

Salisbury District Hospital Western Car Park

Sustainable Drainage Strategy

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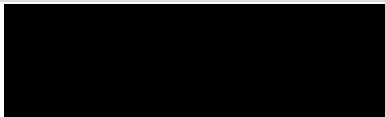
Client Address: Salisbury District Hospital, Salisbury, SP2 8BJ

Site Address: Salisbury District Hospital, Salisbury, SP2 8BJ

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Curtins Consulting Ltd has prepared this report based on the provided and available information. Investigations are required to confirm scope, assumptions and conclusions. The opinions, conclusions and any recommendations in this report are based on assumptions made by Curtins Consulting Ltd described in this report.

CONTENTS

1	Introduction	4
1.1	<i>Project Background</i>	<i>4</i>
1.2	<i>Scope of Sustainable Drainage Strategy.....</i>	<i>4</i>
2	Site Details	5
2.1	<i>Existing Site Description</i>	<i>5</i>
2.2	<i>Development Description</i>	<i>5</i>
2.3	<i>Existing Watercourses</i>	<i>5</i>
2.4	<i>Existing Drainage.....</i>	<i>6</i>
2.5	<i>Site Geology.....</i>	<i>6</i>
2.6	<i>Existing Site Topography.....</i>	<i>6</i>
2.7	<i>Designations.....</i>	<i>7</i>
2.8	<i>Existing Flood Risk</i>	<i>7</i>
3	Proposed Surface Water Drainage Strategy (Western Site Comprising New Car Parking)	8
3.1	<i>Surface Water Discharge Location, Collection and Conveyance Mechanisms.....</i>	<i>8</i>
3.2	<i>Surface Water Collection and Conveyance</i>	<i>8</i>
3.3	<i>Post-Development Flood Risk</i>	<i>9</i>
4	Proposed Foul Water Drainage Strategy (Western Site Comprising New Car Parking)	9
5	Proposed Drainage Strategy (Eastern Site Comprising New Footpath and Bus Stop)	9
6	Conclusions and Recommendations	9
7	References	10
8	Appendices	11
	<i>Appendix A – Sewer Records</i>	<i>11</i>
	<i>Appendix B – Salisbury Elective Recovery Ward Infiltration Testing Results.....</i>	<i>12</i>
	<i>Appendix C - Existing Drainage Calculations</i>	<i>13</i>

1 Introduction

1.1 Project Background

Curtins have been appointed to produce a site-specific drainage strategy to support the proposed Western Car Park development at Salisbury District Hospital. The development primarily comprises the rationalisation of existing parking areas within the development site and the demolition of four existing hospital buildings to make space for additional parking. This is to mitigate against the impact of the adjacent Diagnostic and Surgery Hub (DASH) development (considered by a separate planning application) on the overall hospital site parking provision. In addition, a small extent of new footpath is proposed to support a new bus stop to be provided within the wider hospital site.

1.2 Scope of Sustainable Drainage Strategy

The purpose of this report is to review the constraints and opportunities for drainage provision around the site and to outline a proposed Sustainable Drainage Strategy (SDS) for the development to support the submission of a planning application for the works.

Proposals contained or forming part of this report represent the design intent and may be subject to alteration or adjustment in completing the detailed design for this project. Where such adjustments are undertaken as part of the detailed design and are deemed a material deviation from the intent contained in this document, prior approval should be obtained from the relevant authority in advance of commencing such works.

Where the proposed works, to which this report refers, are undertaken more than twelve months following the issue of this report, Curtins Consulting Ltd shall reserve the right to re-validate the findings and conclusions by undertaking appropriate further investigations at no cost to Curtins Consulting Ltd.

Allowance for the effects of climate change will be made in accordance with government recommendations in place and statistical data available at the time of writing this report. These recommendations may become more onerous and the statistical data may be revised in the future; we will not make any estimate of what changes may result from this. Please be aware that this, and other issues over which Curtins Consulting Ltd has no control, may affect future flood risk at the development and require further work to be undertaken for which we accept no liability.

2 Site Details

2.1 Existing Site Description

The primary development site considered by this report (indicated by the western red outline in Figure 1 below) currently comprises hospital buildings and areas of car parking interspersed with grass banks and a few existing trees. It is bound by a hospital access road to the west, north and south and existing access corridor to the east which connects the existing buildings on-site with further hospital buildings to the east. It has an approximate central grid reference of SU 14801 27209, and covers an area of approximately 0.55ha. Please refer to drawing 89865-CUR-00-XX-DR-TP-06001 for the site location plan, an extract of which is included in Figure 1 below.

In addition to the primary development area, a small additional area is proposed for development and considered by this report, as indicated by the eastern red line boundary in Figure 1 below. This area currently comprises a small grass verge.

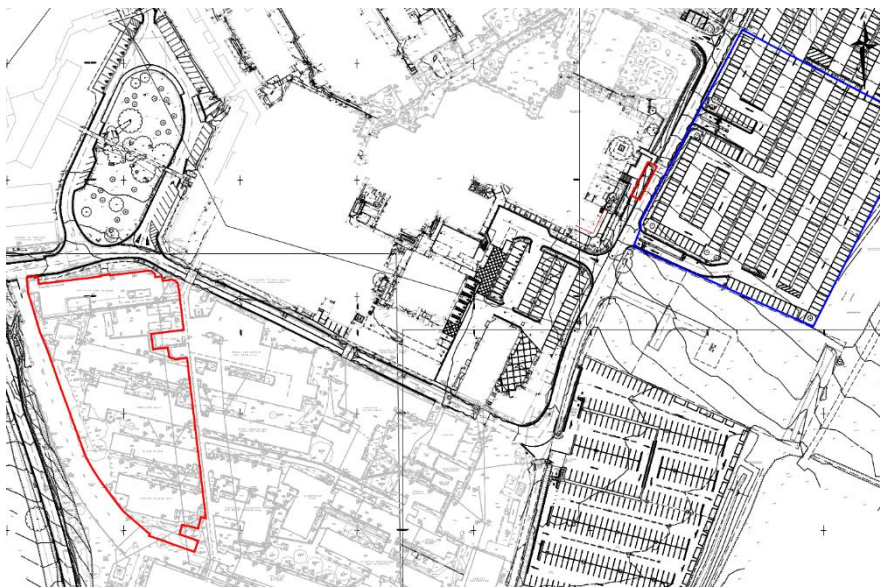


Figure 1 – Site location plan (red boundary denotes the red line boundary considered by this report, blue boundary represents the separate DASH application boundary (not considered by this report))

2.2 Development Description

The development primarily comprises the demolition of existing hospital buildings and rationalisation of existing parking spaces within the western red line boundary identified in Figure 1. The car parking will all be at ground level. Minimal changes to the site levels are proposed, with the majority of the existing grass banks and trees to be maintained. For details of the proposed site layout in this area, please refer to the proposed layout drawing ref 89865-CUR-00-XX-DR-06003.

In addition, a small extension to an existing footpath is proposed in the area identified by the eastern red line boundary in Figure 1. This is to facilitate access to a new bus stop to be provided.

2.3 Existing Watercourses

The nearest watercourse to the site comprises the River Ebble, which runs approximately 585m southwest of the site. To the northeast, the River Avon runs approximately 1.25km away. Both rivers are counted as main rivers by the Environment Agency.

2.4 Existing Drainage

Sewer mapping obtained from Wessex Water (included in Appendix A) does not show any existing sewers within the development site or its immediate vicinity.

A site survey by Digital Terrain Surveys of the western portion of the development site, dated February 2024, indicates a network of foul drainage serving the existing buildings. This shows a foul drain to enter the site in the northeast corner and run south along the eastern edge of the development area before turning east just outside of the site boundary and continuing into the wider hospital site. Within the development site, branches serving the buildings are shown to generally flow east into the aforementioned drain.

The survey also notes some surface water gullies and drainage channels within the development site. However, these features are relatively limited and their connectivity is not identified by the survey.

A utilities survey of the eastern development site is not available. However, a topographical survey of the area identifies a surface water gulley just northeast of the proposed bus stop.

2.5 Site Geology

The British Geological Society's geology viewer indicates the bedrock beneath the site and surrounding area of to be Culver Chalk Formation – Chalk (BGS, n.d). It does not note any superficial geology over the site however, given its current use, at least a top stratum of made ground can be expected. The bedrock aquifer beneath the site is classified as a highly vulnerable principal aquifer.

Intrusive ground investigations are yet to be completed at the development site considered by this report. However, they have been completed within the DASH development site, a separate development currently being progressed by the hospital. The DASH site sits approximately 200m east of the development site considered by this report. The Drainage Strategy Report by Mott MacDonald to support the DASH development includes a summary of the ground conditions identified, as included below. For full details please refer to the Mott MacDonald report (ref STECC-MMD-ZZ-ZZ-RP-CE-930001-P05) or the Geotechnics Ltd Ground Investigation Report.

“Ground conditions are based on a site ground investigation undertaken by Geotechnics Ltd in March 2026. At the time of writing, these records are provided as provisional draft information only and are limited to the Salisbury District Hospital site boundary.

Borehole records suggest the site is underlain by approximately 0.5m of made ground and a bed rock comprising of Structureless Chalk Formation.

Groundwater monitoring undertaken within the development boundary suggest groundwater levels were not encountered on site, with boreholes reaching to a depth of approximately 15m below ground level.

Soakaway testing undertaken within the site development boundary suggests soil infiltration rates for the site are in the order 3×10^{-5} m/s.” Owen Dawes, Mott MacDonald, June 2026

2.6 Existing Site Topography

A topographical survey of the western site was completed by Digital Terrain Surveys in February 2024. This shows levels to fall from north to south across the site, with highs of approximately 88.55m AOD in the north dropping to lows of approximately 85m AOD in the south.

Since the completion of the above survey in 2004, two buildings have already been demolished within the western site (separately to the four remaining buildings now proposed for demolition), with the space now used for car parking. A new topographical survey is under procurement to establish the current levels profile for the site. However, as the features around the site boundary remain unchanged, the boundary levels across the site can be expected to remain approximately as per the 2004 survey. Within the site, it is understood that small grass banks have been created to ramp down levels between the remaining buildings and car park areas.

A topographical survey by Survey Operations, dated September 2019, is available for the proposed eastern development site. This shows the levels along the eastern side of the verge to sit at between 83.47m AOD in the

north to 84.03m AOD in the south. The levels rise as you move west across the verge, reaching 83.97m AOD in the north and 84.61m AOD in the south.

2.7 Designations

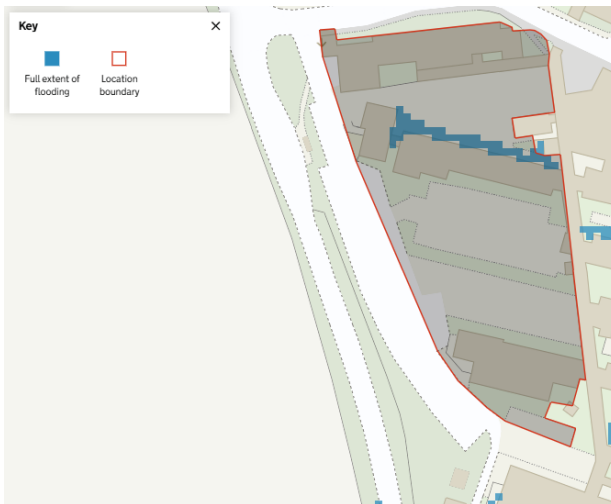
The site does not lie within a Source Protection Zone or a Drinking Water Safeguard Zone for Surface Water (Magic, n.d.a).

The site is not classified as a Site of Special Scientific Interest (SSSI) and is not a special area of conservation. However, it does lie within the extents of an SSSI impact risk zone (Magic, n.d.a).

2.8 Existing Flood Risk

The production of a detailed Flood Risk Assessment lies outside of Curtins scope. However, a high-level review of flood risk based on publicly available EA/ government mapping has been completed to assess if there are likely to be any implications on the proposed drainage strategy. This shows the site and all surrounding areas to lie within Flood Zone 1, both now and when considering classifications from between 2070 – 2125, with a summary of flood risk from different sources included in Table 1.

Table 1 - Flood Risk Assessment

Source of Flooding	Flood Risk
Rivers and Sea	Both current mapping and mapping for 2036 – 2069 show the site to have a negligible risk of flooding from rivers and the sea
Surface Water	Both current mapping and mapping for 2061 – 2125 shows most of the site to have a negligible risk of flooding from surface water during storms up to the 1 in 1000-year event. A small strip of higher flood risk is identified along the northern edge of the middle building within the western site. In all mapped scenarios, this is shown to have a risk of flooding of up to 300mm. An extract of the mapping is included in Figure 2 below.  Figure 2 - EA Flood Map for Planning showing surface water flood extents for the 1 in 1000-year event between 2061-2125 (EA, n.d.b)
Reservoirs	EA mapping does not indicate the site to be at risk of reservoir flooding.
Groundwater	Landmark mapping obtained for the adjacent DASH site also covers the development site considered by this report. This shows the site to lie within an area classified as having a limited potential for groundwater flooding to occur.

3 Proposed Surface Water Drainage Strategy (Western Site Comprising New Car Parking)

3.1 Surface Water Discharge Location, Collection and Conveyance Mechanisms

A review of surface water discharge locations in order of priority has been completed and is outlined in Table 2.

Table 2 - Surface Water Discharge Location Review

Discharge Location	Viability
Store for re-use	The proposed development comprises the construction of a new car park. As such, there is no use for stored water and storage for re-use is not proposed.
Infiltrate to ground	As noted in Section 2.5, BGS mapping notes the bedrock beneath the site to comprise chalk. This indicates a potential for infiltration. Whilst infiltration testing has not currently been completed at the development site considered by this report, it has been completed recently at two sites within the wider hospital site, as outlined below: 1. Site name: DASH Approximate proximity to car park development site: 200m east Infiltration rate achieved: 3×10^{-5} m/s 2. Site name: Salisbury Elective Recovery Ward Approximate proximity to car park development site: 200m north-east Infiltration rate achieved: 6.2×10^{-5} m/s – 8.82×10^{-5} m/s (see Appendix B) Given BGS mapping indicates the bedrock beneath the development site to be consistent with that across the wider hospital site and the wider hospital site infiltration testing shows a consistently good result, it is considered highly likely that discharge via infiltration will be feasible for the development. The exact rate should be confirmed via on site testing. However, in the absence of this, a conservative rate of 1×10^{-5} m/s has been assumed based on the wider site results.
Discharge to watercourse	As noted in Section 2.3, the nearest watercourse to the development lies approximately 585m away. A new connection to this would require an extensive length of new drainage, likely crossing highways and third-party land. This is considered prohibitive, and discharge to a watercourse is therefore discounted given a more favourable discharge location exists.
Discharge to a surface water sewer	As outlined in Section 2.4, sewer mapping does not indicate any surface water sewers in the vicinity of the site. It is possible some private surface water drainage infrastructure exists within the vicinity of the site. However, given a more preferable discharge location exists, this should be utilised in favour of exploring options to connect to existing surface water infrastructure.
Discharge to a combined sewer	As outlined in Section 2.4, sewer mapping does not indicate any combined sewers in the vicinity of the site. Therefore, discharge to a combined sewer is considered unviable.

3.2 Surface Water Collection and Conveyance

The development comprises the creation of new car parking areas through demolishing existing buildings, and the re-organisation/ formalisation of existing car parking. It is proposed to utilise a reinforced gravel system to form the parking surface (Bodpave 85 or similar). This is a permeable system and, as such, flows can infiltrate through the build up into the ground below which (as noted in Section 3.1) is expected to be permeable. Therefore, no pipework

is proposed to collect and convey surface water. By allowing flows to infiltrate at-source, with no areas proposed to be impermeably lined or overflow to adjacent areas, interception is provided across the site.

As it is proposed to discharge surface water flows via infiltration, the limitation on the discharge rate will be set by the ground conditions and their infiltration potential. As outlined in Table 2, infiltration testing is yet to be completed at the site. However, in its absence, a conservative rate of 1×10^{-5} m/s has been assumed based on results of wider site testing. Based on this, calculations for the site have been completed and are included in Appendix C. This shows that a permeable surface build-up of 180mm at 30% voids would allow for sufficient storage for storms up to the 1 in 100-year event plus a 45% climate change event. A 45% climate change allowance has been utilised as this is the upper end allowance of the 2070s epoch for the Test and Itchen Management Catchment peak rainfall allowances, as specified by the EA (DEFRA, n.d).

3.3 Post-Development Flood Risk

As outlined in Section 2.8, the site lies wholly within Flood Zone 1, with a negligible flood risk from most assessed sources. A small strip of higher flood risk was identified to the north of the central building within the site. The removal of this building and re-levelling of the area to avoid trapped low spots, along with the installation of permeable surfacing in the area, should reduce this flood risk post the development.

4 Proposed Foul Water Drainage Strategy (Western Site Comprising New Car Parking)

The proposed development comprises car parking only. As such, foul flows will not be generated by the development, and no new foul drainage is proposed.

As noted in Section 2.4, an old survey of the site indicates existing foul drainage serving the existing buildings. Where made redundant by the demolition of these buildings, this foul drainage should be suitably decommissioned as part of the works. However, where the drainage also serves areas of the wider hospital site, this should be retained and protected.

5 Proposed Drainage Strategy (Eastern Site Comprising New Footpath and Bus Stop)

The development proposed within the eastern part of the site comprises the extension of an existing footpath to allow access to a new bus stop. The topographical survey shows an existing gully to lie just northeast of the new footpath, with levels falling towards this. Therefore, it is proposed to allow surface water flows from the footpath to flow into this gully, with the footpath forming a negligible increase in impermeable area in the context of the surrounding access roads, paths and buildings. No foul drainage is required to serve this portion of the development.

6 Conclusions and Recommendations

The development comprises the demolition of existing hospital buildings and re-organisation of existing car parking areas to mitigate the impact of the adjacent DASH development within the wider hospital site (not considered by this report). It will also provide a small new section of footpath to facilitate access to a new bus stop.

It is proposed to form the new car park surfacing of reinforced gravel. This is a permeable surfacing and will allow flows to infiltrate through into the ground below. Run-off from the small footpath extension to serve the bus stop will be allowed to flow overland to an existing adjacent gully serving the wider impermeable areas.

No new foul flows will be produced by the development therefore no new foul drainage is required. Where existing foul drainage is made redundant by the development, it should be suitably decommissioned. Existing foul drainage serving the wider hospital site should be retained and protected during the works.

7 References

BGS, n.d. *Geology Viewer* [Online]. Available from:

https://geologyviewer.bgs.ac.uk/?_ga=2.62726508.1702272903.1786542056-109130109.1786542055 [Accessed 11th August 2026].

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<https://environment.data.gov.uk/hydrology/climate-change-allowances/rainfall> [Accessed 11th August 2026].

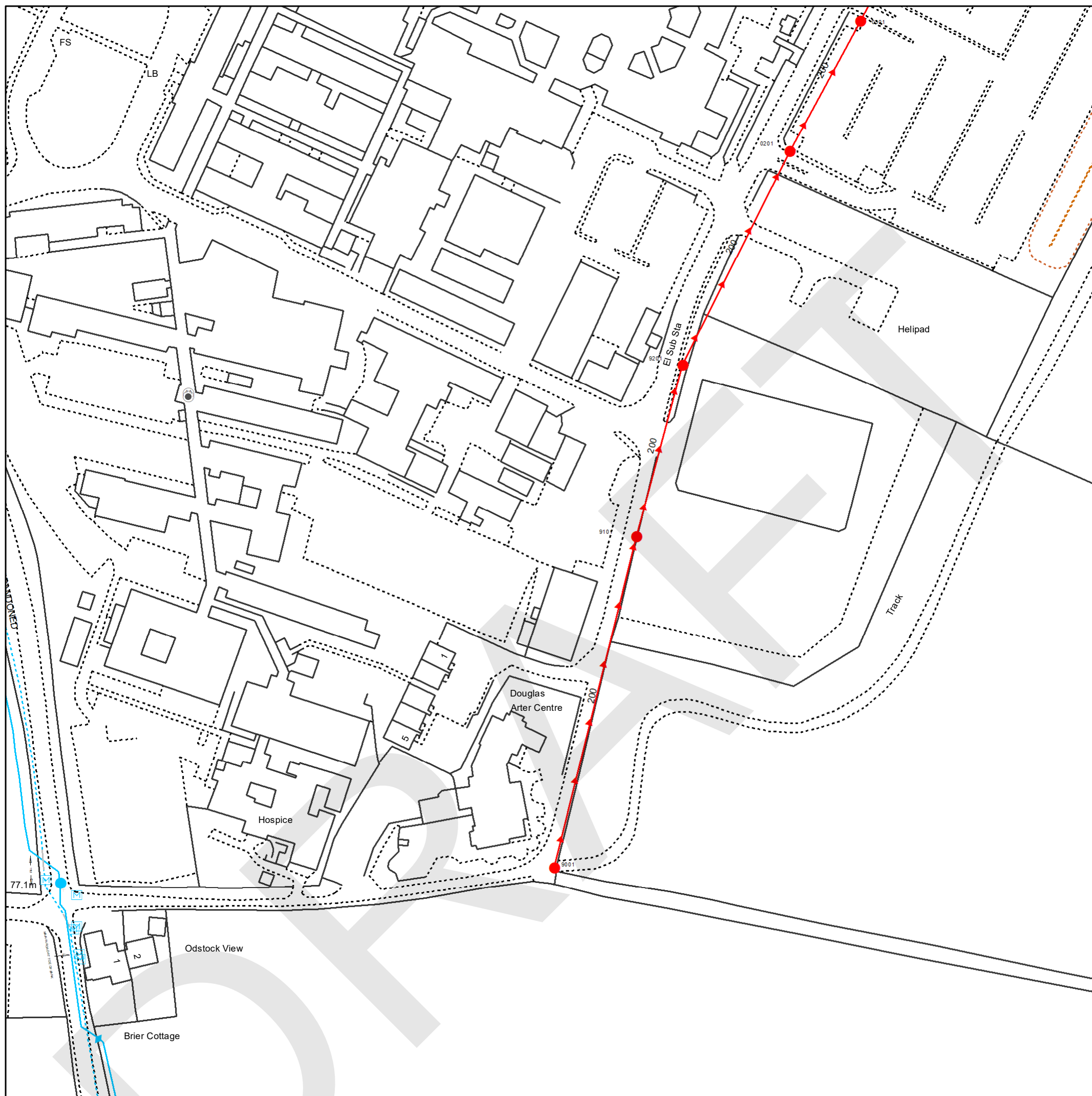
EA, n.d.a. *Check your long term flood risk* [Online]. UK Government. Available from: <https://check-long-term-flood-risk.service.gov.uk/rivers-and-sea> [Accessed 11th August 2026].

EA, n.d.b. *Flood Map for Planning* [Online]. UK Government. Available from: <https://flood-map-for-planning.service.gov.uk/map> [Accessed 11th August 2026].

8 Appendices

Appendix A – Sewer Records

Wessex Water Web Map



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WATER MAINS	SEWERS	PUBLIC	PRIVATE	SECTION 104	OTHER WESSEX PIPES	NON-WESSEX / UNKNOWN
Distribution Main Washout Main Raw Water Main Abandoned Main Private Main	Foul Surface Combined Abandoned	Foul Surface Combined Abandoned	Foul Surface Combined Abandoned	Foul Surface Combined Abandoned	Rising Mains Standby Rising Mains Effluent Disposal Overflow Syphon	Private Rising Mains Culverted Watercourse Highway Drain Use Unknown 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) styles of line are shown on the key in sample/typical colours.

SITES	STRUCTURES	OTHER STRUCTURES
Source Reservoir Pump Treatment Works	Manhole - Foul Manhole - Surface Manhole - Combined Outfall Inlet Lamphole 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 Washout Air Valve Hatch Box

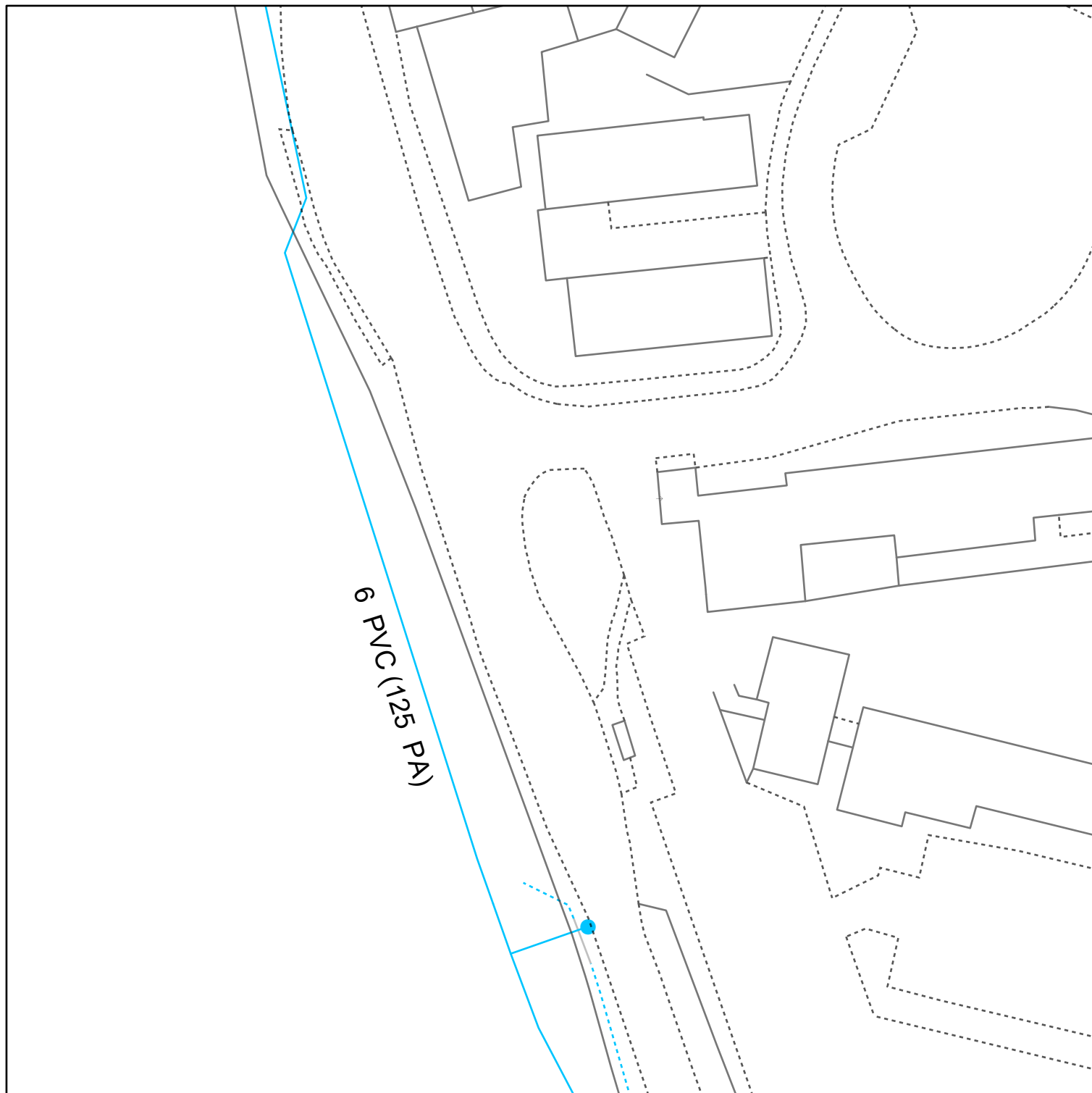
Chamber	Tunnel
Attenuation Tank	Interceptor
Storage Tank	

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Scale: 1:1,250

Centre: 414,948, 127,148

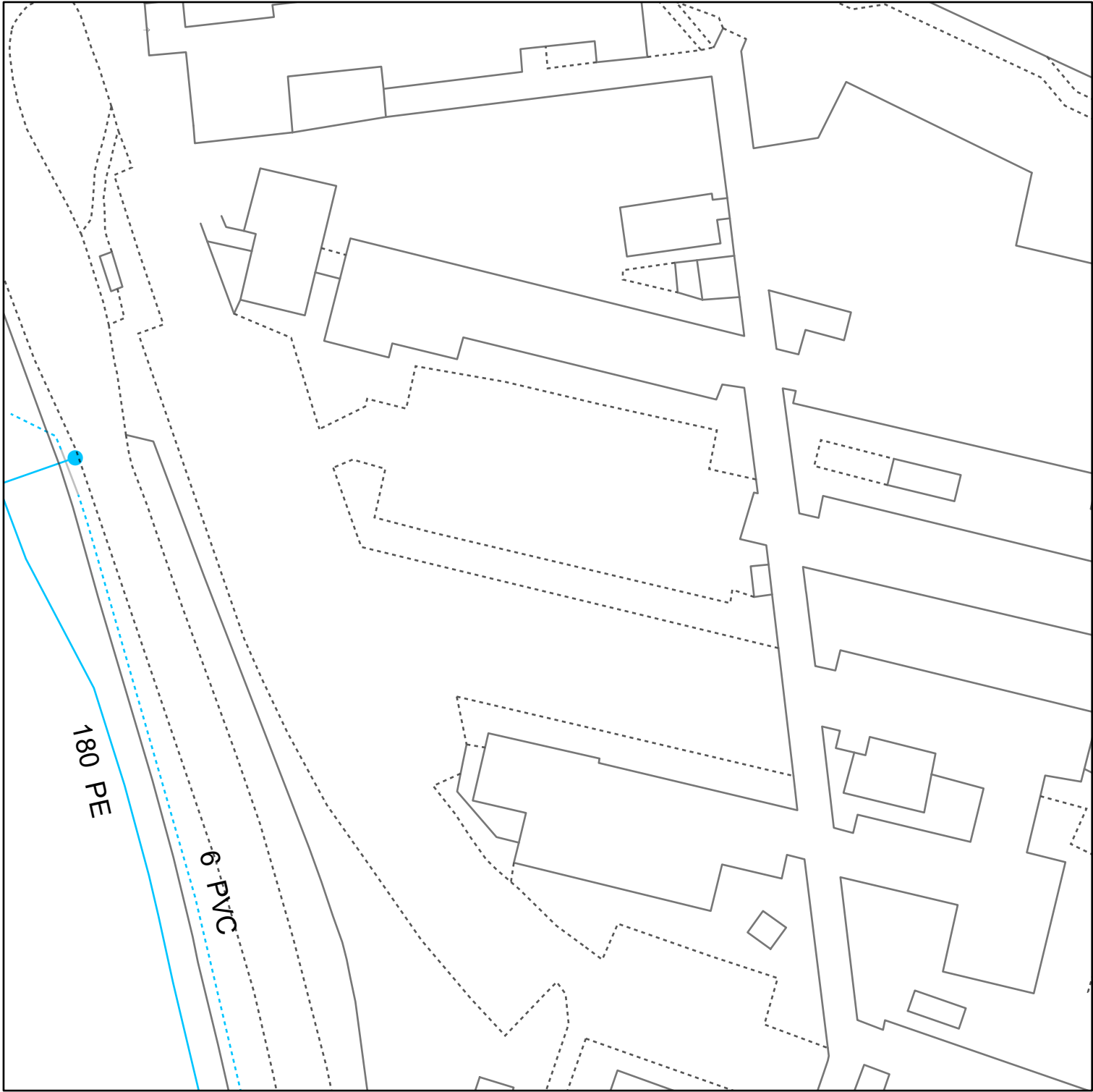
Wessex Water Network Map



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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								EDM Effluent Disposal		Highway Drain
	Abandoned		Abandoned								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).								Syphon		Status Unknown	
FITTINGS		Some styles of line and symbol are shown on the key in sample/typical colours.											
	Hydrant	STRUCTURES			Manhole - Foul		Pumping Station - Surface						
	Other		Manhole - Surface		Pumping Stn - Foul/Combined		Gully						
			Manhole - Combined		Vent Column		Rodding Eye						
			Inlet		Catchpit		Flushing Chamber						
			Outfall		Soakaway		Non Return Valve						
			Lamphole		Air Valve		Hatch Box		Washout				
			Bifurcation - Foul										
			Bifurcation - Surface										
			Bifurcation - Combined										
			Combined Sewage Overflow										
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 Storage Tank Interceptor										Date: 12/08/2026 Centre: 414746E, 127249N 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 - Washout - Raw Water - Abandoned - Private	- Foul - Surface - Combined - Abandoned 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.	- Public Sewer - Public Sewer - Public Sewer - Public Sewer	- Private Sewer - Private Sewer - Private Sewer - Private Sewer	- Section 104 - Section 104 - Section 104 - Section 104	- Rising Mains - Standby Rising Mains - EDM - Effluent Disposal - Overflow - Syphon	- Private Rising Mains - Culverted Watercourse - Highway Drain - Use Unknown - Status Unknown
FITTINGS - Hydrant - Other	STRUCTURES - Manhole - Foul - Manhole - Surface - Manhole - Combined - Inlet - Outfall - Lamphole - 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				OTHER STRUCTURES - Chamber - Tunnel - Interceptor

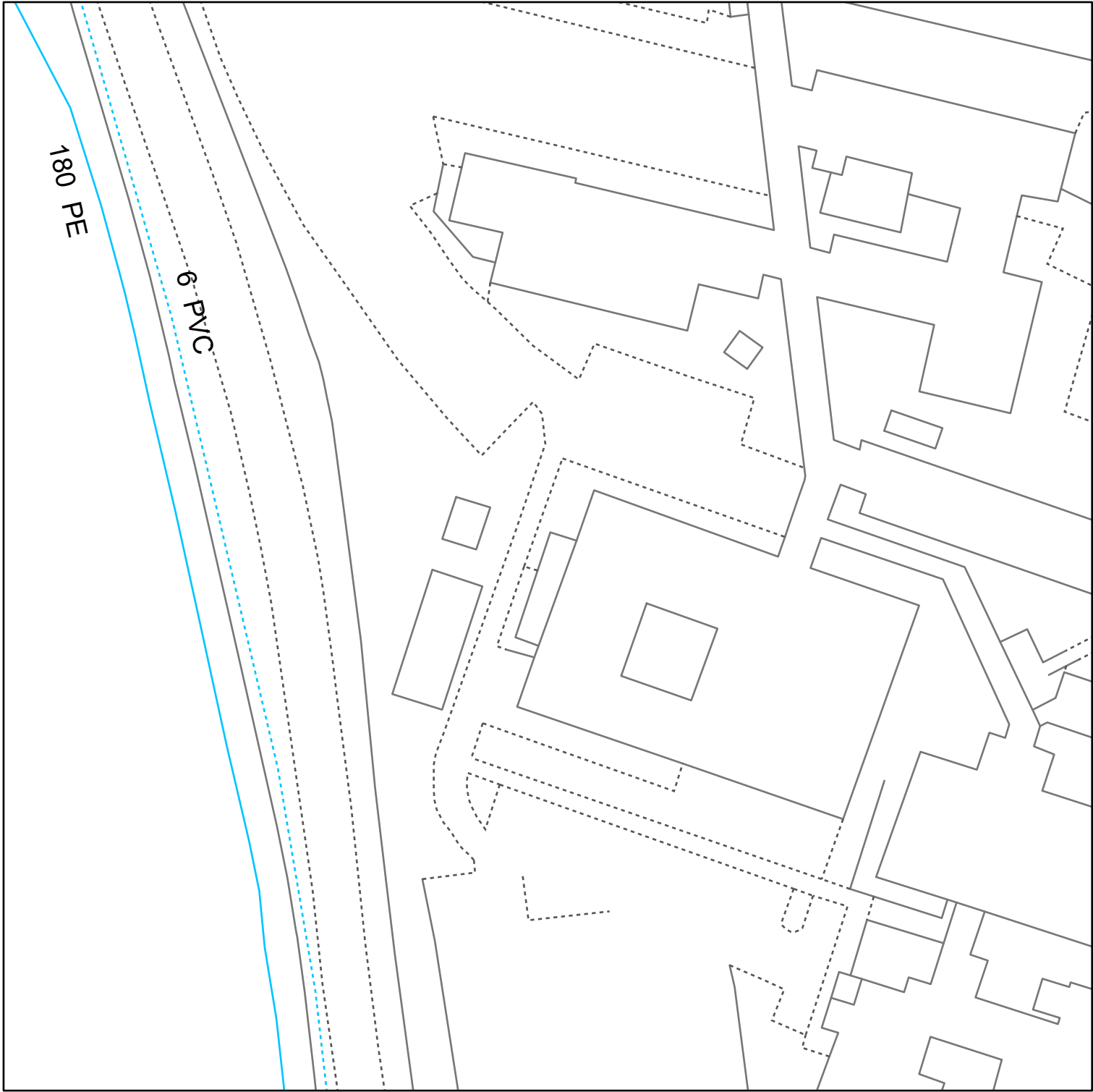
Wessex Water
YTL GROUP

Date: 12/08/2026
Centre: 414805E, 127196N
Scale: 1:625
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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								EDM Effluent Disposal		Highway Drain
	Abandoned		Abandoned								Overflow		Use Unknown
	Private										Syphon		Status Unknown
FITTINGS		STRUCTURES		PUMPING STATION		GULLY		VENT COLUMN		OTHER STRUCTURES			
	Hydrant		Manhole - Foul		Pumping Station - Surface		Gully		Vent Column		Attenuation Tank		Chamber
	Other		Manhole - Surface		Pumping Stn - Foul/Combined		Gully		Vent Column		Storage Tank		Tunnel
			Manhole - Combined				Gully		Vent Column				Interceptor
			Inlet		Outfall		Rodding Eye		Catchpit				
			Lamphole				Flushing Chamber		Soakaway				
			Bifurcation - Foul				Non Return Valve		Air Valve				
			Bifurcation - Surface				Hatch Box		Washout				
			Bifurcation - Combined										
			Combined Sewage Overflow										

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.

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.

Wessex Water
YTL GROUP

Date: 12/08/2026
Centre: 414807E, 127130N
Scale: 1:625
(when printed at A4 size)

Appendix B – Salisbury Elective Recovery Ward Infiltration Testing Results

SOIL INFILTRATION RATE TEST

See B.R.E. Digest 365, 2016, Soakaway Design.

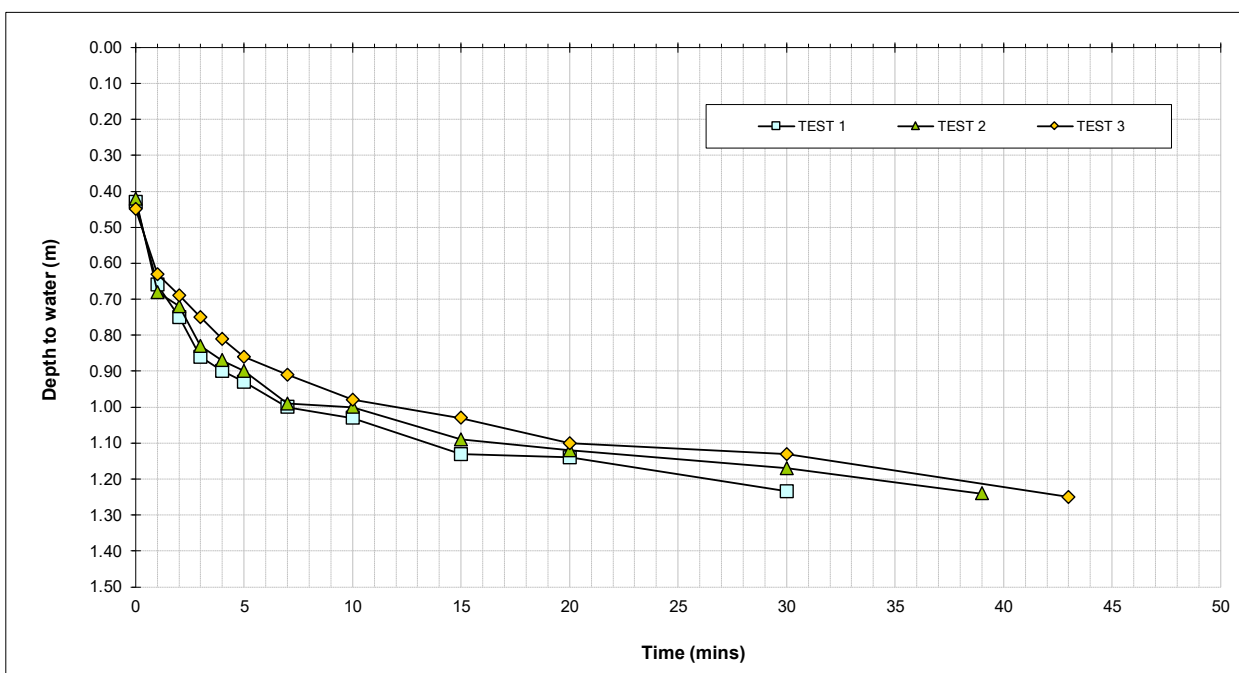
Site: Salisbury Hospital
Job Number: 2072075
Client: Curtins
Start: 07.10.22
Completion: 07.10.22

Trial Pit Number..... TP01
Length..... 1.40 m
Width..... 0.60 m
Depth..... 1.50 m
Groundwater Level..... N/A m

Remarks -	TEST 1		TEST 2		TEST 3	
	Time(min)	Depth to Water (m)	Time(min)	Depth to Water (m)	Time(min)	Depth to Water (m)
Logged by CJA on site. For strata descriptions, refer to TP01 log. No Groundwater encountered. Trial Pit remained stable. Approximatley 800l of water added to trial pit using a 1000L bowser.	0	0.43	0	0.42	0	0.45
	1	0.66	1	0.68	1	0.63
	2	0.75	2	0.72	2	0.69
	3	0.86	3	0.83	3	0.75
	4	0.90	4	0.87	4	0.81
	5	0.93	5	0.90	5	0.86
	7	1.00	7	0.99	7	0.91
	10	1.03	10	1.00	10	0.98
	15	1.13	15	1.09	15	1.03
	20	1.14	20	1.12	20	1.10
	30	1.23	30	1.17	30	1.13
			39	1.24	43	1.25
	Effective Storage Depth	m	1.07	1.08	1.05	
75% Effective Storage Depth	m	0.80	0.81	0.79		
(i.e. depth below GL)	m	0.70	0.69	0.71		
25% Effective Storage Depth	m	0.27	0.27	0.26		
(i.e. depth below GL)	m	1.23	1.23	1.24		
Effective Storage Depth 75%-25%	m	0.54	0.54	0.53		
Time to fall to 75% effective depth	mins	1.50	1.20	2.50		
Time to fall to 25% effective depth	mins	30.00	38.90	42.80		
V (75%-25%)	m3	0.45	0.45	0.44		
a (50%)	m2	2.98	3.00	2.94		
t (75%-25%)	mins	28.50	37.70	40.30		
SOIL INFILTRATION RATE	m/s	8.82E-05	6.68E-05	6.20E-05		

DESIGN SOIL INFILTRATION RATE, f

6.20E-05



Appendix C - Existing Drainage Calculations

Nodes

Name	Area (ha)	Cover Level (m)	Easting (m)	Northing (m)	Depth (m)	Invert Level (m)
Depth/Area 1	0.550	85.000	12.631	89.420	0.180	84.820

Simulation Settings

Rainfall Methodology	FSR	Analysis Speed	Detailed
Rainfall Events	Singular	Skip Steady State	x
FSR Region	England and Wales	Drain Down Time (mins)	2880
M5-60 (mm)	20.000	Additional Storage (m ³ /ha)	0.0
Ratio-R	0.300	Starting Level (m)	
Summer CV	1.000	Check Discharge Rate(s)	x
Winter CV	1.000	Check Discharge Volume	x

Storm Durations

15 | 30 | 60 | 120 | 180 | 240 | 360 | 480 | 600 | 720 | 960 | 1440 | 2160

Return Period (years)	Climate Change (CC %)	Additional Area (A %)	Additional Flow (Q %)
1	0	0	0
30	40	0	0
100	45	0	0

Node Depth/Area 1 Soakaway Storage Structure

Base Inf Coefficient (m/hr)	0.10800	Invert Level (m)	84.820	Depth (m)	0.180
Side Inf Coefficient (m/hr)	0.00000	Time to half empty (mins)		Inf Depth (m)	
Safety Factor	5.0	Pit Width (m)	110.000	Number Required	1
Porosity	0.30	Pit Length (m)	50.000		

Results for 1 year Critical Storm Duration. Lowest mass balance: 100.00%

Node Event	US Node	Peak (mins)	Level (m)	Depth (m)	Inflow (l/s)	Node Vol (m³)	Flood (m³)	Status
120 minute summer	Depth/Area 1	76	84.848	0.028	46.5	45.8884	0.0000	OK
Link Event (Outflow)	US Node	Link	Outflow (l/s)					
120 minute summer	Depth/Area 1	Infiltration	18.4					

Results for 30 year +40% CC Critical Storm Duration. Lowest mass balance: 100.00%

Node Event	US Node	Peak (mins)	Level (m)	Depth (m)	Inflow (l/s)	Node Vol (m³)	Flood (m³)	Status
120 minute summer	Depth/Area 1	84	84.925	0.105	151.1	172.7176	0.0000	OK
Link Event (Outflow)	US Node	Link	Outflow (l/s)					
15 minute summer	Depth/Area 1	Infiltration	33.0					

Results for 100 year +45% CC Critical Storm Duration. Lowest mass balance: 100.00%

Node Event	US Node	Peak (mins)	Level (m)	Depth (m)	Inflow (l/s)	Node Vol (m³)	Flood (m³)	Status
120 minute summer	Depth/Area 1	90	84.975	0.155	205.4	255.9203	0.0000	OK
Link Event (Outflow)		US Node		Link	Outflow (l/s)			
15 minute summer		Depth/Area 1		Infiltration	33.0			