

CRADDYS

CIVIL & STRUCTURAL ENGINEERING DESIGN CONSULTANCY

ALDI Store, Drive Through Unit & EV Charging Hub, London Road, Devizes

Flood Risk Assessment & Drainage Strategy

For

PRZM
— REAL ESTATE —



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Executive Summary

This Flood Risk Assessment (FRA) has been prepared to support a planning application for the proposed development of an ALDI foodstore, drive through unit and EV charging hub, located at land between London Road and Horton Road, Devizes.

The site is located within Flood Zone 1 as defined by the Environment Agency (EA) Flood Map for Planning, representing land at **low** probability of flooding from fluvial or tidal sources.

An assessment of flood risk from all sources has been undertaken, including:

- Fluvial and tidal flooding
- Surface water (pluvial) flooding
- Groundwater emergence
- Sewer surcharge
- Reservoir failure

Flood risk from all sources is assessed to be low or manageable subject to mitigation. Key mitigation measures include setting finished floor levels above the existing ground levels, provision of overland exceedance routing, and incorporation of a sustainable drainage system (SuDS) to manage runoff.

The proposed drainage strategy has been developed in accordance with national policy and the SuDS hierarchy and will limit discharge rates to a reduction on pre-development runoff rates, with attenuation storage sized for up to the 1 in 100-year plus climate change event.

Based on the findings of this FRA, the proposed development is considered to be acceptable in flood risk terms and meets the requirements of the National Planning Policy Framework (NPPF), subject to confirmation by the Local Planning Authority (LPA) and Lead Local Flood Authority (LLFA).





1. Introduction

1.1. Purpose of Report

This Flood Risk Assessment (FRA) has been prepared to support a planning application for the proposed development at land between London Road and Horton Road in Devizes. The report aims to assess the flood risk to and from the development in accordance with the National Planning Policy Framework (NPPF), Planning Practice Guidance (PPG), and Environment Agency (EA) standing advice.

It also considers site-specific topography, local drainage conditions, and the indicative development layout to outline appropriate mitigation and surface water management measures.

1.2. Scope and Limitations

This FRA is based on publicly available flood mapping, supplied topographical information, and outline development proposals provided by the client team. No hydraulic modelling has been undertaken as part of this report.

The assessment does not confirm the capacity of existing public drainage networks nor comment on their suitability for adoption or connection without further engagement with the statutory undertaker.

This FRA is intended to inform the planning process only. Should the development proceed, further design development and statutory approvals will be required.

1.3. National planning policy context and data sources used

This FRA has been prepared in accordance with:

- The National Planning Policy Framework (NPPF) and supporting Planning Practice Guidance (PPG);
- The Environment Agency's standing advice on development and flood risk;
- Local Strategic Flood Risks Assessments (SFRA)s
- EA product 4 and product 8 data (where available)
- The relevant Local Planning Authority (LPA) flood risk policy;
- Surface water drainage guidance from the Lead Local Flood Authority (LLFA);
- The requirements of Schedule 3 of the Flood and Water Management Act 2010, where applicable (e.g. in Wales).

The strategy set out in this document seeks to demonstrate that the proposed development is appropriate, safe, and compliant with the above planning policy framework.





2. Existing Site

2.1. Site Location and Description

The site is located at southeast of London Road and north of Horton Road in Devizes, within the administrative boundary of Wiltshire. The Lead Local Flood Authority (LLFA) for the development is Wiltshire Council.

It comprises approximately 1.126 hectares of brownfield land and is currently occupied by a motorcycle training centre, with several small buildings within the northwest of the site, with the majority of the remainder being asphalt and concrete hard surfacing. Access to the site is currently from London Road to the far northern end of the site.

The planning application Site Location Plan and Existing Site Plan are provided in Appendix A.

2.2. Existing Site Levels and Gradients

A topographic survey of the site has been reviewed and is provided in Appendix B.

Site levels generally range from approximately 136.1m and 133.9m AOD], sloping from north to south. The primary fall direction is towards Horton Road on the southern boundary.

The site is generally flat, with a small raised bund within the landscaping to the southern boundary. Aside from this, no significant depressions or raised features have been identified that would materially alter flood pathways or surface water management





3. Development Proposals

3.1. Proposed Development

The proposed development comprises a retail foodstore, drive through unit and EV charging hub with associated access, servicing, parking, hard & soft landscaping and drainage infrastructure. The foodstore element is included in full detail as part of a hybrid application, with the drive through unit and EV charging hub element being in outline at this stage, with all matters reserved except for access.

Access to the developed site is proposed to be via a new access formed off London Road, roughly midway along the northwestern boundary, via a new priority junction. There is an existing access to the site, however this will be retained and does not form part of this application.

The current proposed site layout is shown on drawing 240646-1301 in Appendix C and is subject to further development as part of the design process.

This report assesses flood risk based on this indicative layout and advises on mitigation strategies to ensure the site can be safely developed without increasing flood risk elsewhere.

3.2. Flood Risk Vulnerability Classification

The proposed development falls under the category of 'Less Vulnerable', as defined in *Annex 3 of the National Planning Policy Framework (NPPF): Flood Risk and Coastal Change*.

Table 1 - Summary of vulnerability classification and examples

Flood Risk Vulnerability Classification	Examples (from Annex 3)
Less Vulnerable	- Police, ambulance and fire stations which are not required to be operational during flooding. - <u>Buildings used for shops</u>; financial, professional and other services; <u>restaurants, cafes and hot food takeaways</u>; offices; general industry, storage and distribution; non-residential institutions not included in the 'more vulnerable' class; and assembly and leisure. - Land and buildings used for agriculture and forestry. - Waste treatment (except landfill* and hazardous waste facilities). - Minerals working and processing (except for sand and gravel working). - Water treatment works which do not need to remain operational during times of flood. - Sewage treatment works, if adequate measures to control pollution and manage sewage during flooding events are in place. - Car parks.

This classification is relevant to determine the applicability of the Sequential Test and Exception Test, as well as the level of flood risk mitigation required.

The vulnerability classification influences whether the proposed development is appropriate in Flood Zones 2 or 3, and this report has taken it into account when assessing site suitability and outlining mitigation strategies.





4. Site-specific flood risk review

The following subsections assess the risk of flooding from various sources in accordance with national guidance and publicly available datasets (e.g. EA Flood Maps for Planning, Strategic Flood Risk Assessments, surface water layers, BGS, and sewer undertaker records).

4.1. Fluvial and Tidal Flood Risk

The site is not located within an area identified by the Environment Agency (EA) as being at risk of fluvial or tidal flooding. Refer to Appendix D for respective mapping.

Based on EA Flood Map for Planning data (Appendix D), the site falls within Flood Zone 1, corresponding to a low probability of flooding from main rivers or the sea.

Flood Zone 1 describes areas at <0.1% annual chance of flooding from rivers or the sea; FZ2 describes areas at 0.1%-1% annual chance of flooding from rivers or 0.1% to 0.5% annual chance of flooding from the sea; FZ3 describes areas at >1% annual chance of flooding from main rivers or >0.5% chance of flooding from the sea. All Flood Zone classifications do not take into account the effects of existing defences or climate change.

The nearest area of fluvial flood risk is approximately 1km to the south east, arising from a minor tributary of the River Avon. The site is therefore not considered to be at risk of fluvial or tidal flooding.

4.2. Surface Water (Pluvial) Flood Risk

The EA's Surface Water Flood Risk Map (Appendix D) indicates that the site is predominantly at very low risk of surface water flooding (not affected during a 1 in 1000-year event), with isolated areas on the low boundaries being shown at low risk (would be affected during a 1 in 100-year event).

Localised surface water management measures will be incorporated into the site design to address this risk. Finished floor levels and overland flow routing are discussed in Section 8.

4.3. Groundwater Flood Risk

The British Geological Survey (BGS) mapping and EA data indicate the site is underlain by bedrock of Greensands Formation with a moderate susceptibility to groundwater emergence at the surface.

The site lies within an area identified by the EA as having potential for groundwater flooding to occur at the surface. Additionally, the site lies within an area of Wiltshire identified as having elevated potential for groundwater emergence at the surface in the current SFRA.

Groundwater emergence may therefore occur on the site and present a flood risk to the development, and this risk should be mitigated in the proposed design of the site.

At the time of writing intrusive site investigation has been carried out on the site and no groundwater was encountered in this or subsequent monitoring visits, however these were undertaken in July and August during a long period of dry weather.

4.4. Sewer Flooding

The risk of flooding from public sewers is generally low and is not indicated in any published mapping.

Wessex Water and SFRA historic sewer flooding records have not identified any incidents at this location. The risk of sewer flooding affecting the site is therefore considered to be low.

4.5. Reservoir and Canal Flood Risk

The EA flood risk from reservoirs map indicates that the site is not at risk of flooding from large, raised reservoirs or other artificial water bodies.

The nearest artificial water body is the Kennet & Avon Canal, which lies approximately 1km to the south of the site, however the site is at higher elevation than the canal so would not be affected in the event of a breach.





4.6. Historical Flooding Records (EA / LLFA)

A review of EA and LLFA records does not indicate any known incidents of historical flooding affecting the site.

5. Climate change

5.1. Background

Making an allowance for climate change as part of the development will help to minimise vulnerability and provide resilience to flooding in the future over the design life of the development.

GOV.UK guidance titled "Flood Risk Allowances: climate change allowances" from the Environment Agency was first published 19th February 2016 and most recently updated on 27th May 2022. This details the latest guidance on appropriate allowances for climate change that should be taken into account as part of a proposed development.

Current guidance in the NPPF recommends a design lifespan of at least 100-years for residential development, and 75-years as a starting point for the design lifespan for non-residential development.

Assuming the development is completed in 2027, the effects of climate change to the year 2102 should be considered.

5.2. Future Fluvial Flood Risk

Fluvial flood risk is likely to increase with time since climate change is expected to increase rainfall intensities, which may produce increased runoff from catchments and induce greater flows within watercourses. GOV.UK guidance recommends a percentage increase in peak river flows as an allowance for climate change, with these percentages varying by management catchment areas around the country.

Since the site is currently located in FZ1 and elevated well above the nearest areas at elevated fluvial flood risk in the present day, the risk of fluvial flooding on the site is expected to remain low throughout the lifespan of the development.

5.3. Future Surface Water (Pluvial) Flood Risk

Surface water flood risk is likely to increase with time since climate change is expected to increase rainfall intensities, which will induce greater runoff from both impermeable and permeable areas and generate increased overland flows where surface water drainage systems and smaller watercourses may not have sufficient capacity to collect and convey this runoff.

The Flood Map for Planning and Long-Term Flood Risk Service "climate change" surface water maps show no significant change is expected to surface water flooding on the site to the year 2060, and this risk will remain very low or low.





6. Proposed site levels, topography and access

6.1. Proposed finished floor levels

It is proposed that the finished floor level (FFL) of the ALDI store is set at 135.140mAOD. This FFL is above the existing ground levels within the building footprint and is generally above the proposed external levels around the building. Details of the proposed drive through site are to be provided at a later date, however the FFL of the unit should also be set above existing ground level and external levels, as far as practicable.

This is consistent with EA guidance and industry best practice for protecting buildings from both pluvial and groundwater flood risks.

Preliminary proposed site levels are included in Appendix E.

6.2. Overland flow and external falls

Surface water will be directed away from building thresholds using a combination of external grading, kerb lines, and positive drainage.

Overland flow paths have been reviewed using EA surface water mapping and site topography, and no significant accumulation points within the site boundary are expected – refer to Appendix J for an overland flood mapping sketch.

The proposed layout allows for uninterrupted flow across external areas, minimising the risk of surface water ponding against built structures.

6.3. Site access / egress

Safe access and egress for occupants and emergency services is a critical design consideration. A new vehicular and pedestrian access is proposed off London Road, along with an additional pedestrian only access off Horton Road to the south of the site.

Since the site is located in Flood Zone 1 and is not at significant risk of other sources of flooding, there should be no issue with safe access or egress from the site even in an extreme flood event.



7. Suitability of the site for development

7.1. Sequential Test

Under the National Planning Policy Framework (NPPF), a Sequential Test is required for most development located in Flood Zones 2 or 3 or at medium or higher risk of surface water flooding. The objective is to steer development toward areas at lower risk of flooding wherever possible.

For this site:

- The site is in Flood Zone 1 and at low risk of surface water flooding, therefore a Sequential Test is not required.

7.2. Flood Zone Compatibility

The Environment Agency's Flood Map for Planning identifies the site as being located within Flood Zone 1, which represents low probability of fluvial or tidal flooding.

As mentioned in Section 3.2, the proposed development is classified as **less vulnerable**. Table 2: Flood risk vulnerability and flood zone "incompatibility" of the NPPF is reproduced below and confirms the proposed development would be considered "compatible" with the Flood Zone.

Table 2: Reproduction of NPPF Table 2

Flood Zone	Flood Risk Vulnerability Classification				
	Essential Infrastructure	Highly vulnerable	More vulnerable	Less vulnerable	Water compatible
1	✓	✓	✓	✓	✓
2	✓	Exception Test req'd	✓	✓	✓
3a	Exception Test req'd	X	X	✓	✓
3b*	Exception Test req'd	X	X	X	✓
Key:					
✓	Exception Test not required				
X	Development should not be permitted				



8. Surface water drainage strategy

8.1. Design objectives

- The proposed surface water drainage system has been designed in accordance with:
- The SuDS hierarchy (as set out in the NPPF and CIRIA C753),
- Local Lead Flood Authority (LLFA) design guidance,
- Building Regulations Part H,
- And, where applicable, the principles of Schedule 3 of the Flood and Water Management Act 2010 (applicable in Wales, and expected to inform future guidance in England).

The system aims to:

- Manage runoff sustainably,
- Mimic natural drainage,
- Protect surrounding land and buildings from increased flood risk,
- And promote water quality, biodiversity potential and amenity value where feasible.

8.2. Existing Site Conditions & Drainage Regime

The existing site is currently brownfield with an estimated impermeable area of 9810 m².

Although the majority of the site is impermeable surfacing, no existing surface water drainage system is known to be present – several gullies are identified on the topographical survey however the discharge route of these is not currently known. Current runoff from the asphalt and concrete areas is therefore assumed to discharge via overland flow onto soft landscaped areas with no formal attenuation or treatment measures.

Since there is no confirmed positive drainage regime for the existing site, greenfield runoff rates have been calculated using the FEH Statistical Method, and a Modified Rational Method runoff rate estimate has also been included for comparison, using a rainfall intensity of 50mm/hr – these are shown below and full FEH calculation shown in Appendix G.

Table 3: Pre-development runoff rates

Method / Event	FEHS 1-yr	FEHS 2-yr	FEHS 10-yr	FEHS 100-yr	MRM
Runoff Rate (l/s)	2.0	2.4	3.8	6.2	136.4

8.3. Proposed Drainage Regime

As part of the proposed development, a new surface water drainage system will be included to manage runoff from the developed areas of the site. The discharge point for this system has been reviewed against the surface water drainage hierarchy, namely re-use of rainwater, followed by disposal of runoff to the ground via infiltration, to a watercourse or other body of water, to a surface water sewer or highway drain, or to other public sewers, in decreasing order of preference.

– Rainwater re-use

Re-use of rainwater on the proposed development is not considered to present a significant opportunity to reduce volume discharge as when compared to the annual runoff yield from the roof area, the non-potable water usage for the development is very low.

– Disposal to ground (soakaways / infiltration features)

Soil percolation testing was undertaken with the site investigation along the guidelines of BRE 365 in 3 locations across the site area. These tests recorded poor percolation into the underlying soils, with no tests being BRE 365 compliant. These results, coupled with the potential for seasonally





shallow groundwater, make the use of infiltration as a method of disposal of surface water from the development is not considered viable.

– **Disposal to a watercourse**

The nearest known watercourse is a shallow ditch to the southeast of the site, running parallel to Horton Road in the adjacent land. This ditch is believed to be within private land, and therefore a connection to this ditch may not be possible. This should be investigated further, however should discharge to the ditch not be possible, an alternative route should be explored.

– **Disposal to a surface water sewer or highway drain**

Wessex Water asset mapping is included in appendix F, which shows the nearest mapped surface water sewer in public land to be a 450mm diameter sewer located in London Road to the north of the car garage that lies adjacent to the site's western boundary, approximately 75m west of the sites westernmost corner. This sewer flows to the southwest, across the London Road / Horton Road roundabout.

Both Horton Road and London Road have a series of road gullies collecting runoff from the carriageway, and Wessex Water mapping shows highways drains to serve both roads. Furthermore, Ferozeshah Road to the south of the site, off Horton Road, is also shown to include highways drainage in the western footway. It is considered likely that a connection to a highways drain or Wessex Water surface water sewer would be viable.

8.4. **Climate change – peak rainfall intensity allowances**

Assuming a design life of 75-years as per the NPPF, climate change will need to be taken into account to the year 2102 assuming a 2027 opening date. The site lies within the Avon Hampshire Management catchment and therefore 40% and 45% increases in rainfall intensity should be allowed for in the 3.3% AEP (1 in 30-year) and 1% AEP (1 in 100-year) event respectively.

8.5. **Proposed Surface Water Discharge Strategy**

It is proposed to limit the discharge rate from the development site to 6.2l/s, equivalent to the 1 in 100-year greenfield runoff rate from the site, which will be a significant reduction compared to the actual pre-development discharge rate from site due its current widespread impermeable surfacing.

The proposed ALDI store and access road comprise approximately 7350m², which is around 65% of the site area. The remaining 35% of the site is for the future drive-through unit and EV charging hub. It is therefore proposed to pro-rate the total discharge rate between the development parcels, to 4.0l/s for the ALDI store and access road and 2.2l/s for the proposed drive through and EV charging hub plot.

It is proposed to discharge from the site to the existing 450mm diameter Wessex Water surface water sewer in London Road, as this is the most likely sewer to have capacity for the proposed discharge rate and a gravity connection can be achieved from the development site. A new surface water lateral drain will need to be formed in the highway between the site and the sewer. A connection will be provided through the ALDI store plot and access road for future connection by the drive through unit.

Lined permeable block paving will be utilised as an inlet structure in areas of the car park that are not subject to HGV overrun, this will provide water quantity and quality benefits. Other areas of the car park will be surfaced in asphalt and a bypass interceptor/separator will be provided to treat runoff from these areas.

In order to prevent flooding on the site, attenuation storage will be provided by way of a below ground geocellular tank – approximately 500m³ will be required to contain the 1 in 100-year +45% event for the proposed ALDI store and access road. Initial storage calculations are included in Appendix G.

Approximately 175m³ of attenuation storage volume would be required for the drive through and EV charging hub plot – this would be achievable within the site area either through a geocellular tank or other means.





8.6. Discharge Volume

Since the impermeable area of the site is reduced compared to the pre-development scenario, the discharge volume from site will reduce.

9. Foul drainage strategy

9.1. Existing Foul Drainage Arrangements

The existing site is assumed to currently be served by a private septic tank system with no existing connection to the public sewerage network.

A review of sewer records from Wessex Water indicates that foul sewers exist in London Road to the west of the site, and within Ferozeshah Road to the south of the site, off Horton Road.

Public sewer asset plans are included in Appendix E.

9.2. Proposed Foul Water Strategy

The proposed development will generate domestic foul discharge from toilets in the proposed ALDI store and drive through unit.

Foul drainage will be discharged to the public sewer in London Road via a new connection. A new lateral drain will need to be formed in the highway between the site and the nearest manhole, and a drain will be provided through the ALDI store plot and access road for future connection by the drive through unit.

It is anticipated that this lateral drain will allow for gravity connection from the ALDI store, however an on-site private pumping station may be required for the drive through and EV charging hub plot, subject to detailed design. The detailed design of the drainage for this part of the development would be approved under reserved matters.





10. Residual risks and mitigation measures

Even where flood risk has been mitigated through design measures, there remains a potential for exceedance events, system failure, or blockage to occur. This section outlines how such residual risks will be managed.

These residual risk measures contribute to the demonstration of a safe development in line with Exception Test criteria, where required

10.1. Exceedance Events

In the event of rainfall exceeding the 1 in 100-year plus climate change design standard:

- Excess surface water will be routed away from buildings using defined overland flow paths (See Appendix J)
- External levels will be profiled to direct flow toward landscaped or non-critical areas,
- Ponding will be permitted in designated hardstanding areas where appropriate.

10.2. System blockage or failure

The drainage system will be designed to include:

- Access points and inspection chambers to allow maintenance,
- Redundancy in flow paths where feasible.





11. Maintenance and adoption responsibilities

The long-term success of any surface and foul water drainage system depends on effective maintenance. This section outlines the anticipated responsibilities for the drainage infrastructure serving the development.

11.1. Surface water system

The surface water drainage system includes the following elements:

- Flow controls (e.g. orifice or vortex controls),
- Attenuation tanks / basins,
- Permeable paving (where applicable),
- Catchpits and inspection chambers,

These components are intended to remain private and be maintained by the site occupiers (ALDI Stores Ltd. and the drive through/EV charging hub operator). In accordance with a maintenance schedule such as that outlined in Appendix H.

The off-site surface water lateral drain will be offered for adoption to Wessex Water.

11.2. Foul drainage system

The foul system will remain private and maintenance responsibilities will fall to the site occupiers as per the surface water system. Maintenance schedules should include:

- Periodic inspection and rodding of foul pipework,
- Pumping station servicing (where applicable),
- Regular checks of manhole integrity and covers.

The off-site foul water lateral drain will be offered for adoption to Wessex Water.





12. Conclusions and recommendations

12.1. Conclusions

This Flood Risk Assessment and Drainage Strategy has been prepared to support a planning application for the proposed development at London Road, Devizes.

Based on the available information, the following conclusions have been reached:

- The site lies within Flood Zone 1 and is considered to be at low risk of flooding from the majority of sources, with a possibly elevated risk of groundwater flooding on the site.
- The proposed development incorporates appropriate flood mitigation measures including:
 - Raised finished floor levels compared to existing ground level,
 - SuDS drainage strategy with on-site attenuation,
 - Safe overland flow routing and exceedance planning.
- Surface water runoff will be managed in accordance with the drainage hierarchy, limiting post-development runoff to reduced rates compared to pre-development, with sufficient attenuation to accommodate the 1 in 100-year + climate change event.
- Surface water will be discharged to the public surface water sewer, and a gravity connection is anticipated to be viable.
- Foul water will be discharged to the public foul sewer, likely by gravity from the ALDI store, however an on-site private pumping station may be required for the future drive through unit – details of this would be provided under a reserved matters application.
- The systems will remain private within the development site, with maintenance responsibilities outlined in Appendix H. Off-site drainage will be offered for adoption to Wessex Water.
- Residual flood risks have been identified and appropriately mitigated through the layout and design of the development.

Accordingly, the proposed development is considered to be:

- **Compliant** with the National Planning Policy Framework (NPPF),
- **Acceptable in flood risk terms**, and
- **Unlikely to increase flood risk elsewhere.**





Appendix A

Site Location & Existing Site Plan

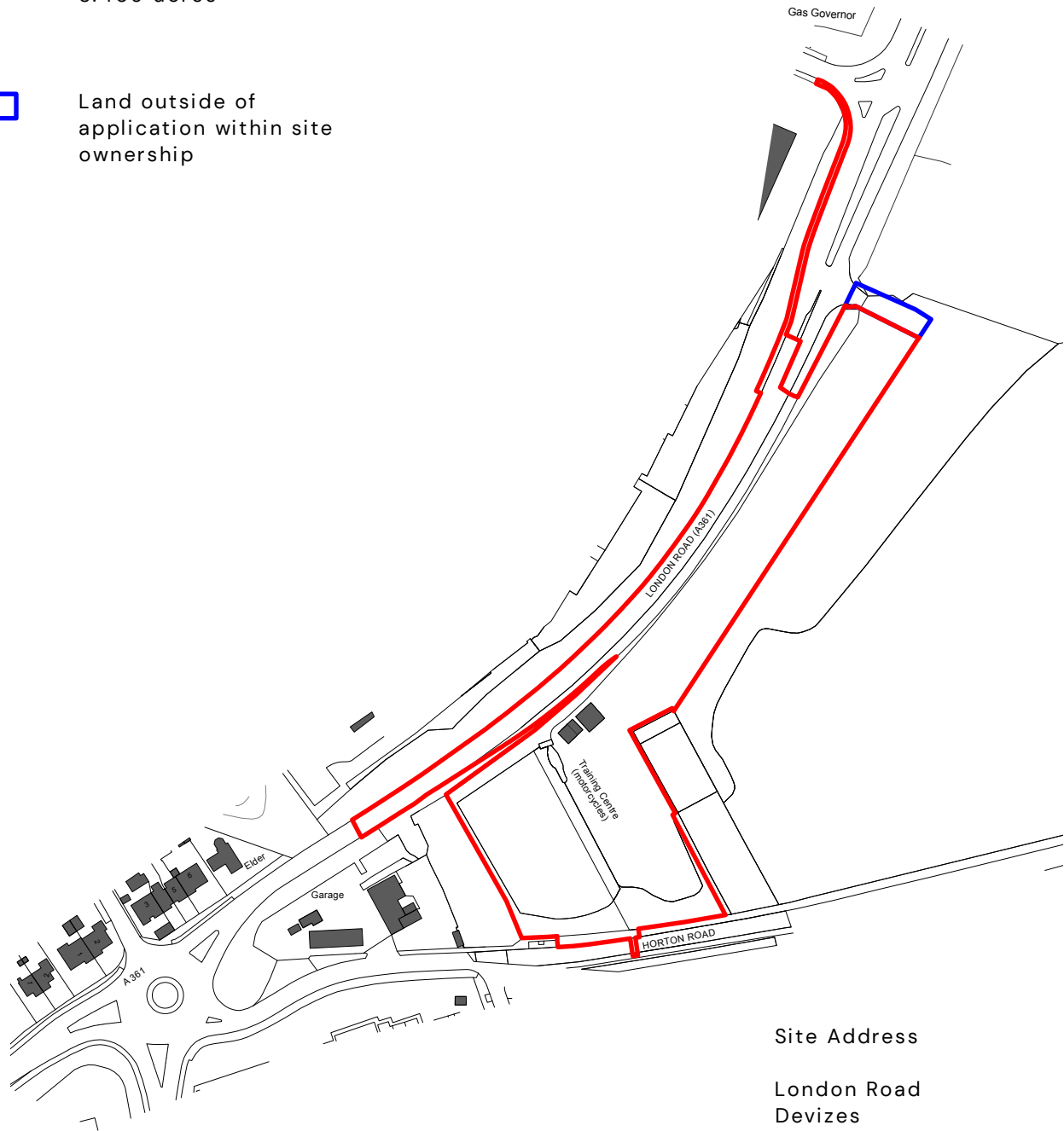


KEY

 Denotes Application Boundary

Application Area
14,040 sq m
1.404 hectares
3.469 acres

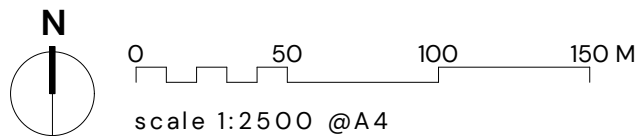
 Land outside of application within site ownership



Site Address

London Road
Devizes
SN10 2JG

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Land South of London Road, Devizes
Client
PRZM Real Estate & Aldi Ltd.

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KEY

- Existing trees REF: Topo survey
- Existing trees REF: BTC ARB Tree Constraints Survey.
- Concrete
- Tarmac
- Soft landscaping
- Gravel
- Existing levels

NOTES

- Horton Road Bus Stops
- Arboricultural information refer to Tree Constraints Report_London Road_Develop
- Murco - Cannings Hill Garage
- Splash Car Wash



N 0 10 20 30 40 50 M
Scale 1:500 @A0

NOTE: Base on survey by Berry Geomatics

Arboricultural information refer to Tree Constraints Report

Appendix B

Topographical Survey



ABBREVIATIONS

AV	Average	LB	Letter Box
AV	Air Valve	LB	Letter Box
BB	Bellshaped Beacon	LP	Lamp Post
Bol	Bollard	MH	Manhole
BL	Bollard Light	MK	Marker
Box	Box	NP	Name Plate
BS	Bus Stop	DH	Overhead (Electricity)
BT	Telecom IC	OSBM	Ordnance Survey BM
CATV	Cable Television IC	PARA	Parapet
CCTV	Closed Circuit Camera	PL	Panel
CL	Cover Level	PM	Parking Meter
Conc	Concrete	RE	Rodding Eye
DC	Drainage Channel	RI	Ridge Level
DH	Ditch	RS	Road Sign
DI	Disinfectant	RSJ	Roller Steel Joint
DK	Drop Kiosk	SA	Scaleway
DN	Drain	SD	Slot Drain
EL	Eaves Level	Sen	Traffic Sensor
EP	Electricity Pole	SP	Sign Post
ER	Earthling Road	ST	Water Stop Tap
FB	Footbridge	SV	Water Stop Valve
FESC	Fire Escape	SY	Stay
FL	Floor Level	Tac	Tactile Paving
FI	Floodlight	TCS	Telephone Call Box
FS	Flagstaff	TS	Traffic Signal
FW	Fire Hydrant	TP	Telephone Pole
Gab	Gabions	Veg	Vegetation
GM	Gas Meter	VP	Vent Pipe
GV	Gas Valve	WL	Water Level
GY	Gully	WM	Water Meter
HR	Hand Rail	WO	Wash Out
IC	Inspection Cover	WP	Wooden Pile
IL	Invert Level		
KD	Kerb Duct		
FW	Foul Water	SW	Surface Water
Com	Combined Storm/Foul	BD	Back Drop
225mm	Pipe Diameter	UTL	Unable To Lift

Fences / Walls

CB	Crash Barrier	HR	Hand Rail
BWF	Barbed Wire	PRF	Post and Rail
CBF	Close Boarded	PWF	Post and Wire
CLF	Chain Link	PLF	Panel Fence
IR	Iron Railings	SR	Steel Railings
TR	Trails	SFF	Steel Pallisade
BW	Block Wall	BLK	Block Wall
RW	Retaining Wall	Ren	Rendered Wall
SW	Stone Wall	HT	Height of Wall/Fence

Services

Electric	Traffic Signals
Gas	Water
CCTV	Foul Water Sewer
Telecom	Surface Water Sewer
BT	Combined Sewer
Unknown	End of trace
Overhead Cable	Not located (from records)

Utility Notes

To assist in the production of this drawing Berry Geomatics Ltd have used record drawings that were made available by utility providers. Any information taken from these records and the completeness of the records cannot be guaranteed. Utilities are located using non-invasive techniques, the success of which can be adversely affected by local ground, weather and site conditions.

Electromagnetic and GPR detection is not infallible and it is possible that some services can remain undetected. Results are dependent on a number of factors such as soil type, ground water levels and surface conditions. Caution should therefore be taken and trial excavations must be undertaken to confirm position, identification and in particular depth of the utility prior to any construction work.

Where there are multiple cables, an average depth has been obtained and trial excavations are recommended to confirm the number and depth of cables.

Fibre optic cables can be difficult to detect and access to chambers is often restricted by utility providers. Where possible cable routes will be added from records.

Electromagnetic results can be distorted when working in close proximity to overhead power lines or electric substation and similar structures. It is not guaranteed that redundant services will always be detected.

Gas and water pipes to industrial properties are often plastic and of a size that cannot be located by electromagnetic or GPR detection. Where possible, routes have been added from surface records such as valves and marked as assumed routes. This should however only be used as a guide.

Drainage information has been obtained without entry in to manholes or inspection chambers. Details shown have been obtained from the surface and as such cannot be guaranteed. Blockages, silt, shifting, sewer collapse or excessive depth will affect the ability to detect sewers.

If record drawings are available, when a utility is shown but not detected on site, it will be added to the drawing and marked as HLR (not located, from records). The accuracy of these records cannot be guaranteed.

Utility information shown on the drawing has been obtained from non-invasive survey techniques. It always remains a possibility that there are additional utilities within the survey area that we have not been able to detect. Care should therefore be taken and this drawing should be used in conjunction with all available utility records.

Notes

Heights in metres

Survey related to Ordnance Survey grid datum (OSGB36)

Do not scale this drawing. All critical dimensions and services should be field verified prior to building operations or construction.

Rev.	Date	Amendments

Client

Kendall Kingscott
Glenworth Court
Lime Kiln Close
Stoke Gifford
Bristol BS34 8SR

Title

Land at London Road, Devizes
Sheet 1 of 4

Drawing Number

42/25

Drawn

DMB

Checked

SB

Date

10/07/25

Scale

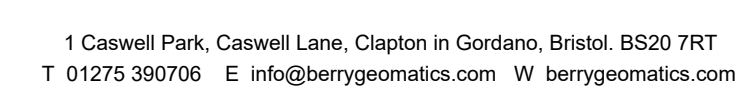
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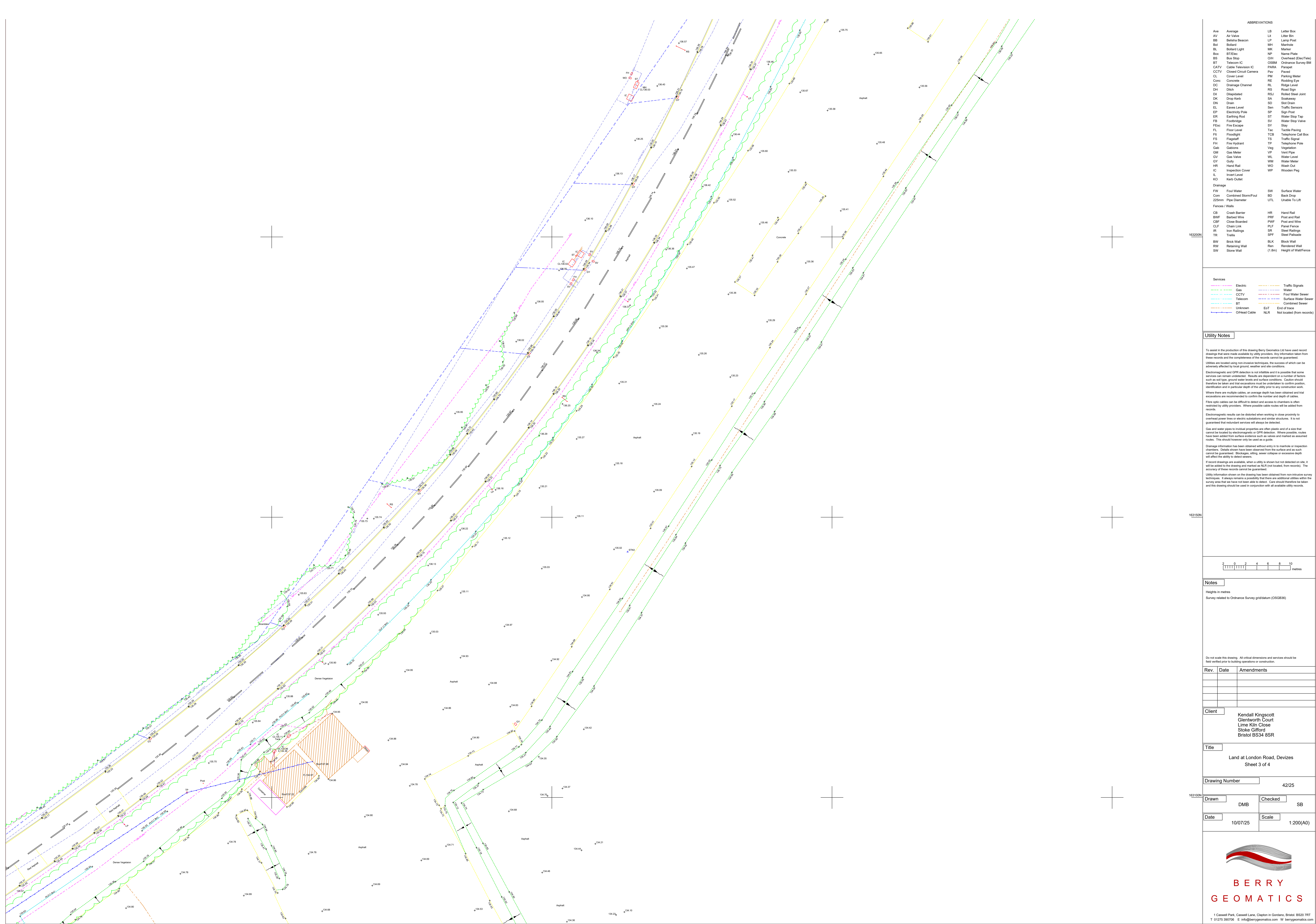
SURVEY STATIONS

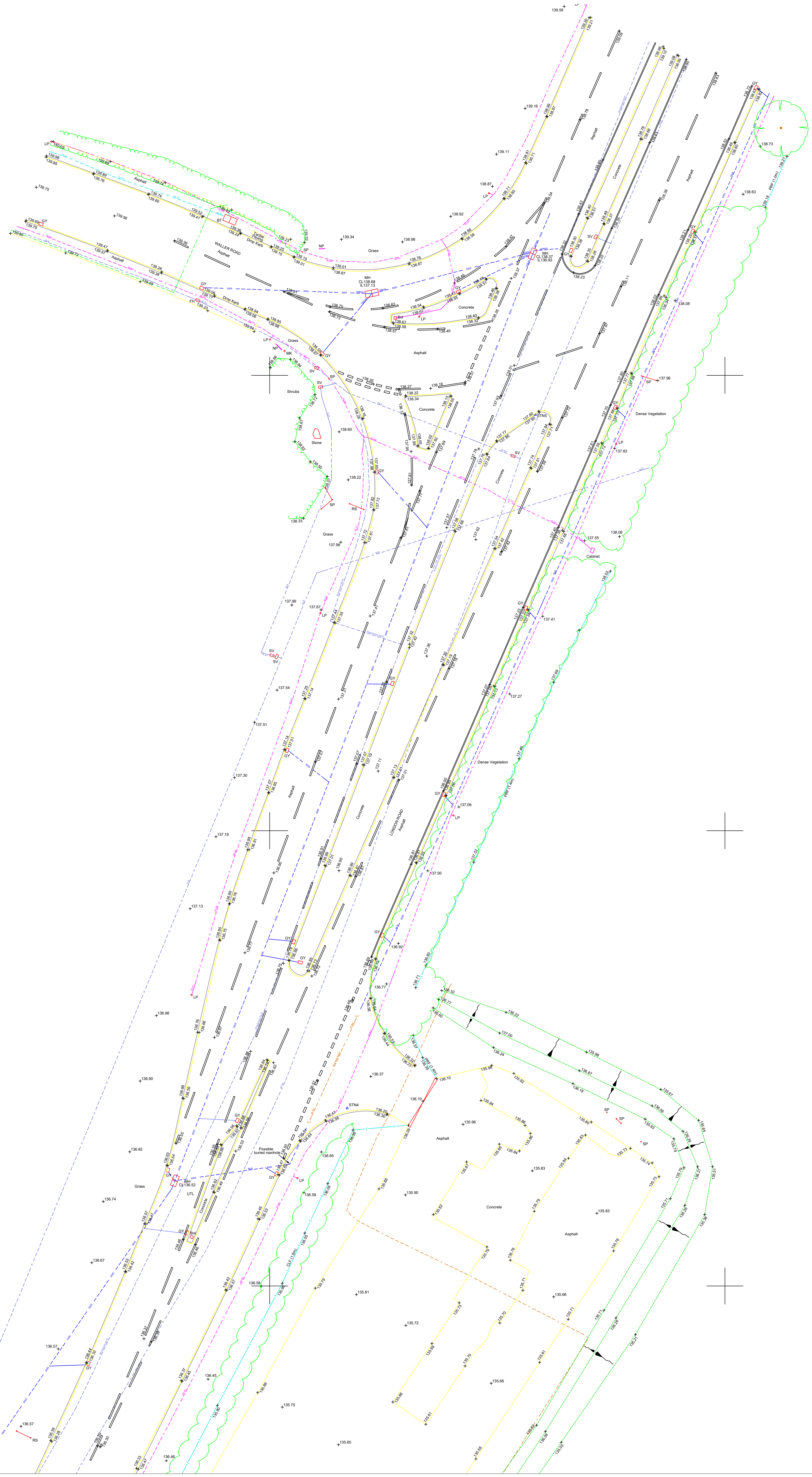
Name	Easting	Northing	Height
STN1	401915.181	163913.889	134.007
STN2	401915.181	163913.889	134.007
STN3	402463.822	161403.829	130.295
STN4	402528.252	163525.521	130.389
STN5	402528.252	163525.521	130.389
STN6	402528.252	163525.521	130.389
STN7	402528.252	163525.521	130.389
STN8	402528.252	163525.521	130.389
STN9	402528.252	163525.521	130.389
STN10	402528.252	163525.521	130.389

BERRY
GEOMATICS

1 Caswell Park, Caswell Lane, Clifton in Gordale, Bristol, BS50 9RT
T: 01275 390706 E: info@berrygeomatics.com W: berrygeomatics.com







ABBREVIATIONS			
Ave	Average	LB	Letter Box
AV	Air Valve	LA	Litter Bin
BB	Bellshoe Beacon	LP	Lamp Post
Bol	Bollard	MH	Manhole
BL	Bollard Light	MK	Marker
Box	BT/Elec	NP	Name Plate
BS	Bus Stop	DH	Overhead (Elec/Tel)
BT	Telecom IC	OSBM	Ordnance Survey BM
CATV	Cable Television IC	PARA	Parapet
CCTV	Closed Circuit Camera	Plw	Planned
CL	Cover Level	PM	Parking Meter
Conc	Concrete	RE	Rodding Eye
DC	Drainage Channel	RI	Ridge Level
DH	Ditch	RS	Road Sign
DI	Disapidated	RSJ	Roller Steel Joint
DK	Drop Kiosk	SA	Skewway
DN	Drain	SD	Silt Drain
EL	Eaves Level	Sen	Traffic Sensors
EP	Electricity Pole	SP	Sign Post
ER	Earthing Rod	ST	Water Stop Tap
FB	Footbridge	SV	Water Stop Valve
FESc	Fire Escape	SY	Stay
FL	Floor Level	Tac	Tactile Paving
FI	Floodlight	TCS	Telephone Call Box
FS	Flagstaff	TS	Traffic Signal
FH	Fire Hydrant	TP	Telephone Pole
Gas	Gas Main	Veg	Vegetation
GM	Gas Meter	VP	Vent Pipe
GV	Gas Valve	WL	Water Level
GY	Gully	WM	Water Meter
HR	Hand Rail	WO	Wash Out
IC	Inspection Cover	WP	Wooden Png
IL	Invert Level		
KD	Kerb Duct		
Drainage			
FW	Foul Water	SW	Surface Water
Com	Combined Storm/Foul	BD	Back Drop
225mm	Pipe Diameter	UTL	Unable To Lift
Fences / Walls			
CB	Crash Barrier	HR	Hand Rail
BWF	Barbed Wire	PRF	Post and Rail
CBF	Chain Boarded	PRW	Post and Wire
CLF	Chain Link	PLF	Panel Fence
IR	Iron Railings	SR	Steel Railings
TR	Trails	SPT	Steel Palisade
BW	Block Wall	BLK	Block Wall
RW	Retaining Wall	Ren	Rendered Wall
SW	Stone Wall	(1.8m)	Height of Wall/Fence

Services			
Electric	Gas	Water	Traffic Signals
CCTV	Telecom	Foul Water Sewer	Water
BT	Unknown	Surface Water Sewer	Electricity
Unknown	Unknown	Combined Sewer	Unknown
Unknown	Unknown	End of trace	Unknown
Unknown	Unknown	Not located (from records)	Unknown

Utility Notes

To assist in the production of this drawing Berry Geomatics Ltd have used record drawings that were made available by utility providers. Any information taken from these records and the completeness of the records cannot be guaranteed. Utilities are located using non-invasive techniques, the success of which can be adversely affected by local ground, weather and site conditions.

Electromagnetic and GPR detection is not infallible and it is possible that some services can remain undetected. Results are dependent on a number of factors such as soil type, ground water levels and surface conditions. Caution should therefore be taken and trial excavations must be undertaken to confirm position, identification and in particular depth of the utility prior to any construction work.

Where there are multiple cables, an average depth has been obtained and trial excavations are recommended to confirm the number and depth of cables.

Fibre optic cables can be difficult to detect and access to chambers is often restricted by utility providers. Where possible cable routes will be added from records.

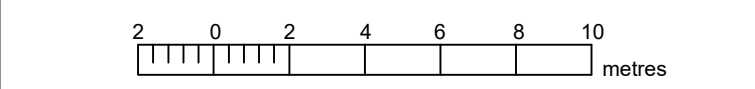
Electromagnetic results can be distorted when working in close proximity to overhead power lines or electric substations and similar structures. It is not guaranteed that redundant services will always be detected.

Gas and water pipes to industrial properties are often plastic and of a size that cannot be located by electromagnetic or GPR detection. Where possible, routes have been added from surface indicators such as valves and marked as assumed routes. This should however only be used as a guide.

Drainage information has been obtained without entry in to manholes or inspection chambers. Details shown have been observed from the surface and as such cannot be guaranteed. Blockages, silt, sewer collapse or excessive depth will affect the ability to detect sewers.

If record drawings are available, when a utility is shown but not detected on site, it will be added to the drawing and marked as ALR (not located, from records). The accuracy of these records cannot be guaranteed.

Utility information shown on the drawing has been obtained from non-invasive survey techniques. It always remains a possibility that there are additional utilities within the survey area that we have not been able to detect. Care should therefore be taken and this drawing should be used in conjunction with all available utility records.



Notes

Heights in metres
Survey related to Ordnance Survey grid datum (OSGB36)

Do not scale this drawing. All critical dimensions and services should be field verified prior to building operations or construction.

Rev.	Date	Amendments

Client
Kendall Kingscott
Glentworth Court
Lime Kiln Close
Stoke Gifford
Bristol BS34 8SR

Title
Land at London Road, Devizes
Sheet 4 of 4

Drawing Number 42/25

Drawn DMB **Checked** SB

Date 10/07/25 **Scale** 1:200(A0)

Appendix C

Proposed Site Layout

- KEY**
- Area of outline application
Drive-Thru and EV charging hub
 - Existing trees
 - Concrete
 - Tarmac/ Asphalt
 - Soft landscaping
 - Retaining structure

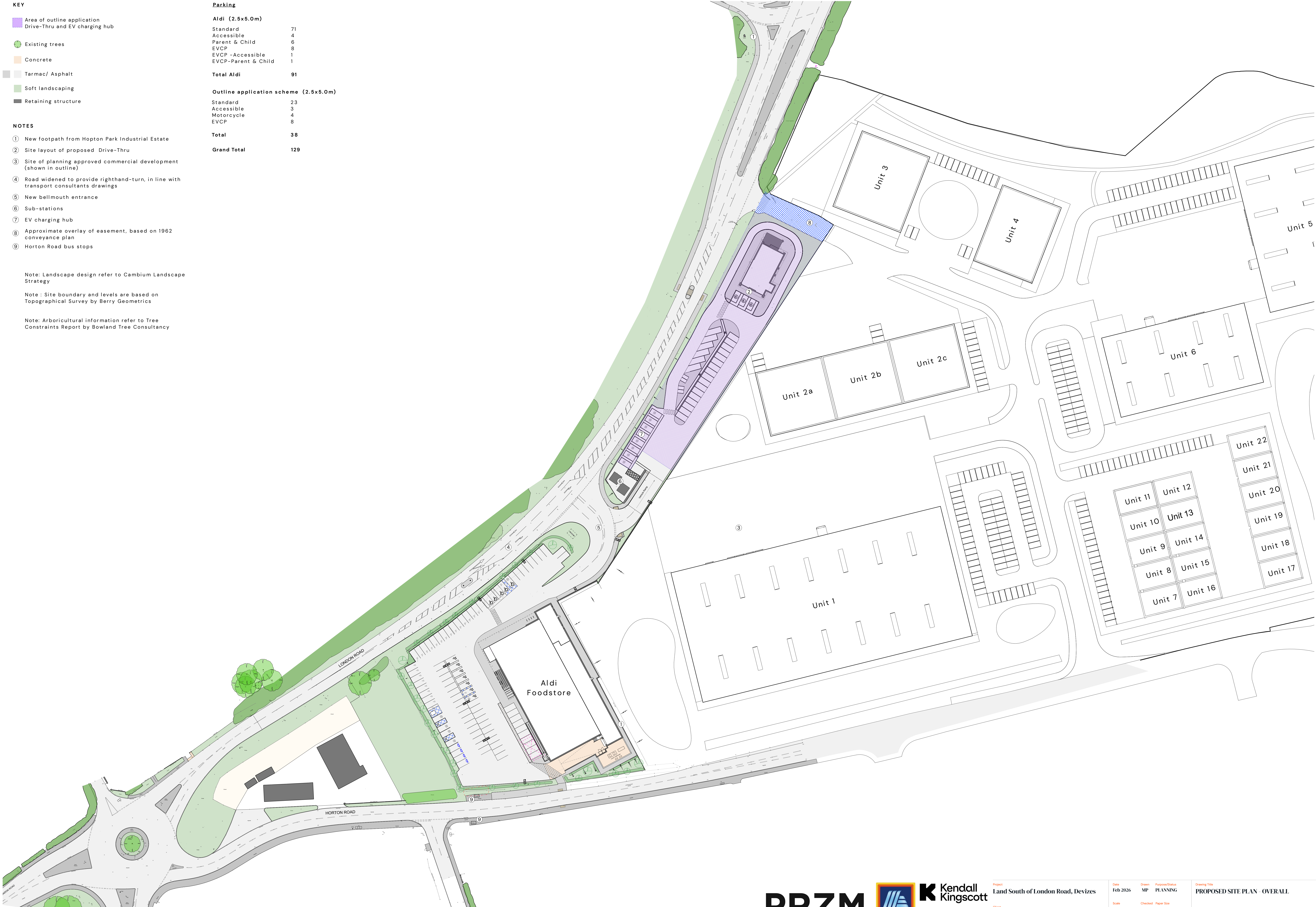
- NOTES**
- New footpath from Hopton Park Industrial Estate
 - Site layout of proposed Drive-Thru
 - Site of planning approved commercial development (shown in outline)
 - Road widened to provide righthand-turn, in line with transport consultants drawings
 - New bellmouth entrance
 - Sub-stations
 - EV charging hub
 - Approximate overlay of easement, based on 1962 conveyance plan
 - Horton Road bus stops

Note: Landscape design refer to Cambium Landscape Strategy

Note : Site boundary and levels are based on Topographical Survey by Berry Geometrics

Note: Arboricultural information refer to Tree Constraints Report by Bowland Tree Consultancy

Parking		
Aldi (2.5x5.0m)		
Standard	71	
Accessible	4	
Parent & Child	6	
EVCP	8	
EVCP -Accessible	1	
EVCP-Parent & Child	1	
Total Aldi	91	
Outline application scheme (2.5x5.0m)		
Standard	23	
Accessible	3	
Motorcycle	4	
EVCP	8	
Total	38	
Grand Total	129	



N
0 10 20 30 40 50 M
Scale 1:500 @A0

PRZM
— REAL ESTATE —



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www.kendallkingscott.co.uk

Project
Land South of London Road, Deves
Client
PRZM Real Estate & Aldi Ltd.

Date
Feb 2026
Scale
1:500
Filename
240646.vwx

Drawn
MP
Checked
MW
Purpose/Status
PLANNING
Paper Size
ISO A0

Drawing Title
PROPOSED SITE PLAN - OVERALL

Project Number/Drawing Number
240646-1301
Check all dimensions and levels on site

Revision
P12
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Appendix D

EA Flood Map for Planning and Surface Water Flood Map





Flood map for planning

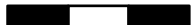
Your reference
13906

Location (easting/northing)
402441/163113

Scale
1:2,500

Created
3 Nov 2025 12:15

-  Selected area
-  Flood zone 3
-  Flood zone 2
-  Flood zone 1
-  Flood defence
-  Main river
-  Water storage area


0 20 40 60m

Flood map for planning

Your reference
13906

Location (easting/northing)
402441/163113

Created
3 November 2025 12:15

Your selected location is in flood zone 1, an area with a low probability of flooding.

You will need to do a flood risk assessment if your site is **any of the following**:

- bigger than 1 hectare (ha)
- in an area with critical drainage problems as notified by the Environment Agency
- identified as being at increased flood risk in future by the local authority's strategic flood risk assessment
- at risk from other sources of flooding (such as surface water or reservoirs) and its development would increase the vulnerability of its use (such as constructing an office on an undeveloped site or converting a shop to a dwelling)

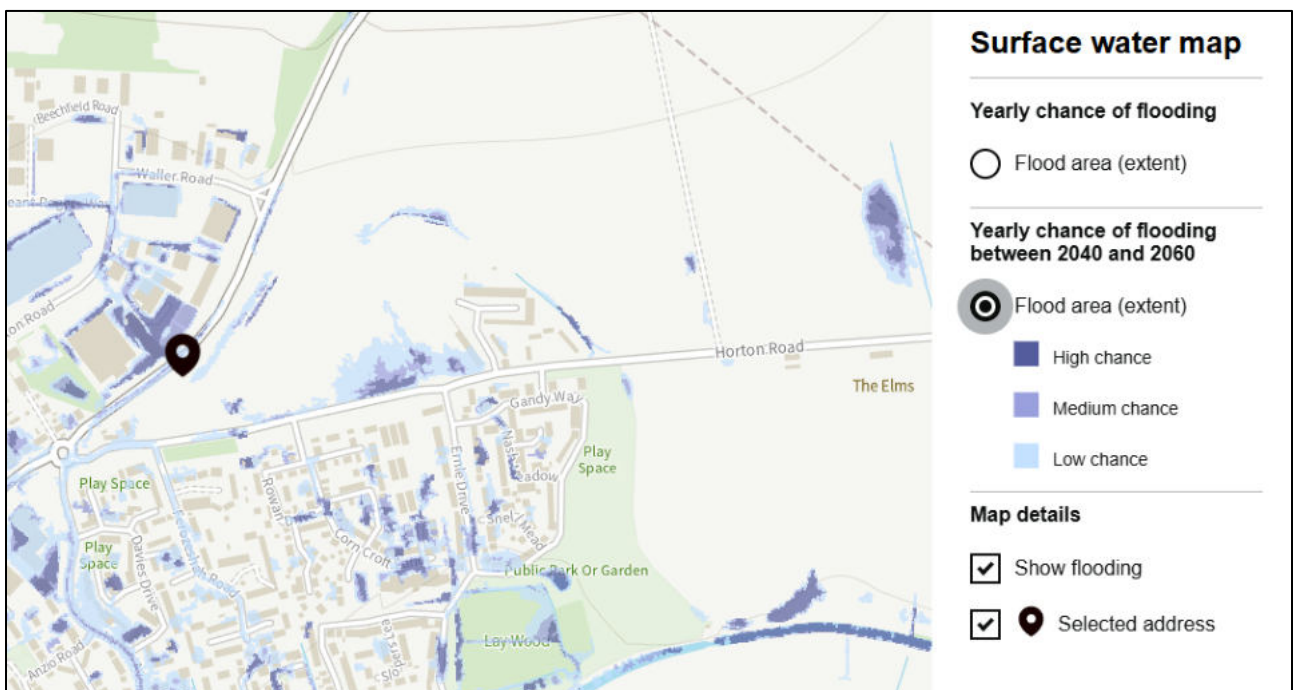
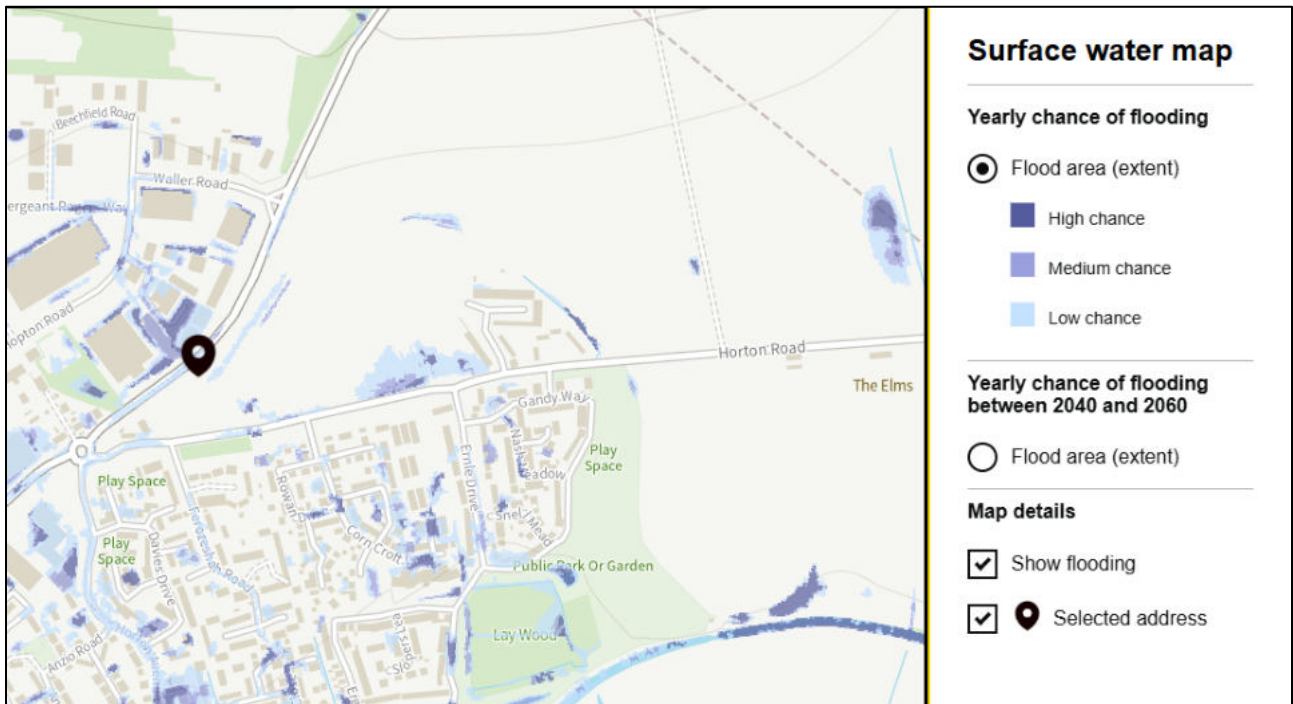
Notes

The flood map for planning shows river and sea flooding data only. It doesn't include other sources of flooding. It is for use in development planning and flood risk assessments.

This information relates to the selected location and is not specific to any property within it. The map is updated regularly and is correct at the time of printing.

Flood risk data is covered by the Open Government Licence which sets out the terms and conditions for using government data. <https://www.nationalarchives.gov.uk/doc/open-government-licence/version/3>

Use of the address and mapping data is subject to Ordnance Survey public viewing terms under Crown copyright and database rights 2025 AC0000807064. <https://flood-map-for-planning.service.gov.uk/os-terms>



[< Back to select an address](#)

Flood risk summary

Your selected location: The Bike School, Horton Road, Devizes, SN10 2JG

This information tells you the flood risk of the land around a building, not the building itself.

► [How we assess an area's flood risk](#)

► [Flood risk and climate change](#)

Surface water

[More about your surface water flood risk \(/surface-water\)](#)

Yearly chance of flooding

Very low

Low

Medium

High

Yearly chance of flooding between 2040 and 2060

Very low

Low

Medium

High

What surface water is

Surface water flooding is sometimes known as flash flooding. It happens when rainwater cannot drain away through normal drainage systems.

► [Why surface water flooding is a problem](#)

Rivers and the sea

[More about your rivers and sea flood risk \(/rivers-and-sea\)](#)

Yearly chance of flooding

Very low

Low

Medium

High

Yearly chance of flooding between 2036 and 2069

Very low

Low

Medium

High

What makes rivers and sea flooding more likely

Low-lying areas that are close to rivers or the sea are more likely to flood when water levels rise.

This information takes into account any flood defences.

► [Why flood defences cannot completely prevent flooding](#)

Groundwater

[More about your groundwater flood risk \(/ground-water\)](#)

We use groundwater flood alert areas to check the risk of flooding from groundwater.

This location is inside a groundwater flood alert area.

You can sign up to [get groundwater flood alerts \(https://www.gov.uk/sign-up-for-flood-warnings\)](https://www.gov.uk/sign-up-for-flood-warnings).

► [What this means](#)

What groundwater is

Groundwater is the water that is usually held in rocks and soil underground.

Groundwater flooding happens when this water rises and flows above the surface.

Flooding from rivers is more likely when groundwater levels are high.

Reservoirs

[More about your reservoir flood risk \(/reservoirs\)](#)

Flooding from reservoirs is unlikely in this area.

What a reservoir is

A reservoir is a large natural or artificial lake that is designed to collect and store water.

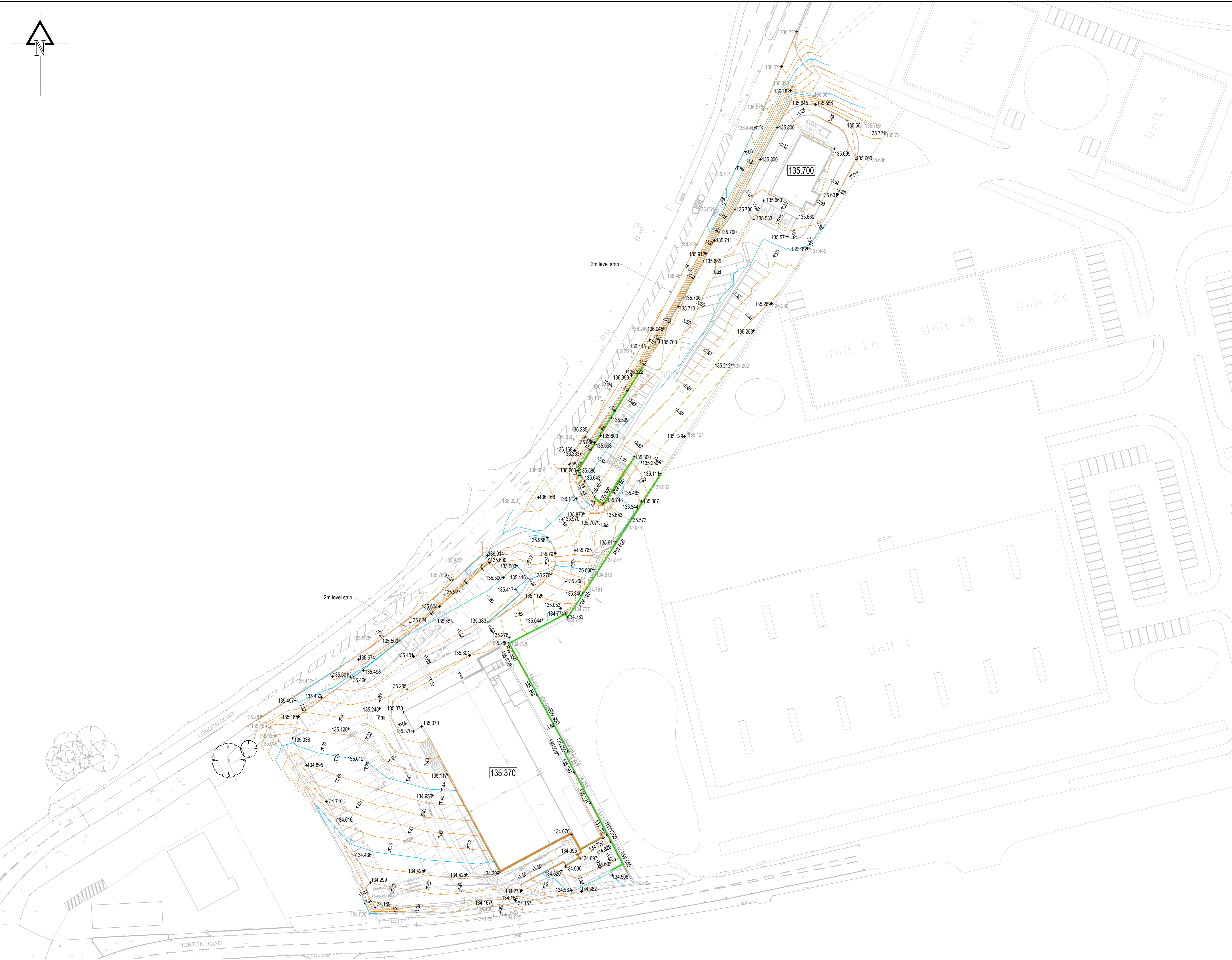
They are usually formed by building a dam across a river, or by building a large tank or surrounding embankment. If one of these dams or embankments fails, then water could escape from the reservoir. This would result in land or properties being flooded.



Appendix E

Preliminary Proposed Level Strategy





REV	DATE	DESCRIPTION	DRW	CHK
P09	25.02.26	PLANNING ISSUE	JJH	LQ

GENERAL NOTES

DRAWINGS AND SPECIFICATIONS: This drawing is to be read in conjunction with all relevant Architects, Engineers and Specialists drawings together with the specification.

SITE LAYOUT: The background layout shown in this drawing is based on KKL's drawing 240646-1300 Revision P12. Please note that this might not be the latest drawing. Reference must be made to the Architect's drawings for current information.

TOPOGRAPHICAL SURVEY: The existing levels shown in this drawing have been taken from Terrain Geomatics Limited's drawing TGL/1317/1 Revision -

KEY:

- Proposed Contours (0.1-0.5 intervals)
- Proposed Spot Level
- Existing Spot Level
- Proposed Gradient
- Retaining Structure

C D M : SIGNIFICANT HAZARDS

THE FOLLOWING HEALTH AND SAFETY HAZARDS ARE IDENTIFIED BY THE DESIGNER AS ABNORMAL IN PURSUANCE OF THE CURRENT CONSTRUCTION DESIGN AND MANAGEMENT REGULATIONS.

RISKS DURING CONSTRUCTION:

- No abnormal risks have been identified relating to this design element.

OPERATION / MAINTENANCE RISKS:

- No abnormal risks have been identified relating to this design element.

RISKS DURING DEMOLITION/DECOMMISSIONING/DISMANTLING/ALTERATIONS:

- No abnormal risks have been identified relating to this design element.

IT IS ASSUMED THAT ALL WORKS WILL BE CARRIED OUT BY COMPETENT & ADEQUATELY RESOURCED CONTRACTOR(S) TO SAFE SYSTEMS OF WORK.

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Client
HIGHGROVE GROUP (READING) LTD ON BEHALF OF PRZM REAL ESTATE & ALDI STORES LTD.

Project Title
ALDI STORE, DRIVE THROUGH & EVCP HUB

Project Address
LAND SOUTH OF LONDON ROAD DEVIZES

Drawing Title
PRELIMINARY PROPOSED LEVELS

Job No.	Originator	Zone	Level	Type	Role
13906	CDY	XX	XX	SK	C

System Classification	Drawing No.	Suitability	Revision
Ss_15_10_00	0001	S2	P09

Drawn	Checked	Date	Scale	Size
JJH	LQ	23.01.25	1:500	A1

Approved **CRADDYS** **RAG** **13906**

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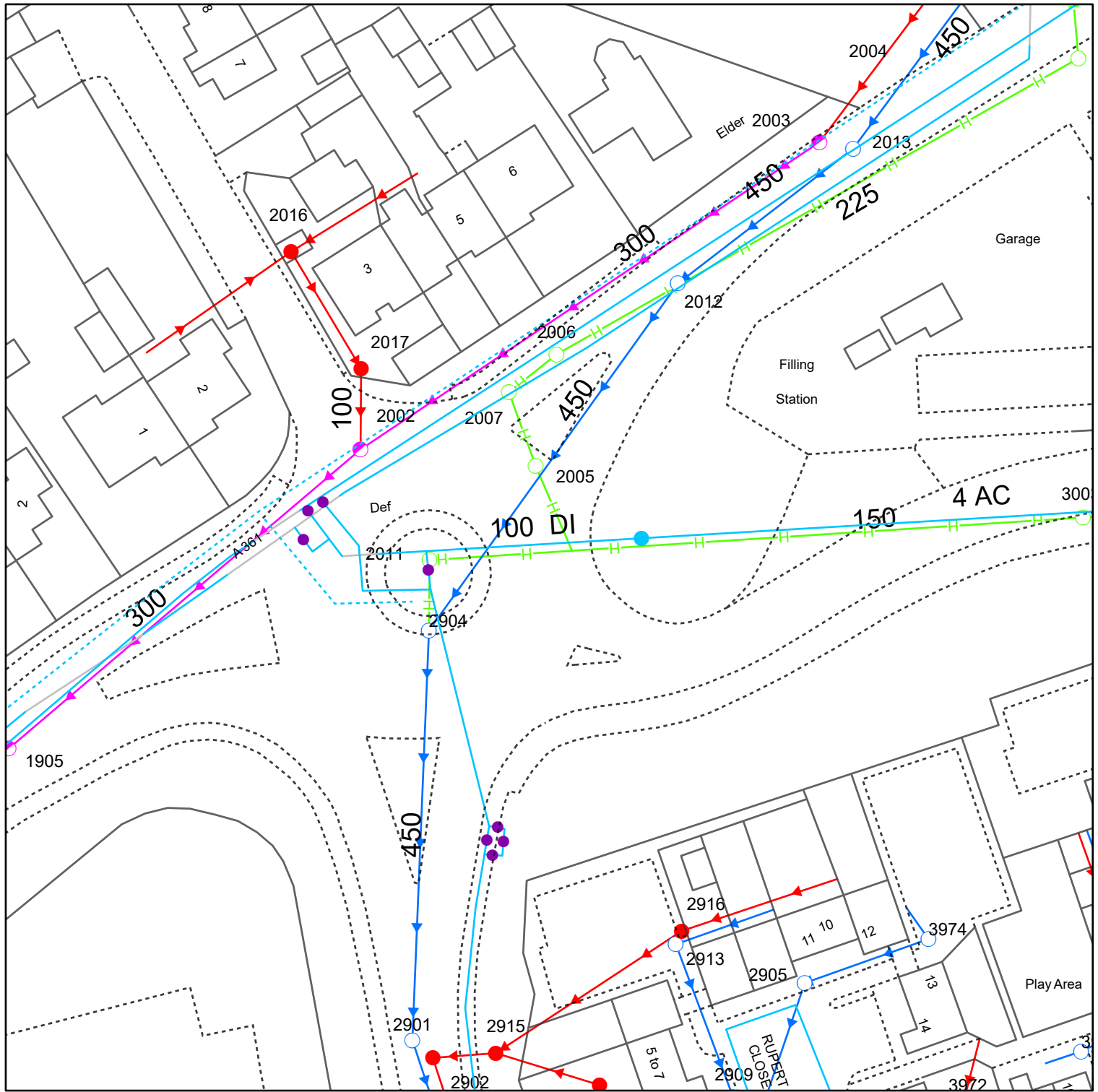


Appendix F

Wessex Water sewer maps



Wessex Water Network Map

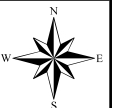


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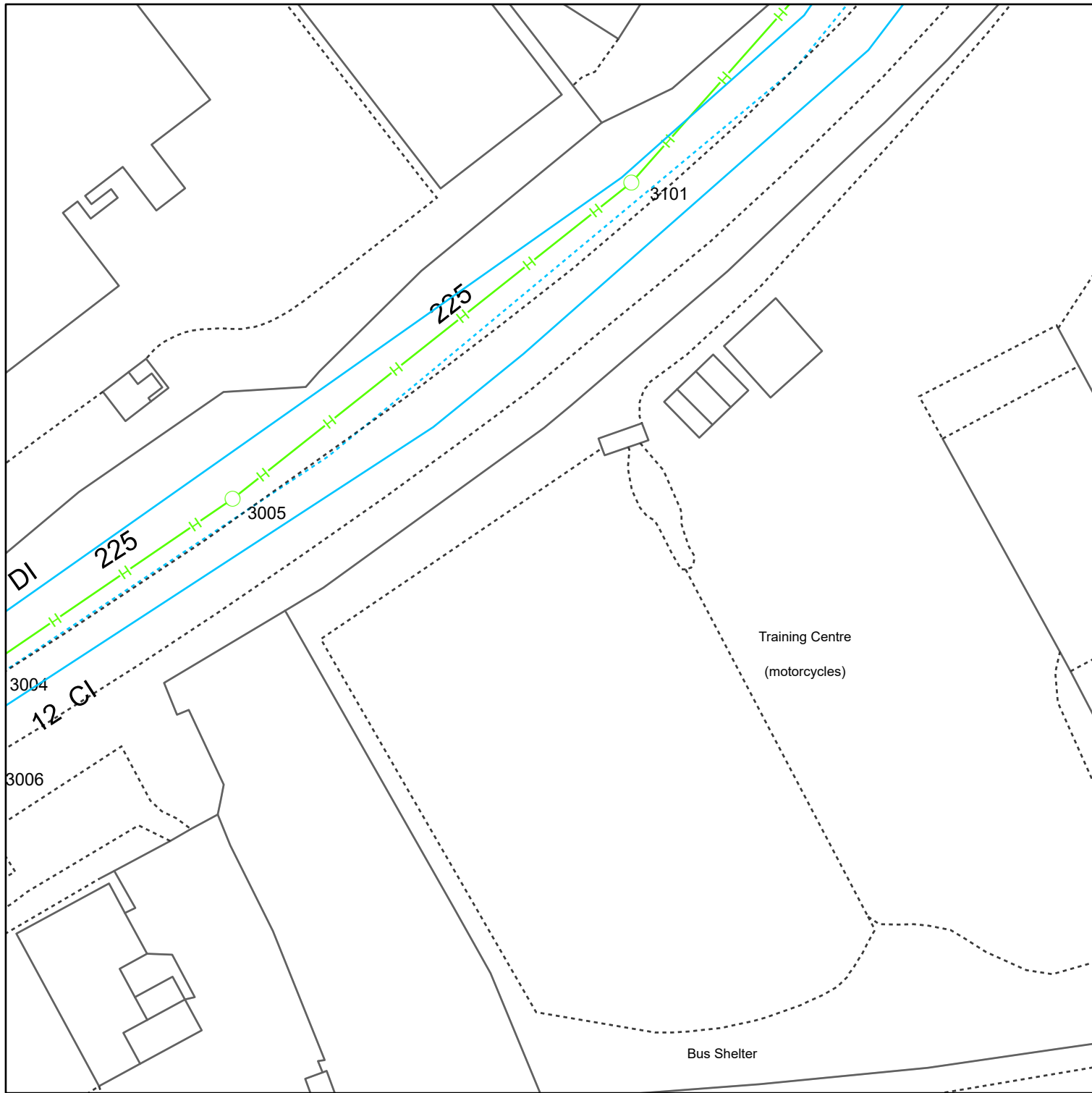
WATER MAINS		SEWERS		STRATEGIC		PUBLIC		PRIVATE		SECTION 104		OTHER WESSEX PIPES		NON-WESSEX / UNKNOWN	
	Distribution		Foul		Surface								Rising Mains		Private Rising Mains
	Washout		Surface		Combined								Standby Rising Mains		Culverted Watercourse
	Raw Water		Abandoned								EDM		Effluent Disposal		Highway Drain
	Abandoned												Overflow		Use Unknown
	Private										Syphon				Status Unknown
Colours generally indicate the use of the sewer/drain (i.e Red - Foul, Dark Blue - Surface, Magenta - Combined/Dual Use, Light Green - Highway Drain, Mid Green - Overflow).															
Some styles of line and symbol are shown on the key in sample/typical colours.															
FITTINGS		STRUCTURES													
	Hydrant		Manhole - Foul		Pumping Station - Surface										
	Other		Manhole - Surface		Pumping Stn - Foul/Combined										
			Manhole - Combined		Gully										
			Inlet		Vent Column										
			Lamphole		Rodding Eye										
			Bifurcation - Foul		Catchpit										
			Bifurcation - Surface		Flushing Chamber										
			Bifurcation - Combined		Soakaway										
			Combined Sewage Overflow		Non Return Valve										
					Air Valve		Hatch Box		Washout						
OTHER STRUCTURES															
Attenuation Tank															
Storage Tank															
Chamber															
Tunnel															
Interceptor															
Wessex Water YTL GROUP															

Information in this map is provided for identification purposes only. No warranty as to accuracy is given or implied. The precise route of pipe work may not exactly match that shown. Wessex Water does not accept liability for inaccuracies. Sewers and lateral drains adopted by Wessex Water under the Water Industry (Schemes for Adoption of Private Sewers) Regulations 2011 are to be plotted over time and may not yet be shown. In carrying out any works, you accept liability for the cost of any repairs to Wessex Water apparatus damaged as a result of your works. You are advised to commence excavations using hand tools only. Mechanical digging equipment should not be used until pipe work has been precisely located. If you are considering any form of building works and pipe work is shown within the boundary of your property or a property to be purchased (or very close by) a surveyor should plot its exact position prior to commencing works or purchase. If you are proposing to build over or near Wessex Water's apparatus you should contact the Developer Services Team, tel: 01225 526633 or e-mail: developer.enquiries@wessexwater.co.uk to discuss your proposals. Details of assets within Wessex Water's land ownership are unavailable through this service.

Date: 15/10/2025
Centre: 402260E, 163004N
Scale: 1:625
(when printed at A4 size)



Wessex Water Network Map



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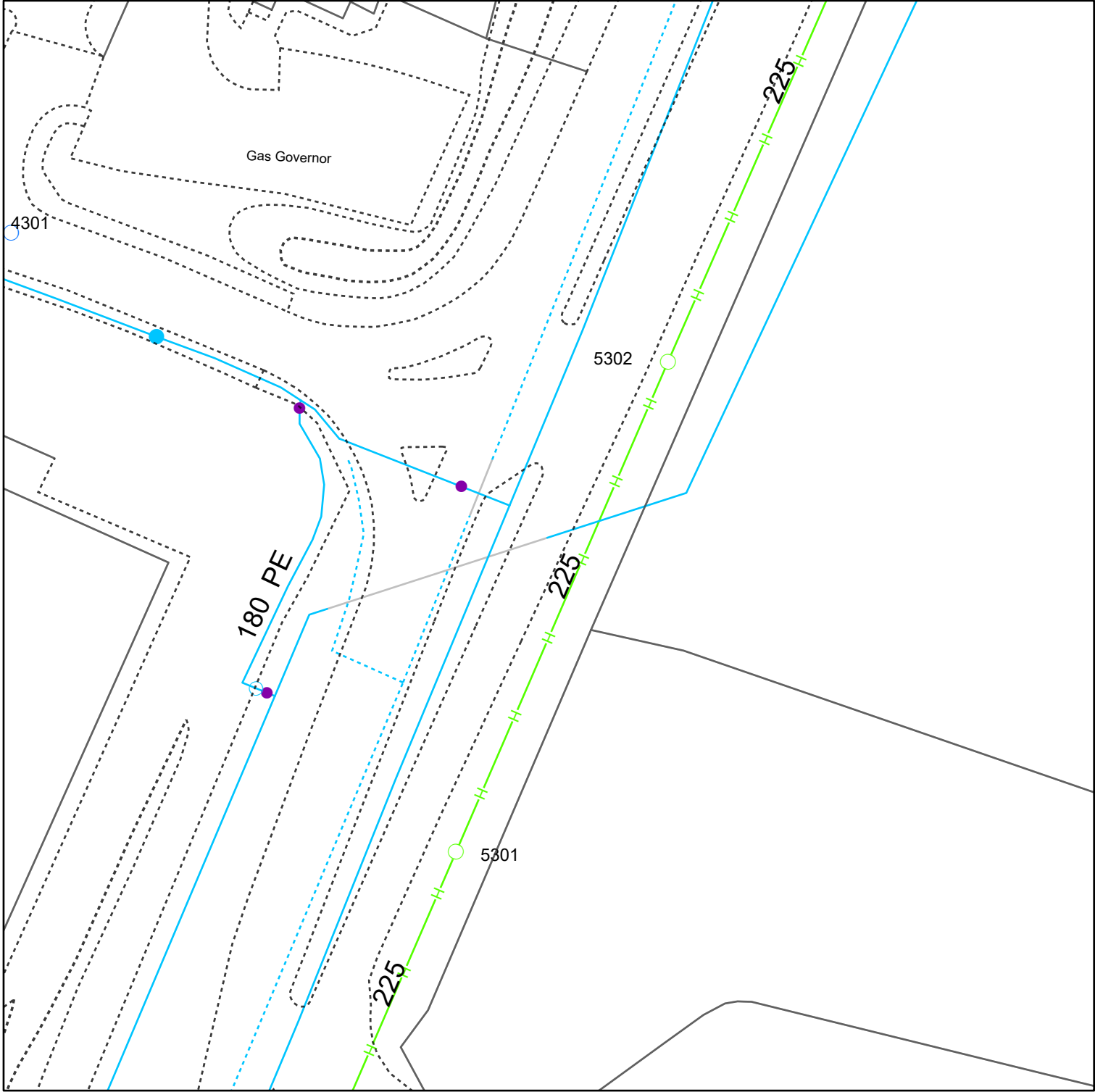
WATER MAINS		SEWERS		STRATEGIC		PUBLIC		PRIVATE		SECTION 104		OTHER WESSEX PIPES		NON-WESSEX / UNKNOWN	
	Distribution		Foul		Surface								Rising Mains		Private Rising Mains
	Washout		Combined										Standby Rising Mains		Culverted Watercourse
	Raw Water		Abandoned										Effluent Disposal		Highway Drain
	Abandoned												Overflow		Use Unknown
	Private												Syphon		Status Unknown
FITTINGS		STRUCTURES													
	Hydrant		Manhole - Foul		Pumping Station - Surface										
	Other		Manhole - Surface		Pumping Stn - Foul/Combined										
			Manhole - Combined		Gully										
			Inlet		Vent Column										
			Outfall		Rodding Eye										
			Lamphole		Catchpit										
			Bifurcation - Foul		Flushing Chamber										
			Bifurcation - Surface		Soakaway										
			Bifurcation - Combined		Non Return Valve										
			Combined Sewage Overflow		Air Valve										
					Hatch Box										
					Washout										
												OTHER STRUCTURES			
													Attenuation Tank		Tunnel
													Storage Tank		Interceptor

Information in this map is provided for identification purposes only. No warranty as to accuracy is given or implied. The precise route of pipe work may not exactly match that shown. Wessex Water does not accept liability for inaccuracies. Sewers and lateral drains adopted by Wessex Water under the Water Industry (Schemes for Adoption of Private Sewers) Regulations 2011 are to be plotted over time and may not yet be shown. In carrying out any works, you accept liability for the cost of any repairs to Wessex Water apparatus damaged as a result of your works. You are advised to commence excavations using hand tools only. Mechanical digging equipment should not be used until pipe work has been precisely located. If you are considering any form of building works and pipe work is shown within the boundary of your property or a property to be purchased (or very close by) a surveyor should plot its exact position prior to commencing works or purchase. If you are proposing to build over or near Wessex Water's apparatus you should contact the Developer Services Team, tel: 01225 526633 or e-mail: developer.enquiries@wessexwater.co.uk to discuss your proposals. Details of assets within Wessex Water's land ownership are unavailable through this service.

Date: 15/10/2025
Centre: 402385E, 163086N
Scale: 1:625
(when printed at A4 size)



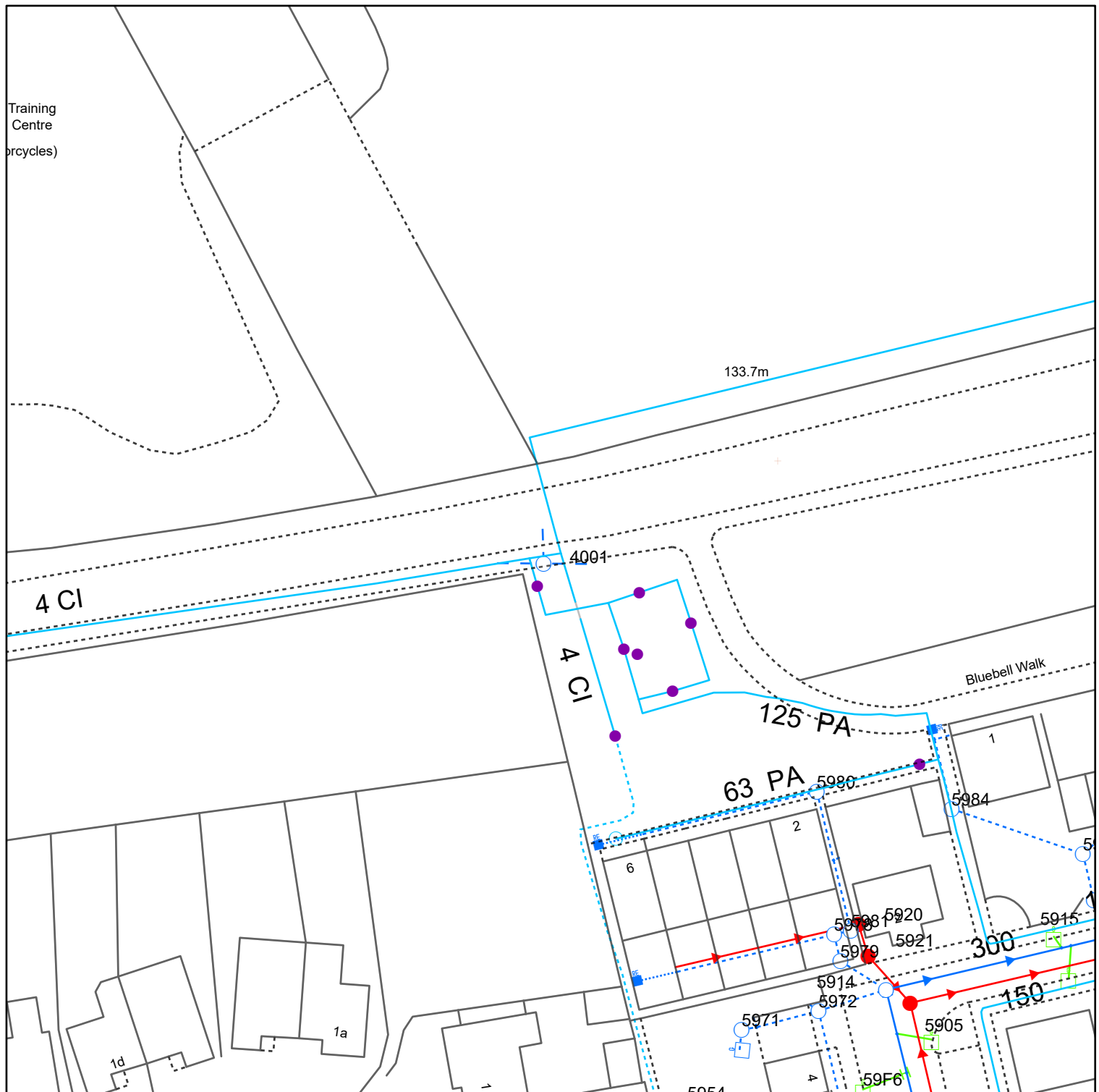
Wessex Water Network Map



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WATER MAINS		SEWERS		STRATEGIC PUBLIC		PRIVATE		SECTION 104		OTHER WESSEX PIPES		NON-WESSEX / UNKNOWN	
	Distribution		Foul								Rising Mains		Private Rising Mains
	Washout		Surface								Standby Rising Mains		Culverted Watercourse
	Raw Water		Combined								Effluent Disposal		Highway Drain
	Abandoned		Abandoned								Overflow		Use Unknown
	Private										Syphon		Status Unknown
Colours generally indicate the use of the sewer/drain (i.e Red - Foul, Dark Blue - Surface, Magenta - Combined/Dual Use, Light Green - Highway Drain, Mid Green - Overflow).													
Some styles of line and symbol are shown on the key in sample/typical colours.													
FITTINGS		STRUCTURES											
	Hydrant		Manhole - Foul		Manhole - Surface		Manhole - Combined		Inlet		Outfall		Lamphole
	Other		Bifurcation - Foul		Bifurcation - Surface		Bifurcation - Combined		Combined Sewage Overflow		Pumping Station - Surface		Pumping Stn - Foul/Combined
			Gully		Vent Column		Rodding Eye		Catchpit		Flushing Chamber		Soakaway
			Non Return Valve		Air Valve		Hatch Box		Washout				
Information in this map is provided for identification purposes only. No warranty as to accuracy is given or implied. The precise route of pipe work may not exactly match that shown. Wessex Water does not accept liability for inaccuracies. Sewers and lateral drains adopted by Wessex Water under the Water Industry (Schemes for Adoption of Private Sewers) Regulations 2011 are to be plotted over time and may not yet be shown. In carrying out any works, you accept liability for the cost of any repairs to Wessex Water apparatus damaged as a result of your works. You are advised to commence excavations using hand tools only. Mechanical digging equipment should not be used until pipe work has been precisely located. If you are considering any form of building works and pipe work is shown within the boundary of your property or a property to be purchased (or very close by) a surveyor should plot its exact position prior to commencing works or purchase. If you are proposing to build over or near Wessex Water's apparatus you should contact the Developer Services Team, tel: 01225 526333 or e-mail: developer.enquiries@wessexwater.co.uk to discuss your proposals. Details of assets within Wessex Water's land ownership are unavailable through this service.													
OTHER STRUCTURES													
	Attenuation Tank		Tunnel		Interceptor								
	Storage Tank												
Date:		15/10/2025											
Centre:		402531E, 163337N											
Scale:		1:625 (when printed at A4 size)											

Wessex Water Network Map



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WATER MAINS	SEWERS	STRATEGIC	PUBLIC	PRIVATE	SECTION 104	OTHER WESSEX PIPES	NON-WESSEX / UNKNOWN
Distribution	Foul	Surface	Surface	Surface	Surface	Rising Mains	Private Rising Mains
Washout	Surface	Surface	Surface	Surface	Surface	Standby Rising Mains	Culverted Watercourse
Raw Water	Combined	Surface	Surface	Surface	Surface	EDM Effluent Disposal	Highway Drain
Abandoned	Abandoned	Surface	Surface	Surface	Surface	Overflow	Use Unknown
Private	Colours generally indicate the use of the sewer/drain (i.e Red - Foul, Dark Blue - Surface, Magenta - Combined/Dual Use, Light Green - Highway Drain, Mid Green - Overflow).	Surface	Surface	Surface	Surface	Syphon	Status Unknown
FITTINGS	Some styles of line and symbol are shown on the key in sample/typical colours.						
Hydrant	STRUCTURES	Pumping Station - Surface	Pumping Stn - Foul/Combined			OTHER STRUCTURES	Chamber
Other	Manhole - Foul	Pumping Stn - Foul/Combined				Attenuation Tank	Tunnel
	Manhole - Surface	Pumping Stn - Foul/Combined				Storage Tank	Interceptor
	Manhole - Combined	Gully					
	Inlet Outfall	Vent Column					
	Lamphole	Rodding Eye					
	Bifurcation - Foul	Catchpit					
	Bifurcation - Surface	Flushing Chamber					
	Bifurcation - Combined	Soakaway					
	Combined Sewage Overflow	Non Return Valve					
		Air Valve					
		Hatch Box					
		Washout					

Information in this map is provided for identification purposes only. No warranty as to accuracy is given or implied. The precise route of pipe work may not exactly match that shown. Wessex Water does not accept liability for inaccuracies. Sewers and lateral drains adopted by Wessex Water under the Water Industry (Schemes for Adoption of Private Sewers) Regulations 2011 are to be plotted over time and may not yet be shown. In carrying out any works, you accept liability for the cost of any repairs to Wessex Water apparatus damaged as a result of your works. You are advised to commence excavations using hand tools only. Mechanical digging equipment should not be used until pipe work has been precisely located. If you are considering any form of building works and pipe work is shown within the boundary of your property or a property to be purchased (or very close by) a surveyor should plot its exact position prior to commencing works or purchase. If you are proposing to build over or near Wessex Water's apparatus you should contact the Developer Services Team, tel: 01225 526633 or e-mail: developer.enquiries@wessexwater.co.uk to discuss your proposals. Details of assets within Wessex Water's land ownership are unavailable through this service.

Date: 15/10/2025
Centre: 402485E, 163027N
Scale: 1:625
(when printed at A4 size)



Appendix G

Drainage calculations and strategy drawing

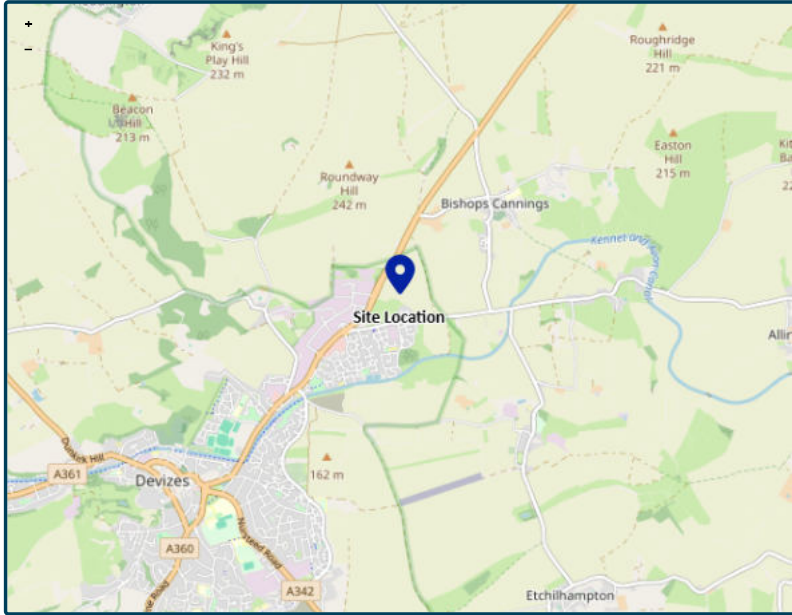
This is an estimation of the greenfield runoff rates that are used to meet normal best practice criteria in line with Environment Agency guidance “Rainfall runoff management for developments”, SC030219 (2013), the SuDS Manual C753 (CIRIA, 2015) and the non-statutory standards for SuDS (Defra, 2015). 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	31/10/2025
Calculated by	RJH
Reference	13906
Model version	2.2.1

Location

Site name	Horton Road
Site location	Devizes



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Site easting (British National Grid)	402792
Site northing (British National Grid)	163203

Site details

Total site area (ha)	1.128 ha
----------------------	--------------------------------

Greenfield runoff

Method

Method

FEH statistical (2025)

FEH statistical (2025)

My value

SAAR9120 (mm)

781

mm

Map value

BFIHOST19scaled

0.632

QMed-QBar conversion

1.075

1.075

QMed (l/s)

2.4

l/s

QBar (FEH statistical 2025) (l/s)

2.6

l/s

Growth curve factors

My value

Hydrological region

8

Map value

8

1 year growth factor

0.78

2 year growth factor

0.93

10 year growth factor

1.49

30 year growth factor

1.95

100 year growth factor

2.43

200 year growth factor

2.78

Results

Method

FEH statistical (2025)

Flow rate 1 year (l/s)

2.0

l/s

Flow rate 2 year (l/s)

2.4

l/s

Flow rate 10 years (l/s)

3.8

l/s

Flow rate 30 years (l/s)

5.0

l/s

Flow rate 100 years (l/s)

6.2

l/s

Flow rate 200 years (l/s)

7.1

l/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 (2.2.1) developed by HR Wallingford and available at 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>). 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.

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www.craddys.co.uk

Project:: ALDI Store London Road, Devizes	Date: 31/10/2025			CRADDYS
	Designed by: RJH	Checked by: LBQ	Approved By: AMR	
Report Details: Type: Inflows Storm Phase: Phase	Company Address: Craddys Bath, Bristol, Cardiff, Exeter, Wakefield			

 **Catchment Area**

Type : Catchment Area

Area (ha)	0.597
-----------	-------

Dynamic Sizing	
Runoff Method	Time of Concentration
Summer Volumetric Runoff	0.950
Winter Volumetric Runoff	0.950
Time of Concentration (mins)	5
Percentage Impervious (%)	100

Project: ALDI Store London Road, Devizes		Date: 31/10/2025		CRADDYS	
		Designed by: RJH	Checked by: LBQ		Approved By: AMR
Report Details: Type: Junctions Storm Phase: Phase		Company Address: Craddys Bath, Bristol, Cardiff, Exeter, Wakefield			

Name	Junction Type	Easting (m)	Northing (m)	Cover Level (m)	Depth (m)	Invert Level (m)	Chamber Shape	Diameter (m)
Manhole	Manhole	402382.449	163079.898	135.020	2.670	132.350	Circular	1.200
Manhole (1)	Manhole	402367.219	163082.662	135.214	2.964	132.250	Circular	1.200
Manhole (2)	Manhole	402353.002	163088.660	135.200	3.050	132.150	Circular	1.200

Name	Lock
Manhole	None
Manhole (1)	None
Manhole (2)	None

Inlets

Junction	Inlet Name	Incoming Item(s)	Bypass Destination	Capacity Type
Manhole	Inlet (1)	Catchment Area	(None)	No Restriction
Manhole (1)	Inlet	Pipe Pipe (2)	(None)	No Restriction
Manhole (2)	Inlet	Pipe (1)	(None)	No Restriction

Outlets

Junction	Outlet Name	Outgoing Connection	Outlet Type
Manhole (1)	Outlet	Pipe	Free Discharge
	Outlet	Pipe (1)	Hydro-Brake®
	Invert Level (m)	132.250	
	Design Depth (m)	1.300	
	Design Flow (L/s)	4.0	
	Objective	Minimise Upstream Storage Requirements	
	Application	Surface Water Only	
	Sump Available	☒	
	Unit Reference	SHE-0090-4000-1300-4000	

Project: ALDI Store London Road, Devizes	Date: 31/10/2025		
	Designed by: RJH	Checked by: LBQ	Approved By: AMR
Report Details: Type: Stormwater Controls Storm Phase: Phase	Company Address: Craddys Bath, Bristol, Cardiff, Exeter, Wakefield		

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Cellular Storage

Type : Cellular Storage

Dimensions	
Exceedance Level (m)	133.840
Depth (m)	1.000
Base Level (m)	132.300
Number of Crates Long	20
Number of Crates Wide	26
Number of Crates High	1
Porosity (%)	95
Crate Length (m)	1
Crate Width (m)	1
Crate Height (m)	1
Total Volume (m³)	494.540

Outlets	
Outlet	
Outgoing Connection	Pipe (2)
Outlet Type	Free Discharge

Project: ALDI Store London Road, Devizes	Date: 31/10/2025			CRADDYS
	Designed by:	Checked by:	Approved By:	
	RJH	LBQ	AMR	
Report Details: Type: Inflow Summary Storm Phase: Phase		Company Address: Craddys Bath, Bristol, Cardiff, Exeter, Wakefield		

Inflow Label	Connected To	Flow (L/s)	Runoff Method	Area (ha)	Percentage Impervious (%)	Urban Creep (%)	Adjusted Percentage Impervious (%)	Area Analysed (ha)
Catchment Area	Manhole		Time of Concentration	0.597	100	0	100	0.597
TOTAL		0.0		0.597				0.597

Project: ALDI Store London Road, Devizes	Date: 31/10/2025		CRADDYS
	Designed by: RJH	Checked by: LBQ	
Report Details: Type: Rainfall Analysis Criteria	Company Address: Craddys Bath, Bristol, Cardiff, Exeter, Wakefield		

Runoff Type	Dynamic
Output Interval (mins)	5
Time Step	Default
Urban Creep	Apply Global Value
Urban Creep Global Value (%)	0
Junction Flood Risk Margin (mm)	300
Perform No Discharge Analysis	☐

Rainfall	
FEH	Type: FEH
Site Location	GB 401773 162576 SU 01773 62576
Rainfall Version	2022
Summer	☒
Winter	☒

Return Period	
Return Period (years)	Increase Rainfall (%)
100.0	45.000

Storm Durations	
Duration (mins)	Run Time (mins)
15	30
30	60
60	120
120	240
240	480
360	720
480	960
960	1920
1440	2880

Project: ALDI Store London Road, Devizes	Date: 31/10/2025		
	Designed by: RJH	Checked by: LBQ	Approved By: AMR
Report Details: Type: Junctions Summary Storm Phase: Phase	Company Address: Craddys Bath, Bristol, Cardiff, Exeter, Wakefield		

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FEH: 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
Manhole	FEH: 100 years: +45 %: 15 mins: Summer	135.020	132.350	134.450	2.100	457.1	2.375	0.000	450.6	201.569	Surcharged
Manhole (1)	FEH: 100 years: +45 %: 15 mins: Winter	135.214	132.250	134.228	1.978	423.9	2.237	0.000	4.3	199.895	Surcharged
Manhole (2)	FEH: 100 years: +45 %: 15 mins: Summer	135.200	132.150	132.195	0.045	4.4	0.000	0.000	4.4	6.811	OK

Project: ALDI Store London Road, Devizes		Date: 31/10/2025		CRADDYS	
		Designed by: RJH	Checked by: LBQ		Approved By: AMR
Report Details: Type: Stormwater Controls Summary Storm Phase: Phase		Company Address: Craddys Bath, Bristol, Cardiff, Exeter, Wakefield			



FEH: 100 years: Increase Rainfall (%): +45: Critical Storm Per Item: Rank By: Max. Resident Volume

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. Resident Volume (m³)	Max. Flooded Volume (m³)	Total Lost Volume (m³)	Max. Outflow (L/s)	Total Discharge Volume (m³)	Percentage Available (%)	Status
Cellular Storage	FEH: 100 years: +45 %: 960 mins: Winter	133.278	133.278	0.978	0.978	38.3	483.342	0.000	0.000	3.9	208.370	2.264	OK

Appendix H

Maintenance schedule table



Maintenance schedule Table

The long-term function of the proposed drainage system depends on regular inspection and maintenance. The table below outlines typical tasks, frequencies, and responsible parties for each drainage component.

This schedule should be reviewed and updated at detailed design stage to reflect the final design layout and drainage asset ownership.

Where the system remains private, maintenance should be undertaken by a suitably qualified party, such as the managing agent, facilities team, or specialist contractor.

The developer should ensure the maintenance regime is clearly set out in legal documentation for future owners, occupiers, or site management teams.

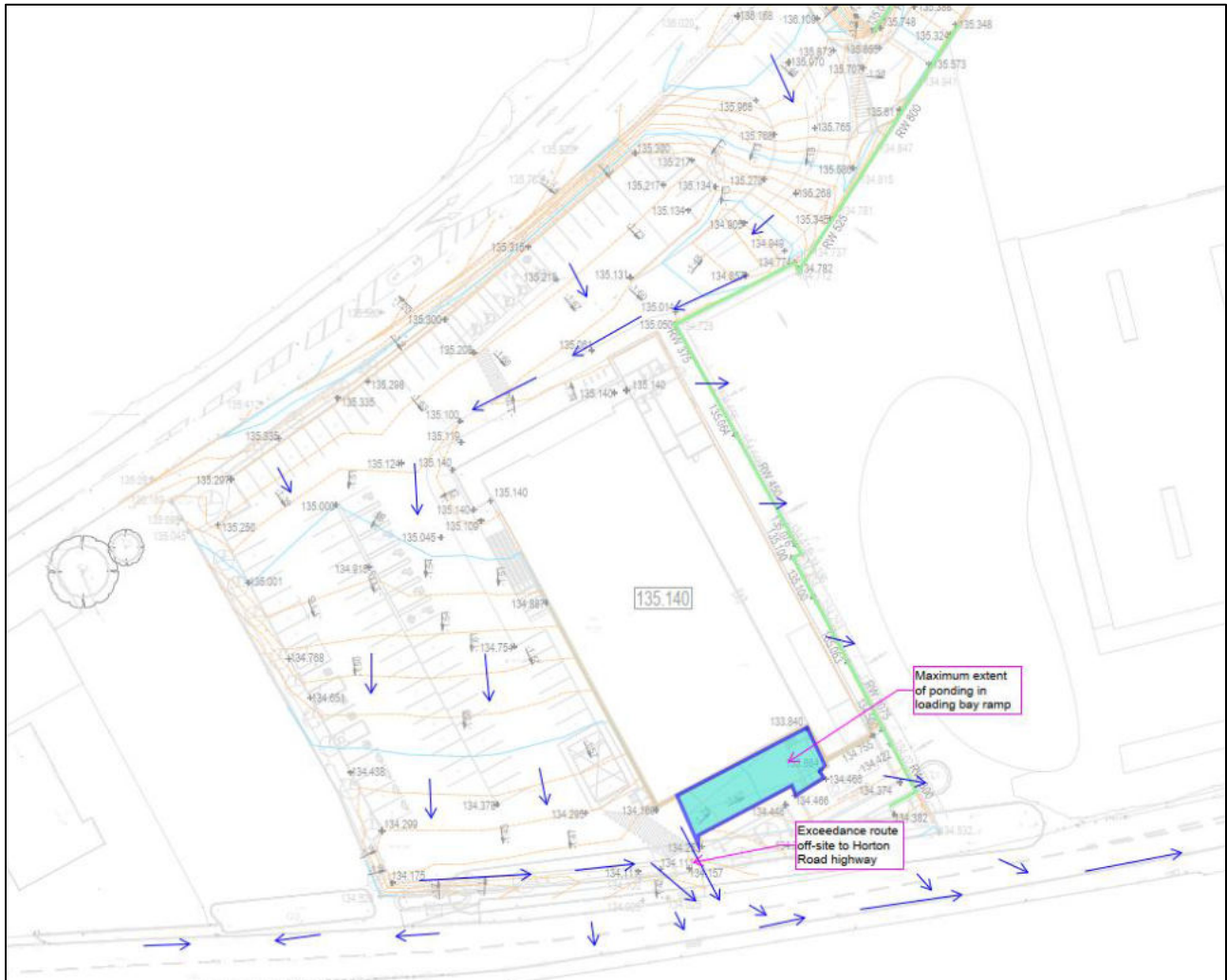
If the drainage infrastructure is offered for adoption (e.g. under Section 104 or Section 106 agreements), the relevant authority will assume responsibility upon completion and handover.

Asset Type	Maintenance Task	Frequency	Responsible Party
Permeable Paving	Sweep to remove silt and debris	3–4 times per year	Property Management Co. / Plot Owner
	Inspect for clogging or ponding	Twice per year	Property Management Co.
	Jet wash / restorative clean (if required)	Every 5 years or as needed	Specialist Contractor
Attenuation Tank	Check for sediment build-up and inlet/outlet blockage	Annually	Property Management Co.
	Full tank clean	Every 5–10 years	Specialist Contractor
Flow Control Chamber	Inspect for blockage or damage	Annually	Property Management Co.
	Remove debris from orifice or vortex device	Annually	Property Management Co.
Catchpits / Manholes	Visual inspection of benching and covers	Twice per year	Property Management Co.
	Remove sediment from base	Annually or as needed	Property Management Co.
Swales / Ditches	Cut grass and remove litter/debris	Monthly during growing season	Grounds Maintenance Team
	Check for erosion or sediment build-up	Twice per year	Property Management Co.
Pumping Station	Service pumps, inspect control panel	Quarterly	Specialist Maintenance Contractor
	Clean wet well and check alarms	Quarterly	Specialist Maintenance Contractor
Rain Gardens / Planters	Weed, inspect plants, remove debris	Monthly	Landscape Contractor / Grounds Staff
	Check inlet/outlet for blockage	Monthly	Property Management Co.



Appendix J

Overland flow routing





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Got a Project in mind?

Get in touch

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