTES

1. This report is provided as an assessment only, in the context of the stated development proposals and should not be used in a different context.
2. Where any data supplied by the Client or by other external sources have been used it has been assumed that the information is correct unless otherwise stated. No responsibility can be accepted by Such Salinger Peters Limited for inaccuracies within the data supplied by others.
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5. New information, improved practices and legislation may necessitate an alteration to the report in whole, or in part, after its submission. Therefore, with any change in circumstances or after the expiry of one year from the date of the report, the report should be referred to Such Salinger Peters Limited for re-assessment and, if necessary, re-appraisal.

1. Introduction

- 1.1 This report has been prepared by Such Salinger Peters on behalf of the client Karl Langford in support of a planning submission for a proposed development at Langfords Car Spares, Semley. On the 10th and 23rd of December 2025, SSP carried out site visits, the purpose of which was to gain any information that may be relevant to the drainage of any proposed development. As such, a drainage investigation and soakaway tests were undertaken, and an assessment was made as to the suitability of a gravity/pumped surface water drainage scheme. No new foul drainage is proposed for this development.
- 1.2 Architectural designs have been provided and subsequently used in the designs for the development.
- 1.3 Investigations have been undertaken on site including trial pits which have proven that Soakaways and Permeable Paving are not being viable discharge options. The proposals are based on a discharge into the ditch on site at pre-development rates.

2. Site Information

2.1 Location

The site is located at Langfords Car Spares, Semley, SP7 9AQ (Grid Reference ST 87265 26566, X 387265, Y 126566). The site lies within the wider Langfords Car Spares site, which is bounded by residential buildings to the north, the A350 to the west, and a minor road to the south and east.

2.2 Existing Site Topography and Ground Conditions

The proposed site is used as storage for car parts (an organised car dismantling and parts recovery facility).

The topographical survey shows that the site falls from southwest to the north. The lowest point at the north of the site is approximately 132.60mAOD whilst the highest point at the south of the site is approximately 135.10mAOD.

The wider land ownership under the control of the applicant continues to rise to the west. The area at the northeast of the site is a valley, at the north end of which (within the site) is an existing connection to a culverted ditch system that continues into the adjacent property to the north.

The proposed site falls within Flood Zone 1 according to the Environment Agency Flood Maps for Planning and for long term flood risk, for flooding from rivers and sea (very low risk). Due to the valley, there is a potential overland flow path if the culverted ditch system is overwhelmed.

2.3 Existing Drainage

The existing site is large areas of unpaved made ground, with tracks of compacted hardcore. This system is partially permeable, generating surface runoff even under moderate rainfall events alongside the flow through the made ground.

This all discharges into the ditch system: part via a small number of gullies in the eastern valley area into the culverted section, while any remaining flow continues through the neighbouring property where it reaches the same ditch as it opens out. See **Appendix A** for the existing drainage.

2.4 Proposed Development

The proposal is to convert part of the wider car storage site to container storage. The proposed site plan can be seen in **Appendix B**.

3. Foul Water Drainage

3.1 There are no plans to introduce or alter any foul drainage on the site.

4. Surface Water Drainage

- 4.1 There is an existing culverted ditch that runs parallel to the northeastern edge of the site. This travels southeast to northwest, and is only culverted for approximately 140m centred on the site (being an open ditch either end).
- 4.2 Investigations have been undertaken on site to locate the water table. The recordings show the water table at approximately 350mm below ground level at various points around the site, indicating that it is likely to follow the ground profile.
- 4.3 Two trial pits were dug to 3m on the 17th of March 2025. Both pits showed a thick clay layer below made ground. Both had water collect in them, indicating that soakaways would not be viable.
- 4.4 As infiltration is not viable, rainfall on the proposed impermeable areas will need to be collected and discharged into the surface water ditch system. The design has been prepared on the basis that the discharge be matched to pre-development levels. To guarantee this discharge restriction, attenuation is required on site.
- 4.5 The proposals include unmetalled roads (not covered in asphalt) and trench drains to intercept rainfall. The water is then directed to areas of clean stone underneath the storage containers. This area acts as both conveyance and attenuation. Pipes, perforated under the clean stone, provide a preferential flow route to concentrate the water to pass under the road construction. This flows to a cellular attenuation tank, where the remainder of the storage is achieved.
- 4.6 Because of the slope of the site, the clean stone layer will not provide useful attenuation volume everywhere. To minimise earth movement, an area at the lower part of the site has been identified to be raised to a uniform level. The clean stone under the two corridors of containers in this area is used for storage (labelled Trench 1 and Trench 2 in the calculations), while the other areas are used only to capture and convey the water.
- 4.7 Due to the poor infiltration of the subgrade and possible contaminants from previous land use, the proposed drainage system will be separated from it by an impermeable membrane.
- 4.8 Outside the site gate, no changes are proposed to drainage or impermeable areas.
- 4.9 The surface water discharge is controlled by a Hydrobrake, restricted to 2 litres per second.
- 4.10 The existing overland flow path will remain.
- 4.11 The proposed drainage design can be seen in **Appendix C**.

5. Conclusions & Recommendations

- 5.1 The site is located at Langfords Car Spares, Semley, SP7 9AQ (Grid Reference ST 87265 26566, X 387265 , Y 126566). The site lies within the wider Langfords Car Spares site, which is bounded by residential buildings to the north, the A350 to the west, and a minor road to the south and east.
- 5.2 The proposal is to convert part of the wider car storage site to container storage.
- 5.3 The site slopes from southwest to the north, with a fall of approximately 2.5m.
- 5.4 There is a drainage ditch that runs parallel to the northeast of the site. Approximately 140m centred on the site is culverted, with an existing unattenuated surface water connection from site at the north of the site.
- 5.5 The site is located in Flood Zone 1 and is at very low risk of flooding from rivers and sea, and reservoir flooding. There is a potential surface water flow path if the culverted ditch is exceeded in capacity.
- 5.6 Soakaways were deemed unviable following intrusive investigations.
- 5.7 The SUDS hierarchy should be followed. In this case, attenuation and subsequent discharge of surface water flows to the drainage ditch at a controlled rate not exceeding pre-development rates.

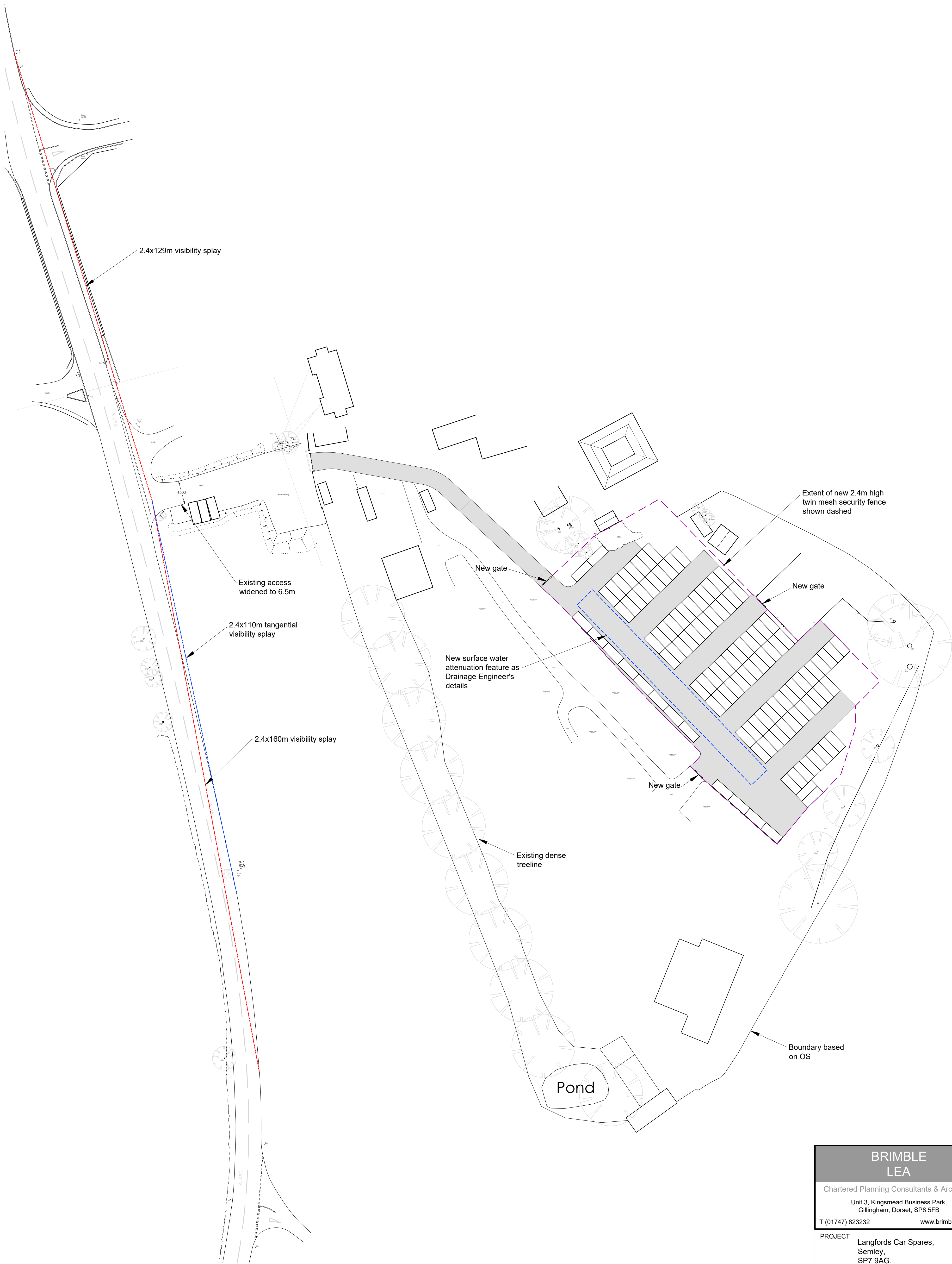
Appendix A

Survey

Appendix B

Architect's Proposals

Rev	Dm	Date	Description
-	-	-	-



BRIMBLE LEA
Chartered Planning Consultants & Architects
Unit 3, Kingsmead Business Park,
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PROJECT
Langfords Car Spares,
Semley,
SP7 9AG.

DRAWING
Proposed Site Plan

SCALE
1:500 @ A1

DRAWING ORIGINATOR
DWR

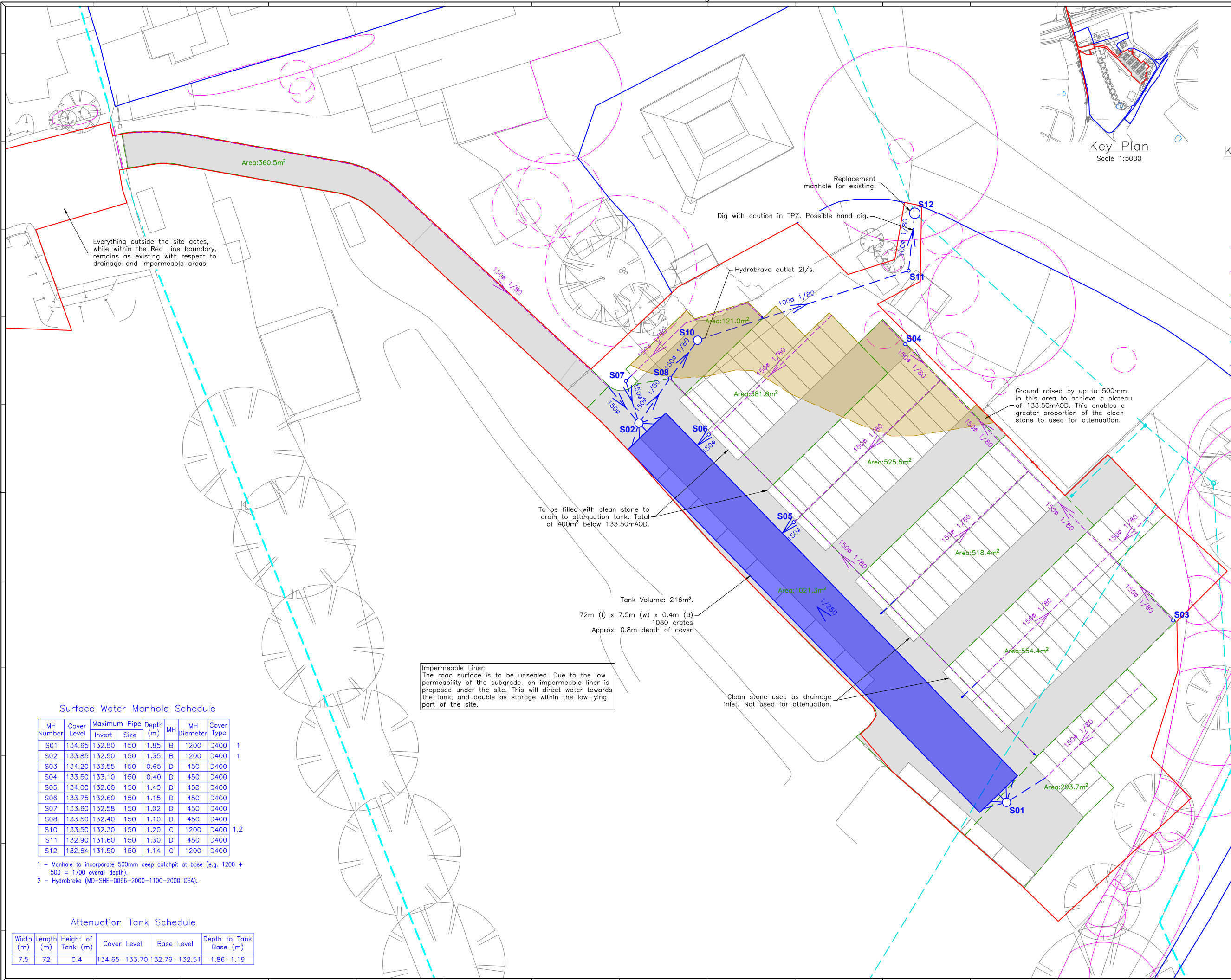
DRAWING No.
23091 - 3

REVISION
D

DATE
18.04.2024

Appendix C

Surface Water Drainage Proposals



NOTES

1. All dimension in millimetres and all levels in metres Above Ordnance datum unless stated otherwise.

KEY

Ref

- Manhole – Circular
- Gully
- Rodding Eye
- Root Protection Zone
- Root Protection Zone – Category C
- Perforated Pipe / Trench Drain
- Existing Surface Water Sewer
- Existing Surface Water Ditch
- Surface Water Sewer
- Drainage Area
- Raised Area

FOR PLANNING

G				
F				
E				
D				
C	For Planning	RP	SH	JEP 23/01/25
B	Updated to preliminary design.	RP	-	- 22/12/25
A	Updated Pond Design including Att Tank Option	SH	-	- 16/07/25
-	FIRST ISSUE	RP	SH	- 06/05/25
MK	REVISIONS	DRN	CHK	APP DATE

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CLIENT
Karl Langford

PROJECT
Langfords Car Spares Storage

DRAWING TITLE
Surface Water Drainage Strategy

SCALE 1:250 @ A1	DATE 06/05/2025
DRAWN RP	CHECKED SH
APPROVED -	
DRAWING No. 80757-04	REVISION C

Surface Water Manhole Schedule

MH Number	Cover Level	Maximum Invert	Pipe Size	Depth (m)	MH	MH Diameter	Cover Type	
S01	134.65	132.80	150	1.85	B	1200	D400	1
S02	133.85	132.50	150	1.35	B	1200	D400	1
S03	134.20	133.55	150	0.65	D	450	D400	
S04	133.50	133.10	150	0.40	D	450	D400	
S05	134.00	132.60	150	1.40	D	450	D400	
S06	133.75	132.60	150	1.15	D	450	D400	
S07	133.60	132.58	150	1.02	D	450	D400	
S08	133.50	132.40	150	1.10	D	450	D400	
S10	133.50	132.30	150	1.20	C	1200	D400	1,2
S11	132.90	131.60	150	1.30	D	450	D400	
S12	132.64	131.50	150	1.14	C	1200	D400	

1 - Manhole to incorporate 500mm deep catchpit at base (e.g. 1200 + 500 = 1700 overall depth).
2 - Hydrobrake (MD-SHE-0066-2000-1100-2000 OSA).

Attenuation Tank Schedule

Width (m)	Length (m)	Height of Tank (m)	Cover Level	Base Level	Depth to Tank Base (m)
7.5	72	0.4	134.65-133.70	132.79-132.51	1.86-1.19

Appendix D

Greenfield Runoff Calculations

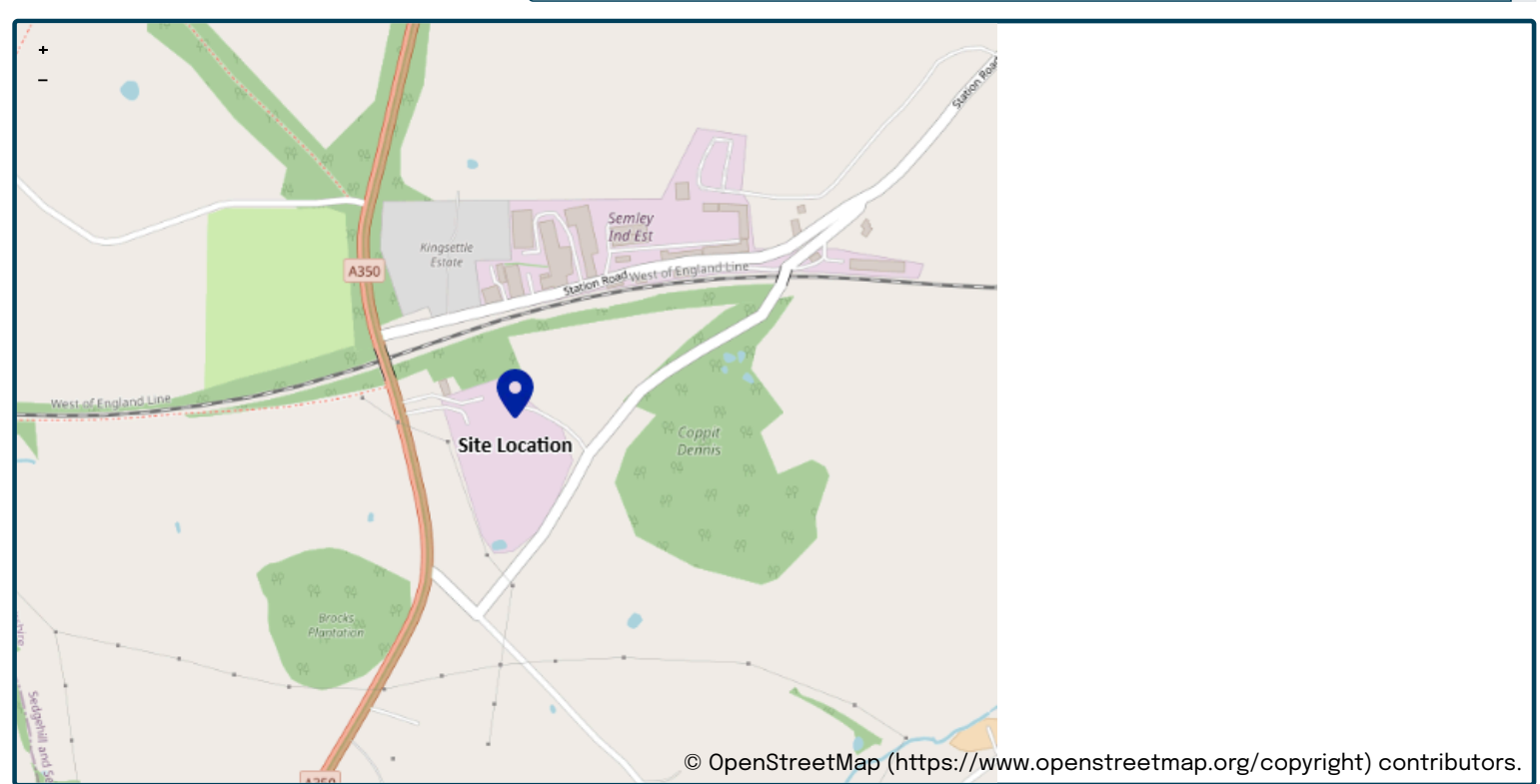
This is an estimation of the greenfield runoff rates that are used to meet normal best practice criteria in line with Environment Agency guidance “Rainfall runoff management for developments”, SC030219 (2013), the SuDS Manual C753 (CIRIA, 2015) and the non-statutory standards for SuDS (Defra, 2015). This information on greenfield runoff rates may be the basis for setting consents for the drainage of surface water runoff from sites.

Project details

Date	20/01/2026
Calculated by	
Reference	
Model version	2.2.2

Location

Site name	Langfords Car Spares
Site location	Semley



Site easting (British National Grid)	387257
Site northing (British National Grid)	126575

Site details

Total site area (ha)	0.3776	ha
----------------------	-------------------------------------	----

Greenfield runoff

Method

Method	IH124	
IH124		
	<u>My value</u>	<u>Map value</u>
SAAR (mm)	878mm	☐ 878
How should SPR be derived?	WRAP soil type	
WRAP soil type	4	☐ 4
SPR	0.47	
QBar (IH124) (l/s)	2.4l/s	

Growth curve factors

	<u>My value</u>	<u>Map value</u>
Hydrological region	7	☐ 7
1 year growth factor	0.85	
2 year growth factor	0.88	
10 year growth factor	1.62	
30 year growth factor	2.3	
100 year growth factor	3.19	
200 year growth factor	3.74	

Results

Method	IH124	
Flow rate 1 year (l/s)	2.0l/s	
Flow rate 2 year (l/s)	2.1l/s	
Flow rate 10 years (l/s)	3.8l/s	
Flow rate 30 years (l/s)	5.5l/s	
Flow rate 100 years (l/s)	7.6l/s	
Flow rate 200 years (l/s)	8.9l/s	

Please note runoff estimation is subject to significant uncertainty. Results are therefore normally reported to only 1 decimal place. Where 2 decimal places are provided, this does not indicate accuracy to this level, it has been adopted to prevent ‘zero’ figures from being reported. Outputs less than 0.01 l/s are reported as 0.01 l/s.

Disclaimer

This report was produced using the Greenfield runoff rate estimation tool (2.2.2) developed by HR Wallingford and available at [uksuds.com](https://www.uksuds.com/) (<https://www.uksuds.com/>). The use of this tool is subject to the UK SuDS terms and conditions and licence agreement, which can both be found at [uksuds.com/terms-conditions](https://www.uksuds.com/terms-conditions) (<https://www.uksuds.com/terms-conditions>). The outputs from this tool have been used to estimate Greenfield runoff rates. The use of these results is the responsibility of the users of this tool. No liability will be accepted by HR Wallingford, the Environment Agency, Centre for Ecology and Hydrology, Wallingford Hydrosolutions or any other organisation for the use of these data in the design or operational characteristics of any drainage scheme.

Appendix E

Surface Water Calculations

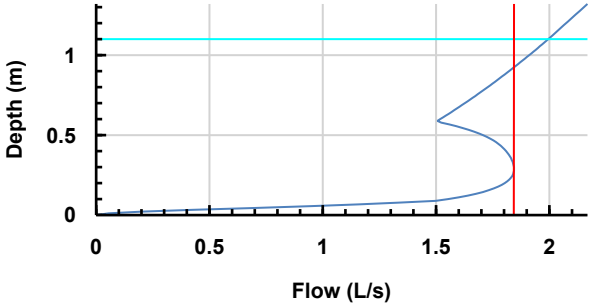
Project:: Langfords Car Spares Storage Surface Water Calculations		Date: 23/01/2026		 Such Salinger Peters CONSULTING ENGINEERS	
		Designed by: RP	Checked by: SH		Approved By: JEP
Report Details: Type: Junctions Storm Phase: Phase		Company Address: Such Salinger Peters Ltd Barnley House, 51 Sterte Avenue West Poole, BH15 2AJ			

Name	Junction Type	Easting (m)	Northing (m)	Cover Level (m)	Depth (m)	Invert Level (m)	Chamber Shape	Diameter (m)
S01	Manhole	387290.918	126525.670	134.450	1.650	132.800	Circular	1.200
S10	Manhole	387246.889	126591.525	133.500	1.200	132.300	Circular	1.200
S02	Manhole	387238.526	126579.704	133.700	1.200	132.500	Circular	1.200
S11	Manhole	387276.966	126601.430	132.900	1.300	131.600	Circular	0.450
S12	Manhole	387277.835	126609.606	132.640	1.140	131.500	Circular	1.500
S07	Manhole	387236.666	126585.709	133.500	0.920	132.580	Circular	0.450
S06	Manhole	387248.472	126578.072	133.750	1.150	132.600	Circular	0.450
RE1	Manhole	387294.866	126532.554	134.500	0.750	133.750	Circular	0.250
S08	Manhole	387242.964	126586.082	133.500	1.100	132.400	Circular	0.450
S05	Manhole	387260.654	126565.509	134.000	1.400	132.600	Circular	0.450
MP1	Manhole	387268.915	126559.318	134.000	1.000	133.000	Circular	0.250

Name	Lock
S01	None
S10	None
S02	None
S11	None
S12	None
S07	None
S06	None
RE1	None
S08	None
S05	None
MP1	None

Project: Langfords Car Spares Storage Surface Water Calculations		Date: 23/01/2026		 Such Salinger Peters CONSULTING ENGINEERS	
Report Details: Type: Junctions Storm Phase: Phase		Designed by: RP	Checked by: SH		Approved By: JEP
		Company Address: Such Salinger Peters Ltd Barnley House, 51 Sterte Avenue West Poole, BH15 2AJ			

Outlets

Junction	Outlet Name	Outgoing Connection	Outlet Type
S01	Outlet	S01	Free Discharge
S10	Outlet	S10	Hydro-Brake®
	Invert Level (m)	132.300	
	Design Depth (m)	1.100	
	Design Flow (L/s)	2.0	
	Objective	Minimise Upstream Storage Requirements	
	Application	Surface Water Only	
	Sump Available	☒	
	Unit Reference	SHE-0066-2000-1100-2000	
			
S02	Outlet	S02	Free Discharge
S11	Outlet	S11	Free Discharge
S07	Outlet	S07	Free Discharge
S06	Outlet	S06	Free Discharge
RE1	Outlet	RE1	Free Discharge
S08	Outlet	S08	Free Discharge
S05	Outlet	S05	Free Discharge
MP1	Outlet	MP1	Free Discharge

Project: Langfords Car Spares Storage Surface Water Calculations	Date: 23/01/2026		
	Designed by: RP	Checked by: SH	Approved By: JEP
Report Details: Type: Stormwater Controls Storm Phase: Phase	Company Address: Such Salinger Peters Ltd Barnley House, 51 Sterte Avenue West Poole, BH15 2AJ		



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Trench 1.1

Type : Tank

Dimensions

Exceedance Level (m)	133.500
Depth (m)	0.870
Base Level (m)	132.630
Freeboard (mm)	0
Initial Depth (m)	0.000
Porosity (%)	30
Average Slope (1:X)	6.94
Total Volume (m³)	22.477

Depth (m)	Area (m²)	Volume (m³)
0.000	0.001	0.000
0.330	115.210	50.394
0.870	115.210	50.394

Advanced

Perimeter	Circular
Length (m)	19.195



Trench 1.2

Type : Tank

Dimensions

Exceedance Level (m)	133.500
Depth (m)	0.870
Base Level (m)	132.630
Freeboard (mm)	0
Initial Depth (m)	0.000
Porosity (%)	30
Average Slope (1:X)	7.762
Total Volume (m³)	28.099

Depth (m)	Area (m²)	Volume (m³)
0.000	0.001	0.000
0.330	144.035	4.766
0.870	144.035	28.099

Advanced

Perimeter	Circular
Length (m)	23.990

Project: Langfords Car Spares Storage Surface Water Calculations	Date: 23/01/2026		
	Designed by: RP	Checked by: SH	Approved By: JEP
Report Details: Type: Stormwater Controls Storm Phase: Phase	Company Address: Such Salinger Peters Ltd Barnley House, 51 Sterte Avenue West Poole, BH15 2AJ		



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Trench 2

Type : Tank

Dimensions

Exceedance Level (m)	133.500
Depth (m)	0.850
Base Level (m)	132.650
Freeboard (mm)	0
Initial Depth (m)	0.000
Porosity (%)	30
Average Slope (1:X)	12.532
Total Volume (m³)	70.475

Depth (m)	Area (m²)	Volume (m³)
0.000	0.001	0.000
0.290	357.655	83.610
0.850	357.655	83.610

Advanced

Perimeter	Circular
Length (m)	29.805



Trench 3

Type : Tank

Dimensions

Exceedance Level (m)	133.700
Depth (m)	0.530
Base Level (m)	133.170
Freeboard (mm)	0
Initial Depth (m)	0.000
Porosity (%)	30
Average Slope (1:X)	20.164
Total Volume (m³)	36.377

Depth (m)	Area (m²)	Volume (m³)
0.000	0.001	0.000
0.290	360.000	10.457
0.530	360.000	36.377

Advanced

Perimeter	Circular
Length (m)	30.000

Project: Langfords Car Spares Storage Surface Water Calculations	Date: 23/01/2026		
	Designed by: RP	Checked by: SH	Approved By: JEP
Report Details: Type: Stormwater Controls Storm Phase: Phase	Company Address: Such Salinger Peters Ltd Barnley House, 51 Sterte Avenue West Poole, BH15 2AJ		



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Trench 4

Type : Tank

Dimensions

Exceedance Level (m)	133.800
Depth (m)	0.420
Base Level (m)	133.380
Freeboard (mm)	0
Initial Depth (m)	0.000
Porosity (%)	30
Average Slope (1:X)	24.93
Total Volume (m³)	28.352

Depth (m)	Area (m²)	Volume (m³)
0.000	0.001	0.000
0.220	345.594	7.616
0.420	345.594	28.352

Advanced

Perimeter	Circular
Length (m)	28.800

Project: Langfords Car Spares Storage Surface Water Calculations	Date: 23/01/2026		
	Designed by: RP	Checked by: SH	Approved By: JEP
Report Details: Type: Stormwater Controls Storm Phase: Phase	Company Address: Such Salinger Peters Ltd Barnley House, 51 Sterte Avenue West Poole, BH15 2AJ		



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Tank

Type : Cellular Storage

Dimensions	
Exceedance Level (m)	134.500
Depth (m)	0.400
Base Level (m)	132.510
Number of Crates Long	72
Number of Crates Wide	15
Number of Crates High	1
Porosity (%)	95
Crate Length (m)	1
Crate Width (m)	0.5
Crate Height (m)	0.4
Total Volume (m³)	206.790

Project:: Langfords Car Spares Storage Surface Water Calculations		Date: 23/01/2026		 Such Salinger Peters CONSULTING ENGINEERS	
		Designed by: RP	Checked by: SH		Approved By: JEP
Report Details: Type: Connections Storm Phase: Phase		Company Address: Such Salinger Peters Ltd Barnley House, 51 Sterte Avenue West Poole, BH15 2AJ			

Name	Length (m)	Connection Type	Slope (1:X)	Manning's n	Colebrook-White Roughness (mm)	Diameter / Base Width (mm)	Upstream Cover Level (m)	Upstream Invert Level (m)
T2	1.629	Pipe	32.580		0.6	150	133.500	132.650
S01	1.632	Pipe	5.627		0.6	150	134.450	132.800
S10	31.666	Pipe	45.237		0.6	100	133.500	132.300
S02	7.770	Pipe	77.701		0.6	150	133.700	132.500
S11	8.221	Pipe	82.212		0.6	100	132.900	131.600
Tank	1.632	Pipe	163.186		0.6	150	134.500	132.510
T1.1	3.489	Pipe	116.289		0.6	150	133.500	132.630
T1.2	2.523	Pipe	84.115		0.6	150	133.500	132.630
Pipe	6.007	Pipe	28.604		0.6	150	133.800	133.380
S07	6.286	Pipe	78.572		0.6	100	133.500	132.580
T3	6.007	Pipe	11.552		0.6	150	133.700	133.170
S08	6.710	Pipe	67.104		0.6	150	133.500	132.400
S06	2.254	Pipe	25.047		0.6	150	133.750	132.600
S05	2.260	Pipe	25.113		0.6	150	134.000	132.600
RE1	37.280	Pipe	49.706		0.6	225	134.500	133.750
MP1	37.280	Pipe	62.133		0.6	225	134.000	133.000

Name	Downstream Cover Level (m)	Downstream Invert Level (m)	Part Family	Lock	Flow Restriction (L/s)	Culvert Type	Culvert Entrance
T2	134.000	132.600		None		(None)	(None)
S01	134.500	132.510		None		(None)	(None)
S10	132.900	131.600		None	2.07	(None)	(None)
S02	133.500	132.400		None		(None)	(None)
S11	132.640	131.500		None		(None)	(None)
Tank	133.700	132.500		None		(None)	(None)
T1.1	133.750	132.600		None		(None)	(None)
T1.2	133.750	132.600		None		(None)	(None)
Pipe	133.700	133.170		None		(None)	(None)
S07	133.700	132.500		None		(None)	(None)
T3	133.500	132.650		None		(None)	(None)
S08	133.500	132.300		None		(None)	(None)
S06	134.500	132.510		None		(None)	(None)
S05	134.500	132.510		None		(None)	(None)
RE1	134.000	133.000		None		(None)	(None)
MP1	133.500	132.400		None		(None)	(None)

Project: Langfords Car Spares Storage Surface Water Calculations		Date: 23/01/2026		 Such Salinger Peters CONSULTING ENGINEERS	
Report Details: Type: Inflow Summary Storm Phase: Phase		Designed by: RP	Checked by: SH		
		Approved By: JEP			
		Company Address: Such Salinger Peters Ltd Barnley House, 51 Sterte Avenue West Poole, BH15 2AJ			

Inflow Label	Connected To	Flow (L/s)	Runoff Method	Area (ha)	Percentage Impervious (%)	Urban Creep (%)	Adjusted Percentage Impervious (%)	Area Analysed (ha)
Area 1	S01		Time of Concentration	0.030	100	0	100	0.030
Area 2	Trench 4		Time of Concentration	0.055	100	0	100	0.055
Area 3	Trench 3		Time of Concentration	0.052	100	0	100	0.052
Area 4	Trench 2		Time of Concentration	0.053	100	0	100	0.053
Area 5.1	Trench 1.1		Time of Concentration	0.018	100	0	100	0.018
Area 5.2	Trench 1.2		Time of Concentration	0.020	100	0	100	0.020
Area 6	S07		Time of Concentration	0.012	100	0	100	0.012
Area 7	S02		Time of Concentration	0.036	100	0	100	0.036
Area 8.1	RE1		Time of Concentration	0.051	100	0	100	0.051
Area 8.2	MP1		Time of Concentration	0.051	100	0	100	0.051
TOTAL		0.0		0.378				0.378

Project:: Langfords Car Spares Storage Surface Water Calculations		Date: 23/01/2026		 Such Salinger Peters CONSULTING ENGINEERS	
Report Details: Type: Junctions Summary Storm Phase: Phase		Designed by: RP	Checked by: SH		Approved By: JEP
		Company Address: Such Salinger Peters Ltd Barnley House, 51 Sterte Avenue West Poole, BH15 2AJ			



FSR: 100 years: Increase Rainfall (%): +45: Critical Storm Per Item: Rank By: Max. Depth

Junction	Storm Event	Cover Level (m)	Invert Level (m)	Max. Level (m)	Max. Depth (m)	Max. Inflow (L/s)	Max. Resident Volume (m³)	Max. Flooded Volume (m³)	Max. Outflow (L/s)	Total Discharge Volume (m³)	Status
S01	FSR: 100 years: +45 %: 960 mins: Winter	134.450	132.800	133.376	0.576	4.9	0.652	0.000	3.8	50.841	Surcharged
S10	FSR: 100 years: +45 %: 15 mins: Summer	133.500	132.300	133.395	1.095	4.7	1.238	0.000	2.0	3.624	Flood Risk
S02	FSR: 100 years: +45 %: 960 mins: Winter	133.700	132.500	133.376	0.876	5.8	0.991	0.000	2.2	207.112	Surcharged
S11	FSR: 100 years: +45 %: 960 mins: Winter	132.900	131.600	131.639	0.039	1.9	0.006	0.000	1.9	197.922	OK
S12	FSR: 100 years: +45 %: 960 mins: Winter	132.640	131.500	131.537	0.037	1.9	0.000	0.000	1.9	197.922	OK
S07	FSR: 100 years: +45 %: 960 mins: Winter	133.500	132.580	133.376	0.796	0.6	0.127	0.000	0.9	16.870	Flood Risk
S06	FSR: 100 years: +45 %: 960 mins: Winter	133.750	132.600	133.376	0.776	8.6	0.123	0.000	7.6	83.625	Surcharged
RE1	FSR: 100 years: +45 %: 15 mins: Summer	134.500	133.750	134.009	0.259	35.8	0.013	0.000	27.0	15.459	Surcharged
S08	FSR: 100 years: +45 %: 15 mins: Summer	133.500	132.400	133.402	1.002	57.2	0.159	0.000	4.7	31.833	Flood Risk
S05	FSR: 100 years: +45 %: 960 mins: Winter	134.000	132.600	133.376	0.776	8.7	0.123	0.000	6.9	176.592	Surcharged
MP1	FSR: 100 years: +45 %: 15 mins: Summer	134.000	133.000	133.875	0.875	62.8	0.043	0.000	57.2	31.009	Flood Risk

Project: Langfords Car Spares Storage Surface Water Calculations		Date: 23/01/2026		 Such Salinger Peters CONSULTING ENGINEERS	
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		Company Address: Such Salinger Peters Ltd Barnley House, 51 Sterte Avenue West Poole, BH15 2AJ			



FSR: 30 years: Increase Rainfall (%): +40: Critical Storm Per Item: Rank By: Max. Depth

Junction	Storm Event	Cover Level (m)	Invert Level (m)	Max. Level (m)	Max. Depth (m)	Max. Inflow (L/s)	Max. Resident Volume (m³)	Max. Flooded Volume (m³)	Max. Outflow (L/s)	Total Discharge Volume (m³)	Status
S01	FSR: 30 years: +40 %: 960 mins: Winter	134.450	132.800	132.925	0.125	1.1	0.141	0.000	1.1	25.416	OK
S10	FSR: 30 years: +40 %: 15 mins: Summer	133.500	132.300	133.081	0.781	5.9	0.883	0.000	1.8	3.205	Surcharged
S02	FSR: 30 years: +40 %: 960 mins: Winter	133.700	132.500	132.924	0.424	3.6	0.480	0.000	1.9	172.103	Surcharged
S11	FSR: 30 years: +40 %: 60 mins: Summer	132.900	131.600	131.637	0.037	1.8	0.006	0.000	1.8	12.275	OK
S12	FSR: 30 years: +40 %: 60 mins: Summer	132.640	131.500	131.536	0.036	1.8	0.000	0.000	1.8	12.275	OK
S07	FSR: 30 years: +40 %: 960 mins: Winter	133.500	132.580	132.924	0.344	0.4	0.055	0.000	0.4	10.035	Surcharged
S06	FSR: 30 years: +40 %: 960 mins: Winter	133.750	132.600	132.924	0.324	1.3	0.052	0.000	1.3	31.301	Surcharged
RE1	FSR: 30 years: +40 %: 15 mins: Summer	134.500	133.750	133.843	0.093	26.8	0.005	0.000	26.4	11.570	OK
S08	FSR: 30 years: +40 %: 15 mins: Summer	133.500	132.400	133.094	0.694	46.0	0.110	0.000	5.9	23.720	Surcharged
S05	FSR: 30 years: +40 %: 960 mins: Winter	134.000	132.600	132.925	0.325	5.9	0.052	0.000	5.7	132.229	Surcharged
MP1	FSR: 30 years: +40 %: 15 mins: Summer	134.000	133.000	133.436	0.436	53.1	0.021	0.000	46.0	23.176	Surcharged

Project: Langfords Car Spares Storage Surface Water Calculations		Date: 23/01/2026		 Such Salinger Peters CONSULTING ENGINEERS	
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		Company Address: Such Salinger Peters Ltd Barnley House, 51 Sterte Avenue West Poole, BH15 2AJ			



FSR: 2 years: Increase Rainfall (%): +40: Critical Storm Per Item: Rank By: Max. Depth

Junction	Storm Event	Cover Level (m)	Invert Level (m)	Max. Level (m)	Max. Depth (m)	Max. Inflow (L/s)	Max. Resident Volume (m³)	Max. Flooded Volume (m³)	Max. Outflow (L/s)	Total Discharge Volume (m³)	Status
S01	FSR: 2 years: +40 %: 15 mins: Summer	134.450	132.800	132.815	0.015	8.3	0.017	0.000	8.3	3.614	OK
S10	FSR: 2 years: +40 %: 15 mins: Summer	133.500	132.300	132.813	0.513	3.3	0.580	0.000	1.8	2.930	Surcharged
S02	FSR: 2 years: +40 %: 480 mins: Winter	133.700	132.500	132.702	0.202	3.1	0.228	0.000	1.9	87.933	Surcharged
S11	FSR: 2 years: +40 %: 15 mins: Summer	132.900	131.600	131.637	0.037	1.8	0.006	0.000	1.8	2.830	OK
S12	FSR: 2 years: +40 %: 15 mins: Summer	132.640	131.500	131.536	0.036	1.8	0.000	0.000	1.8	2.830	OK
S07	FSR: 2 years: +40 %: 480 mins: Winter	133.500	132.580	132.702	0.122	0.4	0.019	0.000	0.4	4.677	Surcharged
S06	FSR: 2 years: +40 %: 480 mins: Winter	133.750	132.600	132.702	0.102	1.3	0.016	0.000	1.3	14.848	OK
RE1	FSR: 2 years: +40 %: 15 mins: Summer	134.500	133.750	133.816	0.066	14.2	0.003	0.000	13.8	6.146	OK
S08	FSR: 2 years: +40 %: 15 mins: Summer	133.500	132.400	132.816	0.416	26.9	0.066	0.000	3.3	12.833	Surcharged
S05	FSR: 2 years: +40 %: 15 mins: Summer	134.000	132.600	132.742	0.142	33.1	0.023	0.000	32.8	19.258	OK
MP1	FSR: 2 years: +40 %: 15 mins: Summer	134.000	133.000	133.100	0.100	28.0	0.005	0.000	26.9	12.296	OK

Project:: Langfords Car Spares Storage Surface Water Calculations		Date: 23/01/2026		 Such Salinger Peters CONSULTING ENGINEERS	
		Designed by: RP	Checked by: SH		Approved By: JEP
Report Details: Type: Stormwater Controls Summary Storm Phase: Phase		Company Address: Such Salinger Peters Ltd Barnley House, 51 Sterte Avenue West Poole, BH15 2AJ			



**FSR: 100 years: Increase Rainfall (%): +45: Critical Storm Per Item: Rank By:
Max. Avg. Depth**

Stormwater Control	Storm Event	Max. US Level (m)	Max. DS Level (m)	Max. US Depth (m)	Max. DS Depth (m)	Max. Inflow (L/s)	Max. Residual Volume (m³)	Max. Flooded Volume (m³)	Total Lost Volume (m³)	Max. Outflow (L/s)	Total Discharge Volume (m³)	Percentage Available (%)	Status
Tank	FSR: 100 years: +45 %: 960 mins: Winter	133.377	133.377	0.867	0.867	19.9	205.821	0.000	0.000	5.2	160.976	0.469	OK
Trench 1.1	FSR: 100 years: +45 %: 960 mins: Winter	133.376	133.376	0.746	0.746	3.1	18.180	0.000	0.000	3.5	27.945	19.116	OK
Trench 1.2	FSR: 100 years: +45 %: 960 mins: Winter	133.376	133.376	0.746	0.746	4.0	22.727	0.000	0.000	5.1	33.295	19.120	OK
Trench 2	FSR: 100 years: +45 %: 960 mins: Winter	133.376	133.376	0.726	0.726	8.2	57.143	0.000	0.000	8.7	173.758	18.918	OK
Trench 3	FSR: 100 years: +45 %: 15 mins: Summer	133.382	133.382	0.212	0.212	63.1	4.116	0.000	0.000	41.2	32.551	88.685	OK
Trench 4	FSR: 100 years: +45 %: 15 mins: Summer	133.514	133.514	0.134	0.134	38.6	1.714	0.000	0.000	26.6	16.730	93.953	OK

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FSR: 30 years: Increase Rainfall (%): +40: Critical Storm Per Item: Rank By: Max. Avg. Depth

Stormwater Control	Storm Event	Max. US Level (m)	Max. DS Level (m)	Max. US Depth (m)	Max. DS Depth (m)	Max. Inflow (L/s)	Max. Residual Volume (m³)	Max. Flooded Volume (m³)	Total Lost Volume (m³)	Max. Outflow (L/s)	Total Discharge Volume (m³)	Percentage Available (%)	Status
Tank	FSR: 30 years: +40 %: 960 mins: Winter	132.924	132.924	0.414	0.414	11.5	205.391	0.000	0.000	2.3	110.045	0.676	OK
Trench 1.1	FSR: 30 years: +40 %: 960 mins: Winter	132.924	132.924	0.294	0.294	0.7	2.713	0.000	0.000	0.6	14.859	87.931	OK
Trench 1.2	FSR: 30 years: +40 %: 960 mins: Winter	132.924	132.924	0.294	0.294	0.7	3.390	0.000	0.000	0.7	16.476	87.935	OK
Trench 2	FSR: 30 years: +40 %: 15 mins: Summer	132.947	132.947	0.297	0.297	71.3	11.175	0.000	0.000	39.5	36.432	84.144	OK
Trench 3	FSR: 30 years: +40 %: 15 mins: Summer	133.289	133.289	0.119	0.119	50.6	0.716	0.000	0.000	43.5	24.348	98.031	OK
Trench 4	FSR: 30 years: +40 %: 15 mins: Summer	133.490	133.490	0.110	0.110	28.9	0.956	0.000	0.000	23.4	12.516	96.628	OK

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FSR: 2 years: Increase Rainfall (%): +40: Critical Storm Per Item: Rank By: Max. Avg. Depth

Stormwater Control	Storm Event	Max. US Level (m)	Max. DS Level (m)	Max. US Depth (m)	Max. DS Depth (m)	Max. Inflow (L/s)	Max. Residual Volume (m³)	Max. Flooded Volume (m³)	Total Lost Volume (m³)	Max. Outflow (L/s)	Total Discharge Volume (m³)	Percentage Available (%)	Status
Tank	FSR: 2 years: +40 %: 480 mins: Winter	132.702	132.702	0.192	0.192	10.8	98.416	0.000	0.000	2.2	61.603	52.408	OK
Trench 1.1	FSR: 2 years: +40 %: 480 mins: Winter	132.702	132.702	0.072	0.072	0.6	0.041	0.000	0.000	0.6	7.017	99.819	OK
Trench 1.2	FSR: 2 years: +40 %: 480 mins: Winter	132.702	132.702	0.072	0.072	0.7	0.051	0.000	0.000	0.7	7.780	99.820	OK
Trench 2	FSR: 2 years: +40 %: 15 mins: Summer	132.791	132.791	0.141	0.141	41.6	1.193	0.000	0.000	33.1	19.260	98.307	OK
Trench 3	FSR: 2 years: +40 %: 15 mins: Summer	133.253	133.253	0.083	0.083	28.2	0.249	0.000	0.000	26.8	12.880	99.316	OK
Trench 4	FSR: 2 years: +40 %: 15 mins: Summer	133.455	133.455	0.075	0.075	15.3	0.301	0.000	0.000	13.8	6.620	98.939	OK

Appendix F

Maintenance and Management Plan

Langfords Car Spares, Semley, SP7 9AQ
Surface Water Drainage Maintenance & Management Plan

23/01/2026

Proposed Development Site Layout and Drainage

The proposed site layout and surface water arrangements are shown on the following drawing for the development:

- 80757-04 – Surface Water Drainage Strategy

Surface Water Drainage

The surface water from the site will permeate through the road surface and be captured by trench drains throughout the site. Perforated drains will then convey the water into the attenuation tank, before being discharged into the drainage ditch. The whole system is segregated from the underlying ground and groundwater with an impermeable liner.

The surface water system on site will be the responsibility of The Owners. Maintenance and responsibility for all the drainage components, including inspection chambers, pipework, and the attenuation tank, will be the responsibility of The Owners.

Maintenance Plan

The following maintenance procedures will be put in place to ensure that the functionality of the surface water drainage is not compromised, and to rehabilitate the system following a flood.

Surface Water drainage features that require maintenance:

1. Cellular attenuation tank
2. Manholes including silt traps, pipework.
3. General ground areas
4. Trench drains



Certificate Number 7054
ISO 9001

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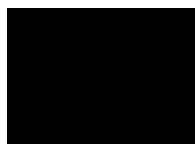
The following Surface Water maintenance and management plan and schedule is proposed:

Maintenance Schedule	Required Action	Recommended Frequency	Feature ID
Regular maintenance	Inspect and identify any areas that are not operating correctly. If required, take remedial action.	Monthly for three months, then six monthly. Always after a significant storm event.	2
	Debris removal from catchment surface (where may cause risk to performance)	Six monthly	3
	Debris removal from inlet structures (replace sacrificial layer)	Every five years, or as required.	4
	Remove sediment from pre-treatment structures.	Annually, or as required.	2
Monitoring	Inspect/check all inlets, outlets, ACO channels, gullies and silt traps to ensure that they are in good condition and operating as designed.	Every month for three months and then every six months and/or after a significant storm	2 4
	Visual Inspection survey at every inspection point (followed by CCTV if necessary).	After every significant storm and at every three years	1 2
Remedial actions	Repair/rehabilitation of inlets, outlets, gullies, silt traps, and soakaway	As required	1 2 4

The checks and inspections carried out during the running-in period will establish the frequency of future inspections with a minimum of 12-month service intervals.

The maintenance plan and schedule will be the responsibility of The Owners.

The cellular attenuation tank should be inspected upon completion of development and then in accordance with the proposed maintenance schedule.



Roy Peel
MEng

Appendix G

Photos



Site Gate from the West



Existing chamber on piped ditch (S12)



Trial Pit (near S10)

Issuing office:

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