Intended for Oxford University Development Ltd

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Date August 2021

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BEGBROKE SCIENCE PARK SURFACE CAR PARK DRAINAGE STATEMENT



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| | | | | | |

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1. INTRODUCTION

1.1 Objective

Begbroke Science park is located north of Oxford, off the A44 and situated between Begbroke and Kidlington. The site consists of several commercial laboratory developments, along with greenfield areas and listed farm buildings. The boundary of the science park is defined by a wooded area surrounding the perimeter. The grid location for the development is SP 47821 13596, and the postcode OX5 1PF.

This Drainage Statement accompanies a full planning application for a new surface car park and service building located on the existing greenfield area to the northwest of the Science Park. A site Location Plan is included in Appendix 1.

This Drainage Statement has been produced to provide the surface and foul water drainage strategy for the proposed surface car park and ancillary buildings in support of a planning application for the development. The drainage strategy indicated in this document is to be reviewed and taken forward during the next stages of the design by all relevant stakeholders.

1.2 Constraints and Limitations

This drainage statement has been prepared for the exclusive use of Oxford University Development Ltd for the purpose of detailing the surface water and foul water below ground drainage strategy with associated constraints and opportunities that have been identified at this development.

Ramboll UK has endeavoured to assess all information provided to them during this appraisal. The report summarises information from a number of external sources and Ramboll cannot offer any guarantees or warranties for the completeness or accuracy of information relied upon. Ramboll UK has not verified information from third parties unless otherwise stated in this report.

This report should not be relied upon exclusively for decision making purposes and should be read in conjunction with all other Engineers', Architects', Consultants' reports, specifications and drawings in addition to all other relevant documentation.

2. SITE INFORMATION

2.1 Records Review

The key reports and drawings reviewed as part of this study are listed in the table below.

| TITLE | AUTHOR | DATE |
|--|--------------------------|----------------|
| Phase 2 Site Investigation Report Zones B & C (Ref. C15387) | Ground Engineering | August 2021 |
| Topographical Survey (Ref. 46515T- 01-4) | Plowman Craven | April 2021 |
| LP2264-FIRA-MP-ST-P-LA-WS 0001 | Fira Landscape Architect | 18 August 2021 |
| BBSP-NBBJ-ZZ-XX-DR-A-511010 & 511011 | NBBJ | 24 August 2021 |

Table 2.1. Key Documents and Reports

2.2 Existing Site Description

The development site is on a greenfield area bounded by woodlands to the north and west and an access road to the south. An existing farm access track traverses north/south along the western edge of the proposed surface car park. This is a greenfield site.



Figure 2.2. Site Location and Extents Extract from Google Maps, website accessed 19.08.2021

The extent of the planning application boundary is 0.59ha.

2.3 Existing Site Conditions

2.3.1 Topography

The site topography is generally flat at approximately 68.80m AoD to the southwest and 68.30m AoD to the northeast.

The topographical survey is included in Appendix 3.

2.3.2 Geology

The ground conditions comprise of made ground circa 0.25m to 2.30m thick underlain by superficial river terrace deposit of Summertown-Radley Sand and Gravel Member. This is underlain by the solid geology of Kellaways Clay Member at depths between 4.30m and 4.40m. The Kellaways Clay Member was underlain by a layer of Cornbrash Formation (2.70m to 2.8m thick) which in turn was underlain by Forest Marble Formation.

2.3.2.1 Ground Water

The nearest watercourse is Rowel Brook approximately 250m to the north of the proposed development.

From the ground investigation report, the site is recorded as being underlain by the Secondary (A) Aquiver Summertown-Radley Sand and Gravel Member of the Unproductive Oxford Clay Formation.

Ground water was encountered during excavation at depths of 3.9m below ground level and 3.60m below ground level in TP5 and TP6, respectively.

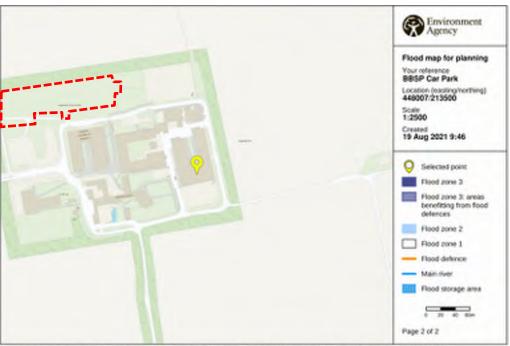
The Ground Investigation report is included in Appendix 2.

2.4 Flood Risk Considerations

From the Environment Agency (EA) flood mapping, suitable for planning, the development site is located within Flood Zone 1. The EA classes land within Flood Zone 1 as:

 Land assessed as having less than 1 in 1,000 annual probability of river or sea flooding (<0.1%)

The figure below is an extract from the Environment Agency flood map and confirms that the proposed development site is located within Flood Zone 1.



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Figure 2.2. Environment Agency Flood Map (suitable for Planning)

Extract from Environment Agency website, August 2021

On further assessment of the Environment Agency Flood Map, the development is at low risk of flooding from surface waters – see map extract below.



Figure 2.3. Environment Agency Flood Map – Extent of Flooding from Surface Water Extract from Environment Agency website, August 2021

The Flood Risk from Surface Water is 'very low' within the development site. The Environment Agency defines the flood risk as follows;

• 'Very low risk' means that each year this area has a chance of flooding of less than 0.1%. Flooding from surface water is difficult to predict as rainfall location and volume are difficult to forecast. In addition, local features can greatly affect the chance and severity of flooding.

In order to ensure the flood risk status of the development site is unaffected, a robust drainage strategy has been devised. The drainage strategy along with sustainable urban drainage features (SuDS) will manage surface water flows on site such that the development does not increase flood risk either to itself or neighbouring locations. There is no identified flood risk to the proposed development from artificial sources.

2.5 Existing Drainage Consideration

2.5.1 Foul Water Drainage

The existing local public foul and surface water sewer network currently serving the Begbroke Science Park and the wider Oxfordshire area is owned and maintained by Thames Water. The existing foul network serving the Science Park drain via gravity into a private sewerage pumping station located to the northwest of the site and discharges into the existing Thames Water sewer network.

Existing below ground services records indicate the two foul pumping chambers serving the wider science park located to the south west corner of the proposed development.

2.5.2 Surface Water Drainage

The proposed development is located on an existing greenfield site, and the nearest existing surface water drainage network is to the south of the propose development beneath the existing access road.

An analysis has been made of the existing greenfield run-off rate based on a total site area of 5,902m². The greenfield run-off rate was determined using industry standard software MicroDrainage ICP SuDS model, summarised as follows:

| QBAR (I/s) | Q (100 yrs) (l/s) | Q (1 yrs) (l/s) | Q (30 yrs) (l/s) | Q (100 yrs) (l/s) |
|------------|-------------------|-----------------|------------------|-------------------|
| 2.: | 7.2 | 1.9 | 5.1 | 7.2 |

2.6 Infiltration Testing

Soakaway testing in accordance with BRE Digest 365 was carried out in August 2021. The soakaway testing was undertaken in trial pits TP3, TP4 and TP7 at 2.0m depth within the coarse-grained Summertown-Radley Sand and Gravel Member. A summary of the infiltration test results at each location is included in the table below.

| INFILTRATION TEST LOCATION | INFILTRATION TEST RESULT (CARRIED OUT IN ACCORDANCE WITH BRE DIGEST 365) |
|----------------------------|---|
| | 3.46x10 ⁻⁵ m/s |
| TP3 | 2.60x10 ⁻⁵ m/s |
| | 1.62x10 ⁻⁵ m/s |

| INFILTRATION TEST LOCATION | INFILTRATION TEST RESULT (CARRIED OUT IN ACCORDANCE WITH BRE DIGEST 365) |
|----------------------------|---|
| | |
| | 5.61x10-5m/s |
| TP4 | 3.97x10-5m/s |
| 174 | 3.47x10-5 m/s |
| | |
| | 1.16x10-4 m/s |
| TP7 | 7.15x10-5 m/s |
| | 6.80x10-5 m/s |

The nearest infiltration test taken to the proposed development site is at trial pit location TP4. Of the three test fillings undertaken at this location 3.47×10^{-5} m/s was used in the proposed drainage strategy.

The trial pit locations are indicated on the Infiltration Test Location Plan below, and the Ground Investigation report appended to this report.

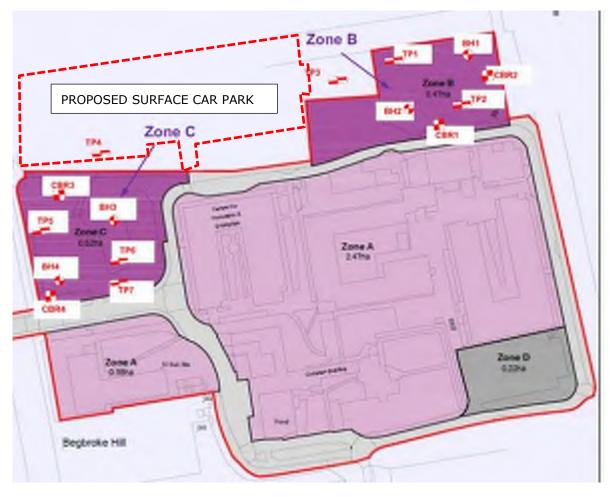


Figure 2.3. Infiltration Test Location Plan Extracted from Ground Engineering report C15387, dated August 2021

The ground investigation report prepared by Ground Engineering, Phase 2 Site Investigation Report Zones B & C (report ref. C15387, dated August 2021), is included Appendix 2.

3. PROPOSED DRAINAGE STRATEGY

3.1 Proposed Development

The proposed development is located on an existing greenfield site, bounded by woodland area to the north and west.

3.2 Design Standards

The proposed drainage strategy comprises an infiltration surface water drainage scheme utilising sustainable drainage systems (SuDS) co-ordinated with the landscape, and unattenuated foul flows for foul water discharge.

The proposed drainage strategy includes a comprehensive SuDS scheme to provide water quality betterment and satisfy Local Policy.

The proposed foul and surface water drainage strategy was designed in accordance with, and follows procedures, set out in the following documents noted below.

The proposed surface water and foul water drainage networks will be designed and installed to achieve self-cleaning velocity. Flows will generally be kept close to 1 m/s and less than 3 m/s to avoid erosion of the internal pipe surface and to ensure that self-cleaning velocities are achieved. This is subject to the condition, location and level of the existing off-site below ground drainage and sewerage network. Proposed foul water drainage pipes are to be minimum 150mm in diameter, and laid to gradients sufficient to allow for self-cleansing as per "**the Code**".

The development will be drained by dedicated and fully segregated surface and foul water systems designed in accordance with the following documents (where appropriate):

- Building Regulations Approved Document Part H;
- BS EN 12056: Parts 1-5: Gravity Drainage Systems Inside Buildings
- BS EN 752: Drain and Sewer Systems outside buildings
- BS EN 1610: Construction and testing of drains and sewers;
- BS EN 1295-1: Structural design of buried pipelines under various conditions of loading;
- Sustainable Drainage Systems Design manual for England and Wales (CIRIA);
- Appendix C of the Design and Construction Guidance for foul and surface water sewers offered for adoption under the code for adoption agreements for water and sewerage companies operating wholly or mainly in England ("the Code");
- BS 8000-14: Workmanship on Building Sites: Code of Practice for Below Ground Drainage
- Oxfordshire County Council Local Standards and Guidance for Surface Water Drainage on Major Development in Oxfordshire (V1. November 2018)
- Non-statutory Technical Standards for Sustainable Drainage Systems, S5 and S6
- CIRIA C753 The SuDS Manual

Local planning guidance has indicated that SuDS should be used on-site where appropriate, as this will;

- Reduce the impact of the urbanisation on the frequency and size of floods;
- Protect and enhance water quality;
- Provide habitats for wildlife;
- Provide amenity for users of the facility;
- Encourage natural water recharge.

The drainage strategy will be designed to current guidance for adoptable sewers (the Code), however, it is anticipated that the drainage network will be private.

As per the National Planning Policy Framework (NPPF) guidance and the guidance provided in the Code, surface water design storm criteria for the development should be as follows;

- No surcharging for the 1 in 1 year return period
- No flooding for the 1 in 30 year return period, unless where noted to allow overflow in above ground SuDS features
- No flooding permitted to residential or commercial properties for the 1 in 100 year return period storm event with an additional 40% allowance for climate change. If overland flooding occurs in this event, the location of overland flow paths and the extent and depth of ponding will be considered.

The actual below ground foul water drainage sizes will be determined once the flow rates are available from building services engineers, during the design development stages.

3.3 Proposed Surface Water Drainage

The development site is located on an existing greenfield area as noted in Section 2.2, above. This together with the existing ground conditions, infiltration test results and ground water level below ground indicated that an infiltration drainage strategy utilising SuDS features is suitable for this location.

A porous pavement build-up is proposed for the parking bays in the car park, and impermeable paving in the access road and aisle to provide a more robust pavement build-up. Car parking bays located within 5.0m of proposed (and existing) buildings are laid to porous pavement with an impermeable geotextile surround to provide attenuation and conveyed to the nearby below ground soakaway geocellular tank located beneath the surface car park. A perforated pipe is included in the impermeable line porous pavement.

Surface water run-off from the ancillary buildings is collected via a gravity below ground drainage network to a below ground soakaway tank located in the soft landscaped area to the west.

The pre- and post-development rates based on a greenfield run-off rate (QBAR) is as follows:

| Pre-development run-off rate | 2.3 l/s |
|-------------------------------|---------|
| Post-development run-off rate | 2.1 l/s |

Table 3.4. Greenfield Run-off Rates

As noted above, the surface water run-off from the proposed development is managed on site through infiltration.

The proposed surface water management strategy has been developed in parallel with the Architectural and Landscaping Architects proposals. In producing this strategy, a feasibility assessment of viable SuDS measures was undertaken to ensure that surface water is appropriately managed given the existing site constraints.

The principles of the strategy are as follows:

- **Porous pavement** (2167m²) construction to the majority of parking bays within the surface car park with a 400mm thick coarse graded drainage layer to **infiltrate** surface water run-off to ground. Where infiltration is allowed, the pavement build-up to include a permeable permafilter geomembrane to provide pollution treatment. This system will provide the required treatment for the small flows entering the positive drainage system. Treatment measures to be confirmed sufficient in accordance with Ciria SuDS Manual (Chapter 26) at detailed design stage.
- Where located within 5.0m of proposed and existing buildings, a **porous pavement** (346m²) build-up with an impermeable geomembrane surround is proposed to **attenuate** surface water run-off. A perforated pipe within the filter material conveys surface water run-off to a nearby below ground geocellular soakaway tank for **infiltration** to ground. This system will provide the required treatment for the small flows entering the positive drainage system. Treatment measures to be confirmed sufficient in accordance with Ciria SuDS Manual (Chapter 26) at detailed design stage.
- **Filter drains** (29m²) are proposed to accept roof run-off from the ancillary buildings and conveyed via a series of perforated and solid pipes to the soakaway tank located to the east of the buildings. This system will provide the required treatment for the small flows entering the positive drainage system. Treatment measures to be confirmed sufficient in accordance with Ciria SuDS Manual (Chapter 26) at detailed design stage.
- Linear drainage channels are proposed in strategic locations within the surface car park and ancillary buildings to intercept excess run-off during intense storm events for conveyance to the nearby below ground geocellular soakaway tank for **infiltration** to ground.
- The proposed surface water run-off from the development site is conveyed to the geocellular structures via the SuDS features noted above to provide **infiltration** to ground.
- A petrol/oil **full retention separator** is proposed upstream of the below ground geocellular soakaway tank to provide an added level of **pollution treatment** in addition to the inherent pollution treatment from the SuDS features.

The proposed surface water drainage strategy drawings are included in Appendix 4.

The total impermeable area for the proposed development site is 0.54 ha. Further hydraulic modelling in the following design stages is required to determine the precise network capacity and surface water attenuation volumes. The hydraulic analysis and modelling criteria for the surface water drainage design to be undertaken at detailed design stage is;

- FSR Rainfall Data
- M5-60(mm) 20.0
- Ratio (R) 0.40
- Climate Change (CC) 40% for 1 in 100-year return period
- Area (ha) 0.54 ha (for impermeable areas refer to the MicroDrainage results included in Appendix 5)
- Maximum Allowable Discharge Infiltration only

The above criteria have been input into the industry standard MicroDrainage hydraulic modelling software.

The proposed surface water drainage strategy was modelled in MicroDrainage and the output results included in Appendix 5. In accordance with the Code and latest EA guidelines, the surface water drainage network has been modelled to not flood in the 1 in 30 year and 1 in 100 year plus 40% climate change storm events.

3.3.1 SuDS Analysis

Good practice emphasises the need to ensure surface water run-off is managed close to its source. It highlights that developers should aim to achieve greenfield run-off from their site through the use of sustainable drainage techniques. This can also be aided by encouraging the retention of soft landscaping as opposed to hard, less permeable surfaces.

In line with the Lead Local Flood Authority guidance, SuDS features are used to achieve a minimum of 40% betterment on brownfield rates for the development site.

The following hierarchy for managing surface water applies:

- Water Reuse
- Living Roofs
- Basins and Ponds
- Infiltration Devices
- Permeable Surfaces
- Tank Systems



The surface water drainage strategy considers the SuDS hierarchy in developing the water management proposals. The surface water management features, infiltration devices, permeable surfaces and tank systems are incorporated within the development proposals.

Basins and ponds were discounted due to the limitations on space for future development proposals not included as part of this Planning Application.

The type of development; ancillary buildings comprising plant rooms and bin store, and surface car park, is not considered suitable for water re-use.

3.3.2 SuDS Treatment Train

Water pollution has been taken into account and methods of treatment chosen against criteria outlined in the Ciria SuDS Manual. Treatment measures are to be confirmed sufficient in accordance with Ciria SuDS Manual (Chapter 26) at detailed design stage. An outline using extracts from the document to allocate suitable pollution indices for the proposed land use is provided below:

1. Define pollution hazard indices, presented in Table 26.2 of the Ciria SuDS Manual:

| Land use | Pollution hazard level | Total suspended solids (TSS) | Metals | Hydro- carbons |
|---|---------------------------|---------------------------------|--|-------------------|
| Residential roofs | Very low | 0.2 | 0.2 | 0.05 |
| Other roofs (typically commercial/ industrial roofs) | Low | 0.3 | 0.2 (up to 0.8 where there is potential for metals to leach from the roof) | 0.05 |
| Individual property driveways, residential car parks, low traffic roads (eg cul de sacs, homezones and general access roads) and non- residential car parking with infrequent change (eg schools, offices) ie < 300 traffic movements/day | Low | 0.5 | 0.4 | 0.4 |
| Commercial yard and delivery areas, non-residential car parking with frequent change (eg hospitals, retail), all roads except low traffic roads and trunk roads/motorways ¹ | Medium | 0.7 | 0.6 | 0.7 |
| Sites with heavy pollution (eg haulage yards, lorry parks, highly frequented lorry approaches to industrial estates, waste sites), sites where chemicals and fuels (other than domestic fuel oil) are to be delivered, handled, stored, used or manufactured; industrial sites; trunk roads and motorways! | High | 0.82 | 0.82 | 0.92 |

Notes

2

1 Motorways and trunk roads should follow the guidance and risk assessment process set out in Highways Agency (2009).

These should only be used if considered appropriate as part of a detailed risk assessment – required for all these land use types (Table 4.3). When dealing with high hazard sites, the environmental regulator should first be consulted for pre-permitting advice. This will help determine the most appropriate approach to the development of a design solution.

Table 3.2. Pollution Hazard Indices

Extract from the Ciria SuDS Manual, Chapter 26

2. Determine SuDS Pollution Mitigation Indices

| | Characteristics of the material overlying the proposed infiltration surface, through which the runoff percolates' | TSS | Metals | Hydrocarbons |
|---|---|----------------------------|----------------|--|
| ĺ | A layer of dense vegetation underlain by a soil with good contaminant attenuation potential ² of at least 300 mm in depth ³ | 0.64 | 0.5 | 0.6 |
| | A soil with good contaminant attenuation potential ² of at least 300 mm in depth ³ | 0.4* | 0.3 | 0.3 |
| | Infiltration trench (where a suitable depth of filtration material is included that provides treatment, ie graded gravel with sufficient smaller particles but not single size coarse aggregate such as 20 mm gravel) undertain by a soil with good contaminant attenuation potential ² of at least 300 mm in depth ³ | 0.44 | 0.4 | 0.4 |
| | Constructed permeable pavement (where a suitable filtration layer is included that provides treatment, and including a geotextile at the base separating the foundation from the subgrade) underlain by a soil with good contaminant attenuation potential ² of at least 300 mm in depth ² | 0.7 | 0.6 | 0.7 |
| | Bioretention underlain by a soil with good contaminant attenuation potential ² of at least 300 mm in depth ³ | 0.84 | 0.8 | 0.8 |
| | Proprietary treatment systems ^{5,6} | each of the levels for inf | contaminant ty | hat they can address pes to acceptable tions relevant to the |

Notes

- All designs must include a minimum of 1m unsaturated depth of aquifer material between the infitration surface and the maximum likely groundwater level (as required in infitration design – Chapter 25).
- 2 For example as recommended in Sniffer (2008a and 2008b), Scott Wilson (2010) or other appropriate guidance.
- 3 Alternative depths may be considered where it can be demonstrated that the combination of the proposed depth and soil characteristics will provide equivalent protection to the underlying groundwater see note 1.
- 4 If significant volumes of sediment are allowed to enter an infiltration system, there will be a high risk of rapid clogging and subsequent system failure.
- 5 See Chapter 14 for approaches to demonstrate product performance. Note: a British Water/Environment Agency assessment code of practice is currently under development that will allow manufacturers to complete an agreed test protocol for systems intended to treat contaminated surface water runoff. Full details can be found at: www.britishwater.co.uk/Publications/codes-of-practise.aspx
- 6 SEPA only considers proprietary treatment systems as appropriate in exceptional circumstances where other types of SuDS component are not practicable. Proprietary treatment systems may also be considered appropriate for existing sites that are causing pollution, where there is a requirement to retrofit treatment. WAT-RM-08 (SEPA, 2014) also provides a flowchart with a summary of checks on suitability of a proprietary system.

Table 3.3. Pollution Mitigation Indices for Discharges to Ground Waters

Extract from the Ciria SuDS Manual, Chapter 26

The applicable indices following the methodology set out in the Ciria SuDS Manual is highlighted with a red box.

The proposed development is subject to design development, and a risk assessment of the SuDS features are to be undertaken in the following design stage.

3.4 Proposed Foul Water Drainage

The indicative foul water drainage strategy assumes sufficient capacity in the existing foul water pumping station to accommodate foul flows from the proposed development, this is to be confirmed by the Client.

Although the ancillary buildings are not anticipated to require foul water drainage, floor gullies are proposed. The foul flows from the ancillary buildings are expected to be minimal from wash-down activities only. Foul water drains are proposed to connect via gravity to the existing private site network to the southeast of the ancillary buildings.

The proposed foul water drainage strategy drawings are included in Appendix 4.

4. MAINTENANCE REQUIREMENTS OF DRAINAGE COMPONENTS

The tables below, taken from the Ciria SuDS Manual, provides guidance on the type of operational and maintenance requirements that may be appropriate for the drainage features proposed in this Drainage Strategy report.

| Maintenance schedule | Required action | Typical frequency |
|------------------------|--|---|
| | Inspect for sediment and debris in pre-treatment components and floor of inspection tube or chamber and inside of concrete manhole rings | Annually |
| Regular maintenance | Cleaning of gutters and any filters on downpipes | Annually (or as required based on inspections) |
| | Trimming any roots that may be causing blockages | Annually (or as required |
| Occasional maintenance | Remove sediment and debris from pre-treatment components and floor of inspection tube or chamber and inside of concrete manhole rings | As required, based on inspections |
| Open distantions | Reconstruct soakaway and/or replace or clean void fill, if performance deteriorates or failure occurs | As required |
| Remedial actions | Replacement of clogged geotextile (will require reconstruction of soakaway) | As required |
| Monitoring | Inspect silt traps and note rate of sediment accumulation | Monthly in the first year and then annually |
| | Check soakaway to ensure emptying is occurring | Annually |

Table 4.5. Maintenance Requirements of Drainage Components (Soakaways)

Extract from the Ciria SuDS Manual, Chapter 13

| | Maintenance schedule | Required action | Typical frequency | |
|--|------------------------|--|--------------------------------|--|
| | | Remove litter (including leaf litter) and debris from filter drain surface, access chambers and pre-treatment devices | Monthly (or as required | |
| | Regular maintenance | Inspect filter drain surface, inlet/outlet pipework and control systems for blockages, clogging, standing water and structural damage | Monthly | |
| | | Inspect pre-treatment systems, inlets and perforated pipework for silt accumulation, and establish appropriate silt removal frequencies | Six monthly | |
| | | Remove sediment from pre-treatment devices | Six monthly, or as required | |
| | | Remove or control tree roots where they are encroaching the sides of the filter drain, using recommended methods (eg NJUG, 2007 or BS 3998:2010) | As required | |
| | Occasional maintenance | At locations with high pollution loads, remove surface geotextile and replace, and wash or replace overlying filter medium | Five yearly, or as required | |
| | | Clear perforated pipework of blockages | As required | |

Table 4.2. Maintenance Requirements of Drainage Components (Filter Drains)

Extract from the Ciria SuDS Manual, Chapter 16

| .5 | Maintenance schedule | Required action | Typical frequency |
|------------------------|--|---|---|
| | Regular maintenance | Brushing and vacuuming (standard cosmetic sweep over whole surface) | Once a year, after autumn leaf fail, or reduced frequency as required, based on site-specific observations of clogging or manufacturer's recommendations – pay particular attention to areas where water runs onto pervious surface from adjacent impermeable areas as this area is most likely to collect the most sediment |
| | | Stabilise and mow contributing and adjacent areas | As required |
| Occasional maintenance | Removal of weeds or management using glyphospate applied directly into the weeds by an applicator rather than spraying | As required – once per year on less frequently used pavements | |
| | | Remediate any landscaping which, through vegetation maintenance or soil slip, has been raised to within 50 mm of the level of the paying | As required |
| Remedial Actions | Remedial work to any depressions, rutting and cracked or broken blocks considered detrimental to the structural performance or a hazard to users, and replace lost jointing material | As required | |
| | Rehabilitation of surface and upper substructure by remedial sweeping | Every 10 to 15 years or as required (if infiltration performance is reduced due to significant clogging) | |
| | | Initial inspection | Monthly for three months after installation |
| | Monitoring | Inspect for evidence of poor operation and/or weed growth – if required, take remedial action | Three-monthly, 48 h after large storms in first six months |
| | | Inspect sit accumulation rates and establish appropriate brushing frequencies | Annually |
| | | Monitor inspection chambers | Annually |

Table 4.3. Maintenance Requirements of Drainage Components (Pervious Pavements)Extract from the Ciria SuDS Manual, Chapter 16

In addition to the items listed above, the table below provides further guidance on type of operational and maintenance requirements that may be appropriate for the drainage features not included in the tables provided above.

| Drainage Feature | Regular Maintenance | Occasional/Remedial Maintenance | Monitoring |
|---|---|---|---|
| Drainage channels/Gullies | Inspections will include gratings; covers including their locking bolts; sumps and sump buckets; exposed concrete surround and adjacent surfacing. Check for accumulation of debris and silt and cleaned as necessary Gratings, frames and all associated locking parts to be checked for damage. Exposed concrete and adjacent surfacing to be checked for cracking and general damage. Check condition of inlet and outlet pipes, flow controls, baffles and isolation structures | Channel cleaning will be by flushing with water or high pressure jetting (no boiling water or cleaning agent will be used). All silt buckets and sumps will be cleaned out replaced back into the units ensuring they are correctly fitted. All channel surfaces and joints will be checked and repaired as necessary. Repair/rehabilitation of inlets, outlet, overflows and vents, as required. | Inspect every 4 months or after large storm. |
| Catchpit Manholes/Inspection Chambers | baffles and isolation structures Check for accumulation of debris and silt and cleaned as necessary. Covers and frames to be checked for damage. Exposed concrete and adjacent surfacing to be checked for cracking and general damage. Check condition of inlet and outlet pipes, flow controls, baffles and isolation structures | Clean as necessary. All manhole and inspection chamber covers and frames to be replaced as necessary. Repair exposed concrete and surfacing as necessary Repair/rehabilitation of inlets, outlet, overflows and vents, as required. | Inspect every 6 months or after large storm. |
| Proprietary treatment system | Remove litter and debris and inspect for sediment, oil and grease accumulation; six monthly Change the filter media; as recommended by manufacturer Remove sediment, oil, grease and floatables; as necessary – indicated by system inspections or immediately following significant spill | Replace malfunctioning parts or structures; as required | Inspect for evidence of poor operation; six monthly Inspect filter media and establish appropriate replacement frequencies; six monthly Inspect sediment accumulation rates and establish appropriate removal frequencies; monthly during the first half year of operation, then every six months |

Table 4.4. Drainage Maintenance Strategy

APPENDIX 1 SITE LOCATION PLAN



APPENDIX 2 GROUND INVESTIGATION REPORT

GROUND ENGINEERING

Newark Road Peterborough PE1 5UA Tel: 01733 566566 admin@groundengineering.co.uk

PHASE 2 SITE INVESTIGATION REPORT ZONES B & C BEGBROKE SCIENCE PARK BEGBROKE HILL WOODSTOCK ROAD KIDLINGTON

Report Reference No. C15387

On behalf of:-

Oxford University Development

University Offices Wellington Square Oxford OX1 2JD

August 2021

conditions. Based on this, a CBR design value of 2.5% is therefore considered appropriate for this localised clay within Zone C.

Proof rolling of the formation layer should be carried out prior to construction and any topsoil, soft or loosely compacted material should be removed and replaced with a well graded hardcore or lean mix concrete.

Drainage

The soil infiltration rates determined from the three sets of three BRE 365 soakaway tests undertaken in TP3, TP4 and TP7 at 2.00m depth within the coarse-grained Summertown-Radley Sand and Gravel Member were between 1.16x10⁻⁴m/s and 1.62x10⁻⁵m/s. The quickest infiltration rate was determined from the first filling in TP7 (Zone C) and the slowest rate was determined from the third test filling in TP3 (Zone B). The infiltration rates are considered to be representative of the coarse-grained Summertown-Radley Sand and Gravel Member and consistent with the sieve test results obtained, and indicate a good drainage potential based on Figure 6 of BS8004:1986.

Based on these findings it is considered that traditional soakaways may be installed. For any proposed soakaway drainage, chambers should be designed with sufficient storage capacity and surface area to cope with storm events. The groundwater level, measured at approximately 3.30m depth during the return visits, would limit the depth of soakaways. The underlying Kellaways Clay Member, met at its shallowest at 4.30m depth, is typically practically impervious.

Any proposed soakaway chambers should incorporate silt and leaf traps to ensure the infiltration rates do not deteriorate with time. Soakaways should be positioned at least 5m distance from buildings due to the potential for removal of fines and undermining foundations within the coarse-grained soils, particularly within the deep, rubbly made ground (met in the infilled former reservoir in Zone B). Drainage design should be undertaken by a specialist. It is recommended that unless already completed, a CCTV survey of the existing drainage system, including any sewers, should be undertaken to determine their locations, depths, state of repair and as to whether they can be used or augmented for the proposed redevelopment.

Buried Concrete

Sulphate analysis of the soil and water samples tested (undertaken as part of both geotechnical and chemical laboratory testing) gave results in Design Sulphate Classes DS-1 and DS-2 of the BRE Special Digest 1, Table C2 (2005) presented in Appendix 5. The DS-2 results were obtained from samples of Kellaways Clay and Forest Marble Formation clay. The pH results were between 6.8 and 10.2, and so acidic to alkaline.

The Kellaways Clay contained rare gravel size pyrite nodules/pyritised fossil wood. It should be noted that the use of piled foundations would minimise disturbance of the ground and consequently reduce the potential for the oxidation of any pyritic clay, but re-use of pile arisings could enhance the potential for oxidation of any disturbed pyritic clay. Pile arisings should therefore not be re-used for fill in contact with buried concrete.

Using the sulphate and pH results obtained within the made ground and Summertown-Radley Sand and Gravel Member, an Aggressive Chemical Environment for Concrete (ACEC) Class of AC-1 would be considered appropriate for buried concrete/mass footings in contact with these soils.

An ACEC class of AC-2 would be required for concrete in deepened/piled foundations, where in contact with the underlying solid geology clays.

BRE DIGEST 365 - SOIL INFILTRATION RATE

Project: Begbroke Science Park, Kidlington Date of Test :16/06/2021

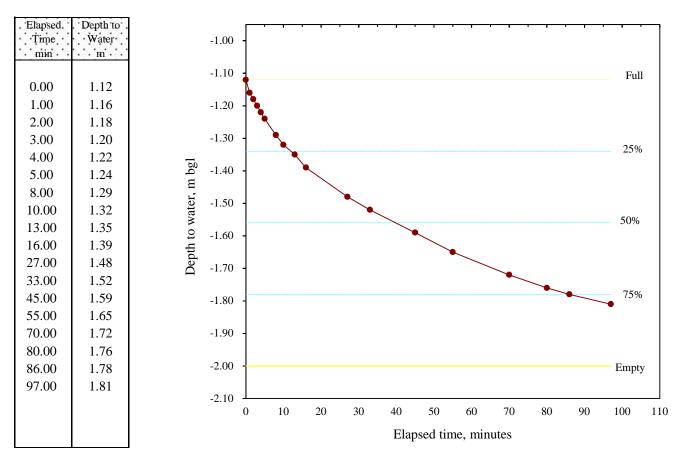
Trial Pit:TP3 (FIRST FILLING)Depth:2.00Length:2.20Width:0.60

Description of Stratum under test: Brown and yellow brown, slightly silty, gravelly SAND

Dry

Depth to water prior to test: (below ground level)

DEPTH TO WATER vs ELAPSED TIME



All dimensions given in metres

f = (V75-V25)/A50(T75-T25) V75-V25 = 0.58 A50 = 3.78 T75-T25 = 74 f = 3.46E-05 m/s

Project No:C15387 Sheet No: 1/3

BRE DIGEST 365 - SOIL INFILTRATION RATE

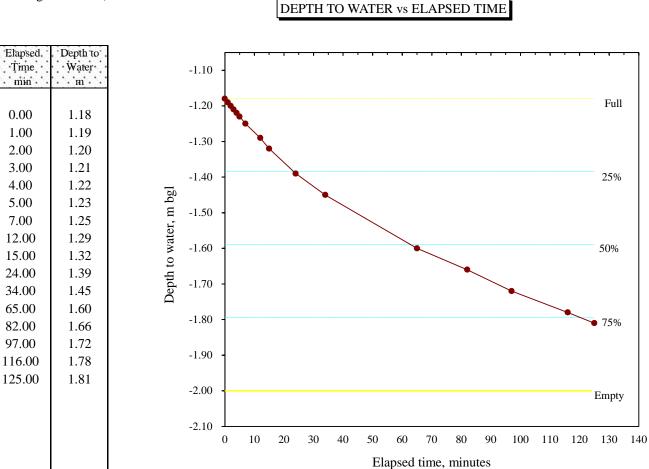
Project: Begbroke Science Park, Kidlington Date of Test :16/06/2021

| Trial Pit: | TP3 (SECOND FILLING) |
|------------|----------------------|
| Depth: | 2.00 |
| Length: | 2.20 |
| Width: | 0.60 |

Description of Stratum under test: Brown and yellow brown, slightly silty, gravelly SAND

Dry

Depth to water prior to test: (below ground level)



All dimensions given in metres

| f = | (V75-V25)/A50(T75-T25) |
|----------------|------------------------|
| V75-V25 = | 0.54 |
| A50 = | 3.62 |
| T75-T25 = | 96 |
| $\mathbf{f} =$ | <u>2.60E-05</u> m/s |

Project No:C15387 Sheet No: 2/3

BRE DIGEST 365 - SOIL INFILTRATION RATE

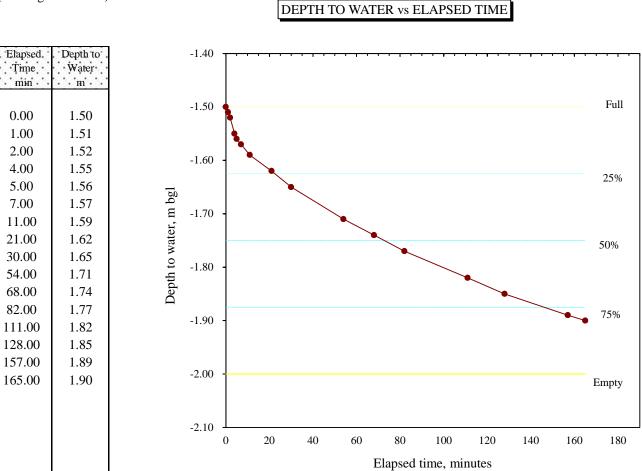
Project: Begbroke Science Park, Kidlington Date of Test :16/06/2021

Trial Pit:TP3 (THIRD FILLING)Depth:2.00Length:2.20Width:0.60

Description of Stratum under test: Brown and yellow brown, slightly silty, gravelly SAND

Dry

Depth to water prior to test: (below ground level)



All dimensions given in metres

| f = | (V75-V25)/A50(T75-T25) |
|----------------|------------------------|
| V75-V25 = | 0.33 |
| A50 = | 2.72 |
| T75-T25 = | 125 |
| $\mathbf{f} =$ | <u>1.62E-05</u> m/s |

Project No:C15387 Sheet No: 3/3

BRE DIGEST 365 - SOIL INFILTRATION RATE

Project: Begbroke Science Park, Kidlington Date of Test :16/06/2021

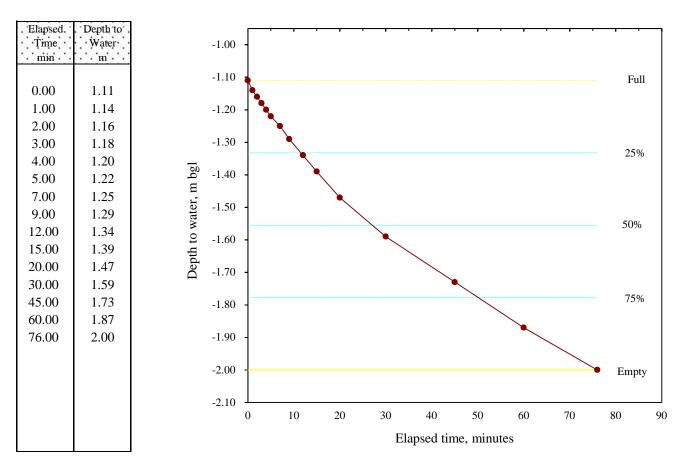
| Trial Pit: | TP4 (FIRST FILLING) |
|------------|---------------------|
| Depth: | 2.00 |
| Length: | 1.70 |
| Width: | 0.60 |

Description of Stratum under test: Light brown, slightly silty SAND AND GRAVEL.

Dry

Depth to water prior to test: (below ground level)

DEPTH TO WATER vs ELAPSED TIME



All dimensions given in metres

| f = | (V75-V25)/A50(T75-T25) |
|----------------|------------------------|
| V75-V25 = | 0.45 |
| A50 = | 3.07 |
| T75-T25 = | 44 |
| $\mathbf{f} =$ | <u>5.61E-05</u> m/s |

Project No:C15387 Sheet No: 1/3

BRE DIGEST 365 - SOIL INFILTRATION RATE

Project: Begbroke Science Park, Kidlington Date of Test :16/06/2021

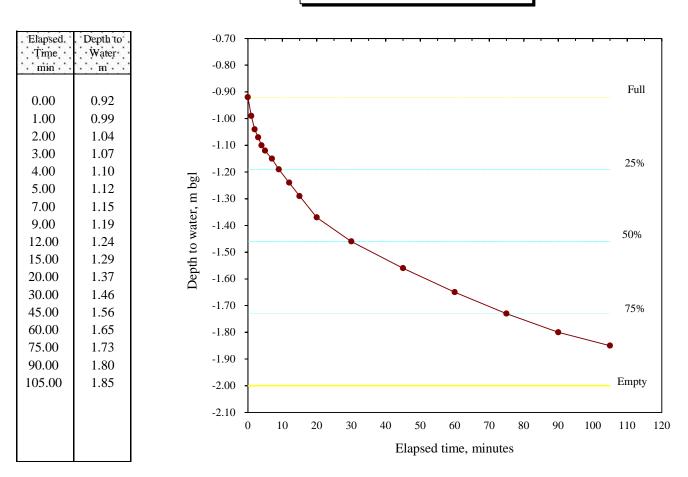
| Trial Pit: | TP4 (SECOND FILLING) |
|------------|----------------------|
| Depth: | 2.00 |
| Length: | 1.70 |
| Width: | 0.60 |

Description of Stratum under test: Light brown, slightly silty SAND AND GRAVEL.

Dry

Depth to water prior to test: (below ground level)

DEPTH TO WATER vs ELAPSED TIME



All dimensions given in metres

| f = | (V75-V25)/A50(T75-T25) |
|----------------|------------------------|
| V75-V25 = | 0.55 |
| A50 = | 3.50 |
| T75-T25 = | 66 |
| $\mathbf{f} =$ | <u>3.97E-05</u> m/s |

Project No:C15387 Sheet No: 2/3

BRE DIGEST 365 - SOIL INFILTRATION RATE

Project: Begbroke Science Park, Kidlington Date of Test :16/06/2021

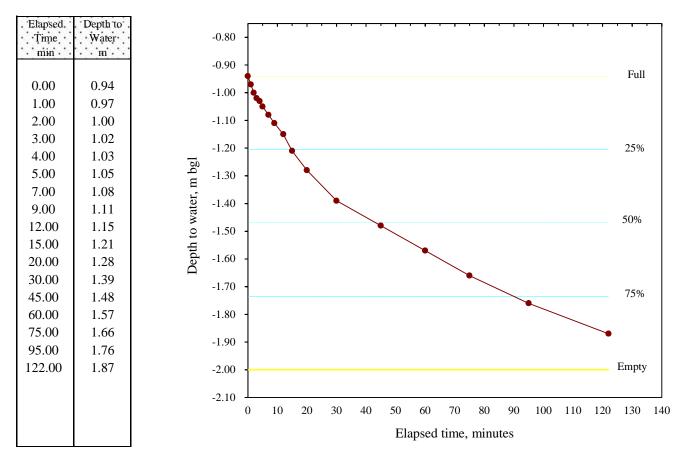
| Trial Pit: | TP4 (THIRD FILLING) |
|------------|---------------------|
| Depth: | 2.00 |
| Length: | 1.70 |
| Width: | 0.60 |

Description of Stratum under test: Light brown, slightly silty SAND AND GRAVEL.

Dry

Depth to water prior to test: (below ground level)

DEPTH TO WATER vs ELAPSED TIME



All dimensions given in metres

| f = | (V75-V25)/A50(T75-T25) |
|----------------|------------------------|
| V75-V25 = | 0.54 |
| A50 = | 3.46 |
| T75-T25 = | 75 |
| $\mathbf{f} =$ | <u>3.47E-05</u> m/s |

Project No:C15387 Sheet No: 3/3

BRE DIGEST 365 - SOIL INFILTRATION RATE

Project: Begbroke Science Park, Kidlington Date of Test :16/06/2021

Trial Pit:TP7 (FIRST FILLING)Depth:2.00Length:1.70Width:0.60

Description of Stratum under test: Brown and Yellow Brown, slightly silty SAND AND GRAVEL

Dry

Depth to water prior to test: (below ground level)

DEPTH TO WATER vs ELAPSED TIME

-0.80 Elapsed. Depth to Water Time -0.90 min · m · Full -1.00 0.00 1.00 1.00 1.11 -1.10 2.00 1.18 3.00 1.24 -1.20 25% 4.00 1.30 Depth to water, m bgl -1.30 5.00 1.35 7.00 1.41 -1.40 9.00 1.46 50% -1.50 12.00 1.51 15.00 1.57 -1.60 20.00 1.66 30.00 1.84 -1.70 75% 40.00 1.98 -1.80 -1.90 Empty -2.00 -2.10 5 10 15 0 20 25 30 35 40 45 50 Elapsed time, minutes

All dimensions given in metres

f = (V75-V25)/A50(T75-T25) V75-V25 = 0.51 A50 = 3.32 T75-T25 = 22 f = 1.16E-04 m/s

Project No:C15387 Sheet No: 1/3

BRE DIGEST 365 - SOIL INFILTRATION RATE

Project: Begbroke Science Park, Kidlington Date of Test :16/06/2021

Trial Pit:TP7 (SECOND FILLING)Depth:2.00Length:1.70Width:0.60

Description of Stratum under test: Brown and Yellow Brown, slightly silty SAND AND GRAVEL

Dry

Depth to water prior to test: (below ground level)

DEPTH TO WATER vs ELAPSED TIME

-0.80 Elapsed. Depth to Water Time -0.90 min · m · Full -1.00 0.00 0.98 1.00 1.05 -1.10 2.00 1.11 3.00 1.16 -1.20 25% 4.00 1.20 Depth to water, m bgl -1.30 5.00 1.24 7.00 1.29 -1.40 9.00 1.33 50% -1.50 12.00 1.38 15.00 1.43 -1.60 20.00 1.50 30.00 1.62 -1.70 75% 45.00 1.78 -1.80 50.00 1.82 -1.90 Empty -2.00 -2.10 5 10 25 60 0 15 20 30 35 40 45 50 55 Elapsed time, minutes

All dimensions given in metres

| f = | (V75-V25)/A50(T75-T25) |
|----------------|------------------------|
| V75-V25 = | 0.52 |
| A50 = | 3.37 |
| T75-T25 = | 36 |
| $\mathbf{f} =$ | <u>7.15E-05</u> m/s |

Project No:C15387 Sheet No: 2/3

BRE DIGEST 365 - SOIL INFILTRATION RATE

Project: Begbroke Science Park, Kidlington Date of Test :16/06/2021

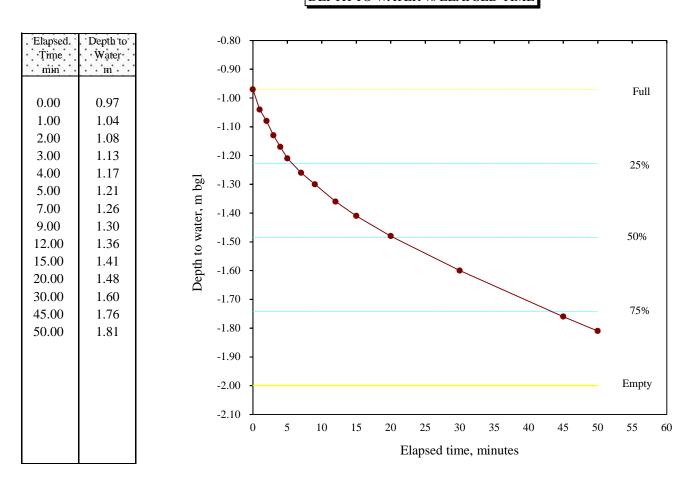
Trial Pit:TP7 (THIRD FILLING)Depth:2.00Length:1.70Width:0.60

Description of Stratum under test: Brown and Yellow Brown, slightly silty SAND AND GRAVEL

Dry

Depth to water prior to test: (below ground level)

DEPTH TO WATER vs ELAPSED TIME

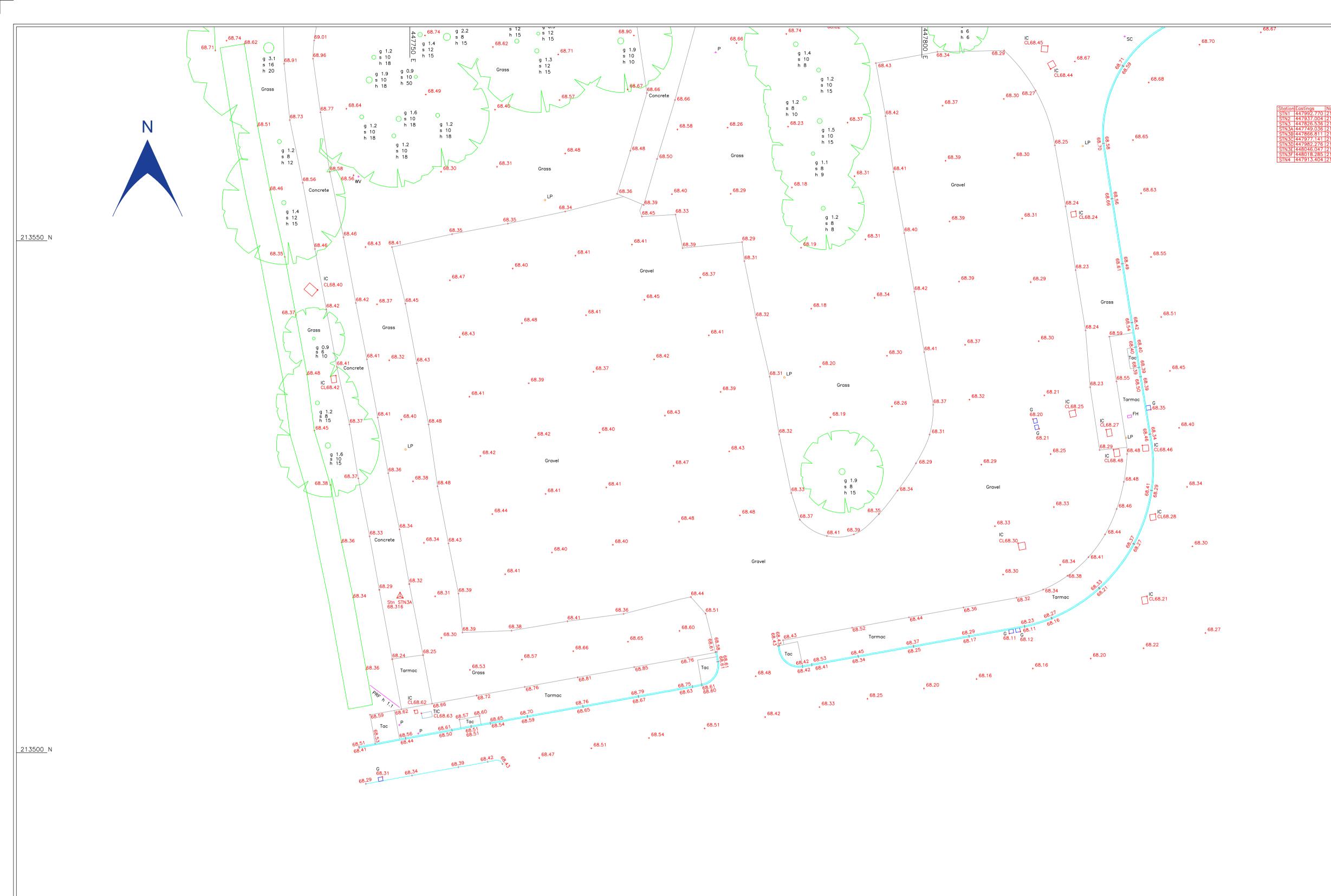


All dimensions given in metres

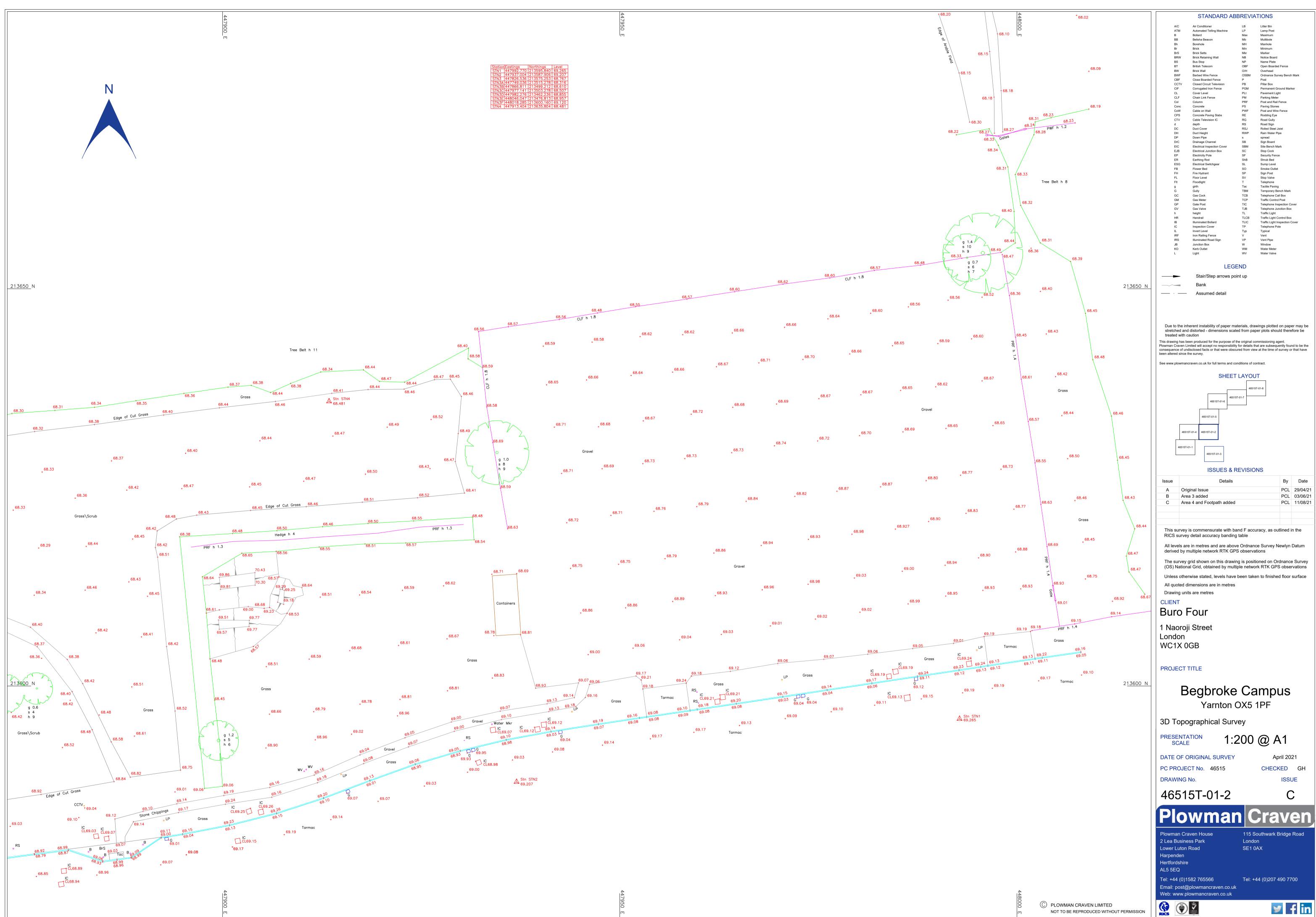
| f = | (V75-V25)/A50(T75-T25) |
|----------------|------------------------|
| V75-V25 = | 0.53 |
| A50 = | 3.39 |
| T75-T25 = | 38 |
| $\mathbf{f} =$ | <u>6.80E-05</u> m/s |

Project No:C15387 Sheet No: 3/3

APPENDIX 3 TOPOGRAPHICAL SURVEY



| | □ ^{IC} CL68.54 | 4 | STANDARD ABBREVIATIONS |
|---|--|------------------|--|
| <text><text><text><text><text></text></text></text></text></text> | Eostings Northings Level 447992.770 213595.840 69.265 447937.004 213587.906 69.207 447249.036 213575.253 68.767 447749.036 213515.278 68.316 4477866.811 213499.212 68.610 447982.276 213462.236 68.855 448046.047 213476.813 68.957 | п | ATM Automated Talling Machine LP Lamp Post B Bellarid Max Maximum BB Bellarid Max Maintone Bh Borehole MH Manhole Bh Borehole Ming Meer Col Column Manhole Col Column PPF Post and Rai Fone Conc Concrete Conc Concrete Paving Slaba RE Moding Eye CrV Cable Television IC RG Road Guly d depth RS Road Sign DC Ducl Height RWP Rain Water Pipe DC Durahage Channel SB Sign Board EC Electrical Switchgear SL Sump Level FH Fire Hydrant SP Sign Post FH Fire Hydrant TCP Traffic Light Mark GC Gas Cock TCP Traffic Light Manhole Bh Handrall TLCB Traffic Light MH Andral Handrall TLCB Traffic Light Mark Handrall TLCB Traffic Light Control Box H Handrall TLCB Traffic Light Mark Handrall TLCB Traffic Light Control Box H Handrall TLCB Traffic Light Control Box H Handrall TLCB Traffic Light MH Mark Handrall TLCB Tr |
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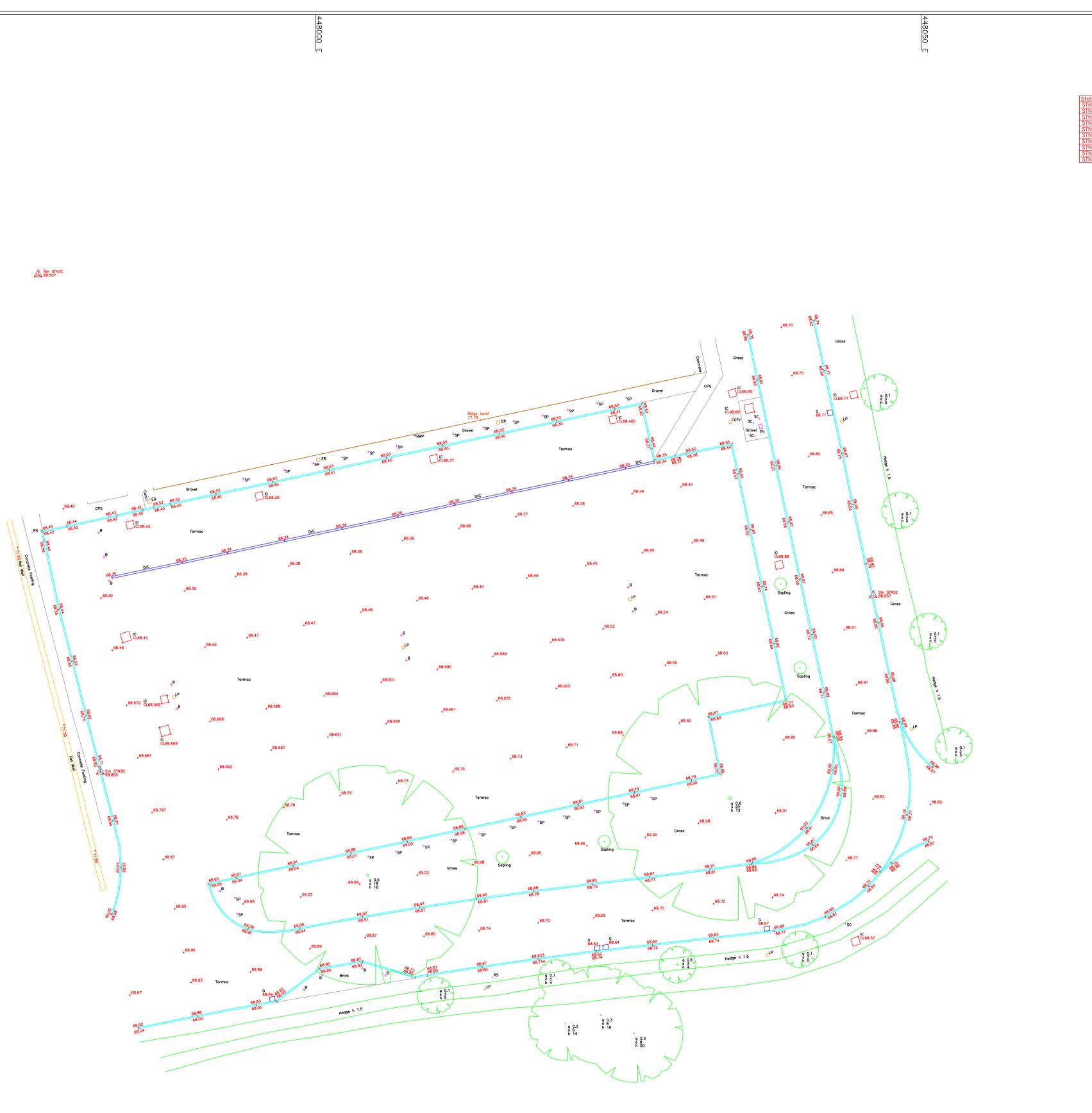


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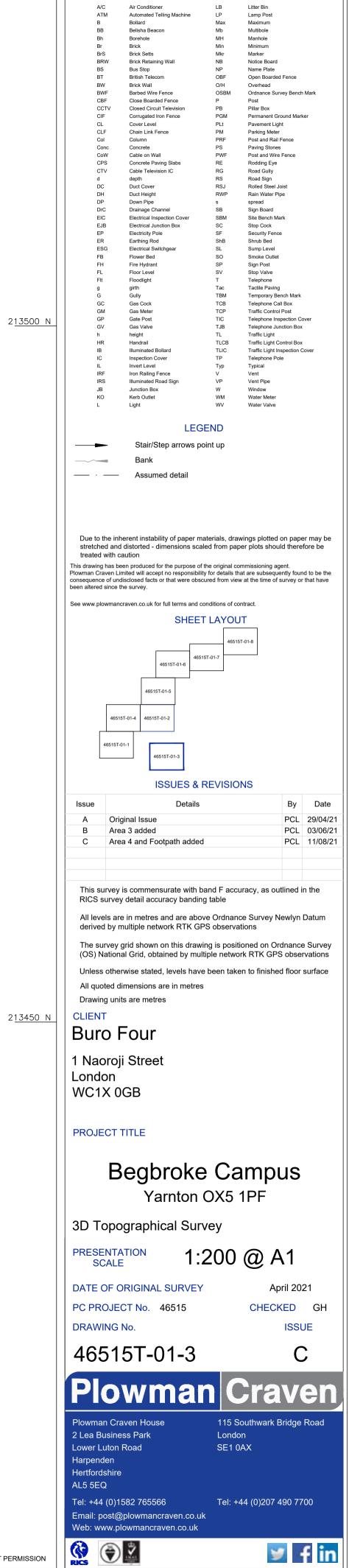
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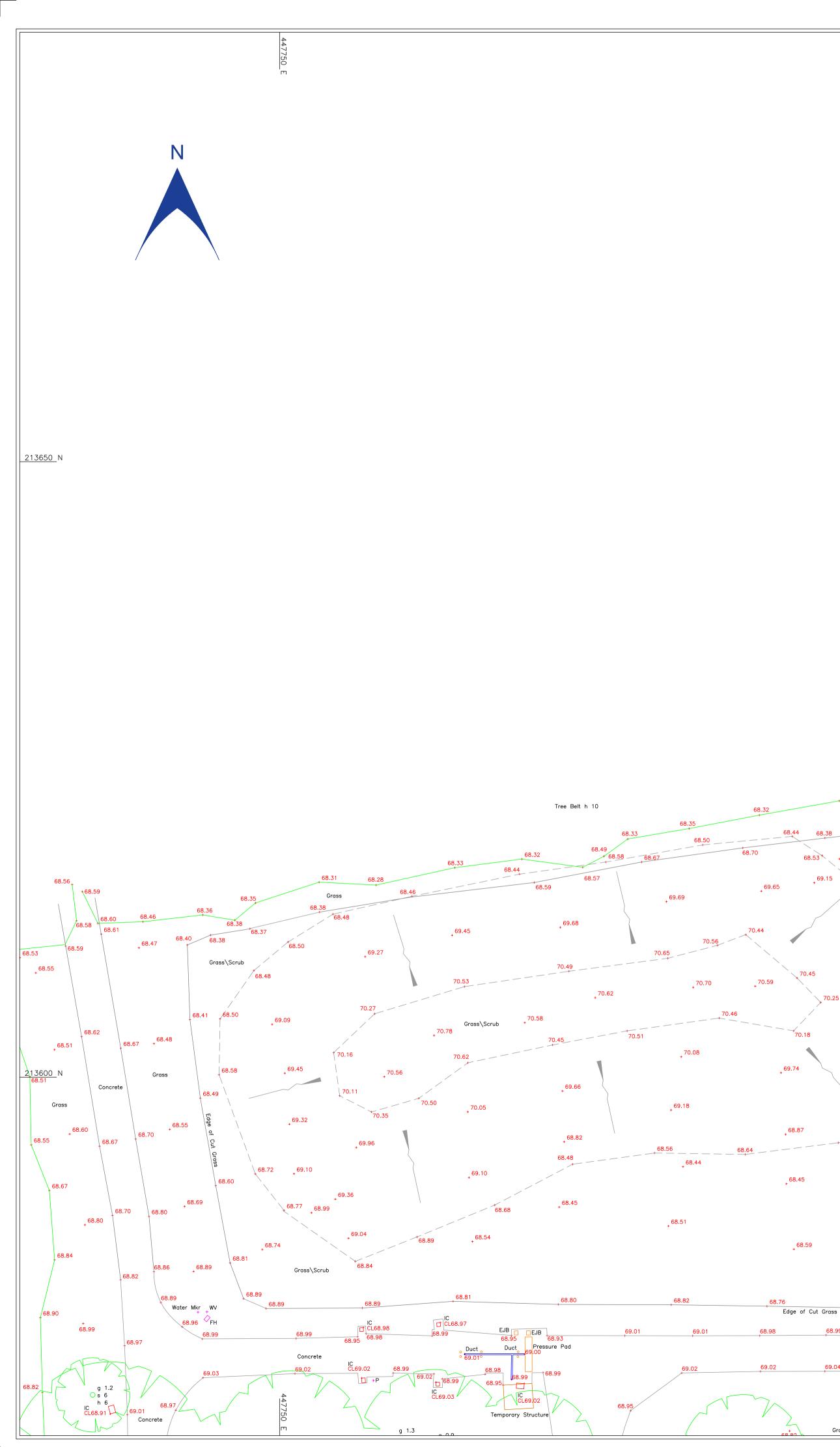
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| stings | Northings | Level |
|----------|------------|--------|
| 7992.770 | 213595.840 | 69.265 |
| 7937.004 | 213587.906 | 69.207 |
| 7826.536 | 213575.253 | 68.767 |
| | 213515.278 | 68.316 |
| | 213499.212 | 68.610 |
| | 213503.278 | 68.507 |
| 7982.276 | 213462.236 | 68.855 |
| 8046.047 | 213476.813 | 68.957 |
| | 213600.160 | 69.120 |
| 7913.404 | 213635.804 | 68.481 |



STANDARD ABBREVIATIONS





Tree Belt h 11

68.31

68.33

68.33

68.36

₊ 68.37

68.39

₊ 68.32

68.33

₊ 68.34

_68.36

68.42

69.00

69.15

68.31

Edge of Cut Grass

68.27

68.32

68.37

68.35

g 0.6

s 6

68.34

68.40

₊68.41

68.33

68.32

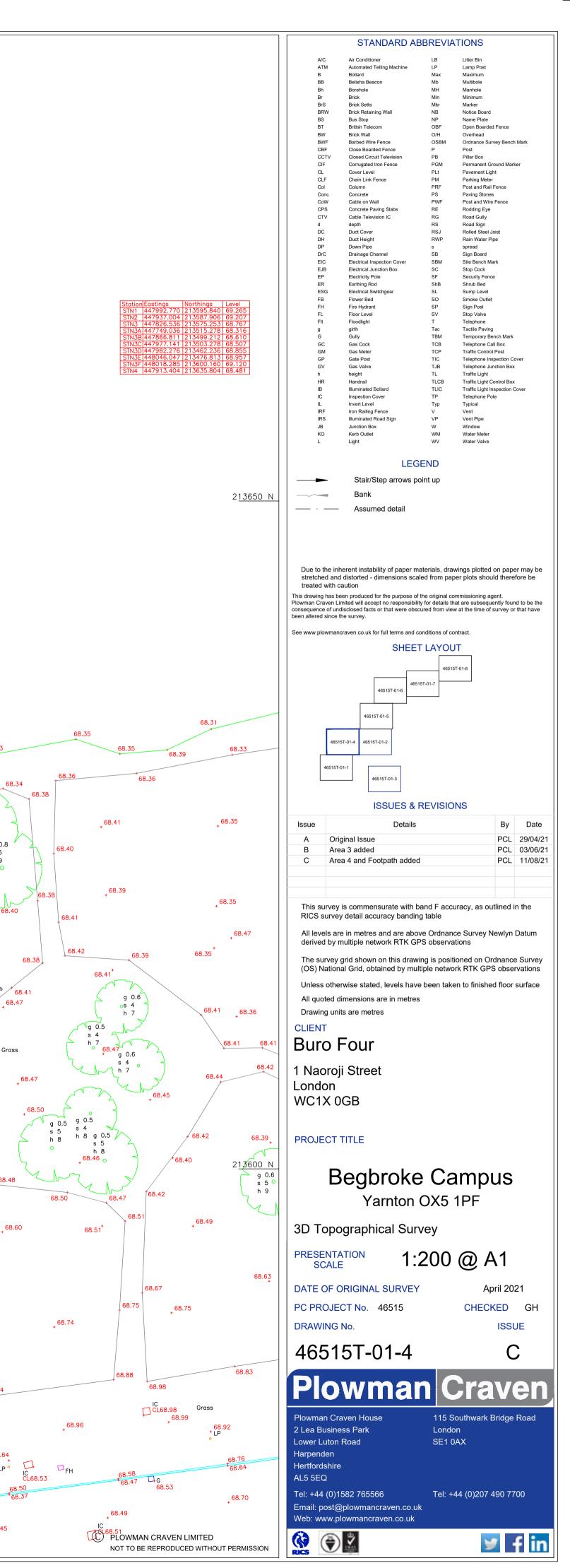
68.30

g 0.7

h 9

s 6

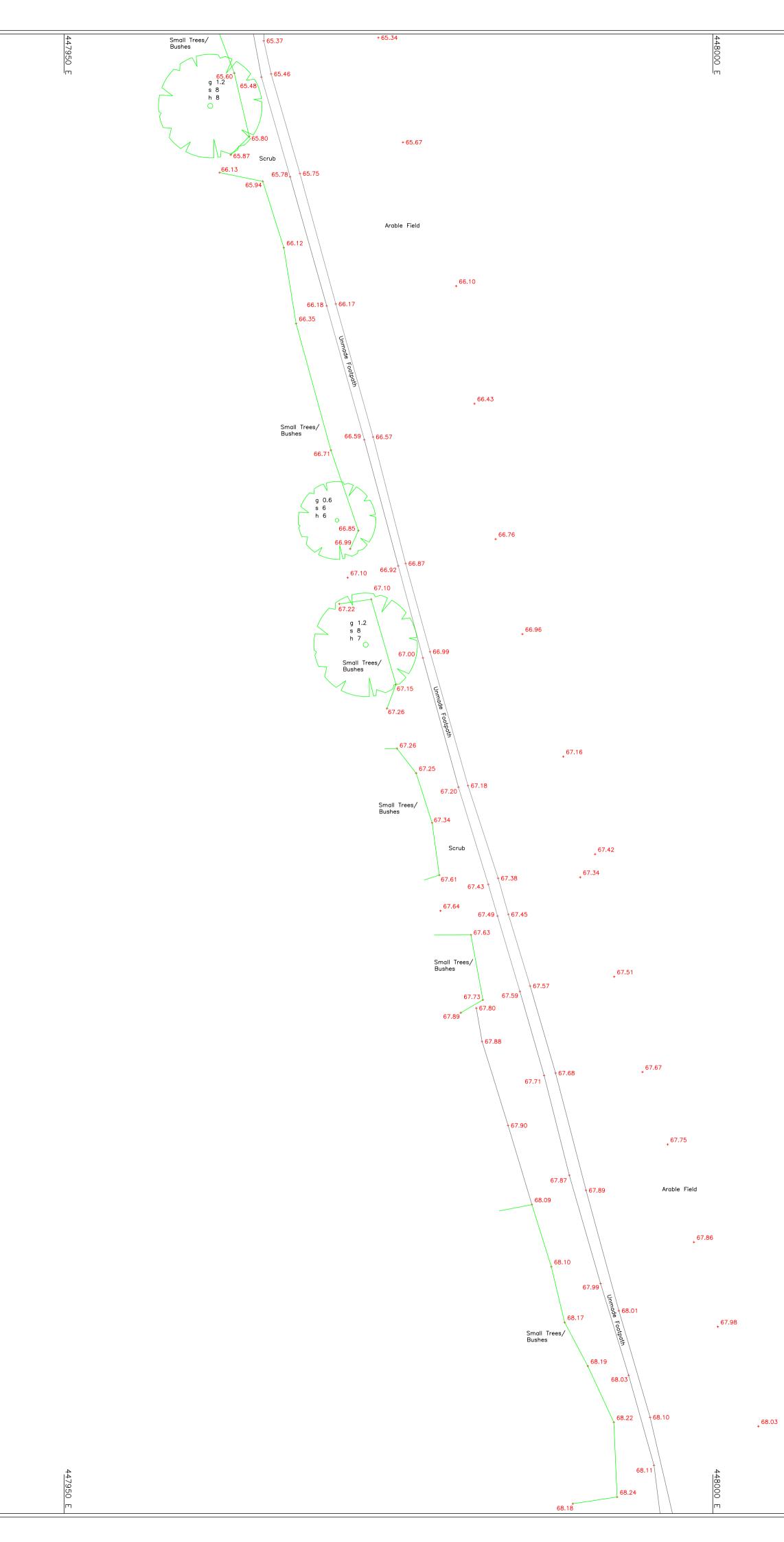
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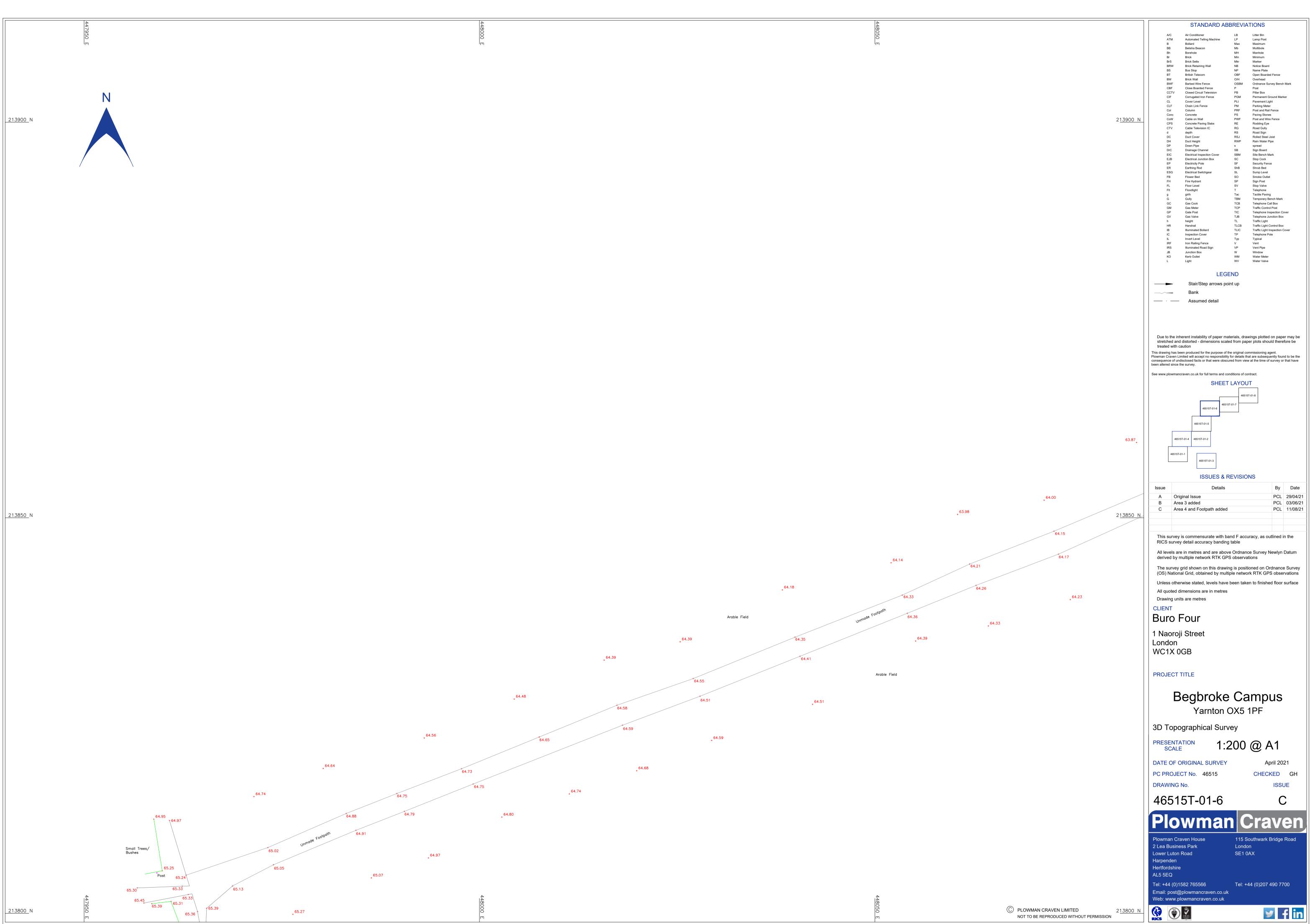
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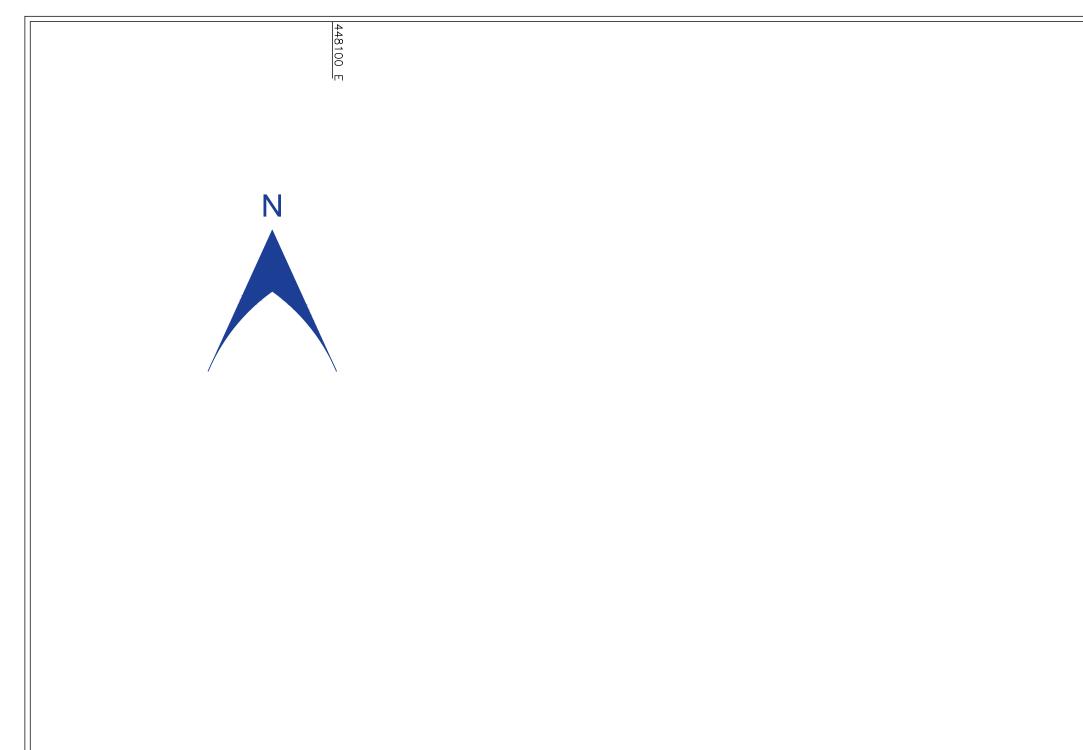
<u>213700 N</u>



| | | STANDARD A | BBREVIA | TIONS | |
|------------------|--|--|--|---|---|
| | A/C | Air Conditioner | LB | Litter Bin | |
| | ATM B | Automated Telling Machine Bollard | LP Max | Lamp Post Maximum | |
| | BB Bh Br | Belisha Beacon Borehole Brick | Mb MH Min | Multibole Manhole Minimum | |
| | BrS BRW | Brick Setts Brick Retaining Wall | Mkr NB | Marker Notice Board | |
| | BS BT | Bus Stop British Telecom | NP OBF | Name Plate Open Boarded Fence | |
| | BW BWF CBF | Brick Wall Barbed Wire Fence Close Boarded Fence | O/H OSBM P | Overhead Ordnance Survey Bencl Post | h Mark |
| | CGF CCTV CIF | Closed Circuit Television Corrugated Iron Fence | P PB PGM | Post Pillar Box Permanent Ground Mar | ker |
| | CL CLF | Cover Level Chain Link Fence | PLt PM | Pavement Light Parking Meter | |
| | Col Conc CoW | Column Concrete Cable on Wall | PRF PS PWF | Post and Rail Fence Paving Stones Post and Wire Fence | |
| | CPS CTV | Concrete Paving Slabs Cable Television IC | RE | Rodding Eye Road Gully | |
| | d DC | depth Duct Cover | RS RSJ | Road Sign Rolled Steel Joist | |
| | DH DP | Duct Height Down Pipe | RWP s | Rain Water Pipe spread | |
| | DrC EIC | Drainage Channel Electrical Inspection Cover | SB SBM | Sign Board Site Bench Mark Stan Cook | |
| | EJB EP ER | Electrical Junction Box Electricity Pole Earthing Rod | SC SF ShB | Stop Cock Security Fence Shrub Bed | |
| | ESG | Electrical Switchgear Flower Bed | SL SO | Sump Level Smoke Outlet | |
| | FH FL | Fire Hydrant Floor Level | SP SV | Sign Post Stop Valve | |
| | Flt g G | Floodlight girth | T Tac TBM | Telephone Tactile Paving Temperany Report Mark | |
| | GCGM | Gully Gas Cock Gas Meter | TCB | Temporary Bench Mark Telephone Call Box Traffic Control Post | |
| | GP GV | Gate Post Gas Valve | TIC TJB | Telephone Inspection C Telephone Junction Box | |
| | h HR IB | height Handrail Illuminated Bollard | TL TLCB TLIC | Traffic Light Traffic Light Control Boy Traffic Light Inspection (| |
| | IC IL | Inspection Cover | ТР Тур | Telephone Pole Typical | Cover |
| | IRF | Iron Railing Fence Illuminated Road Sign | V VP | Vent Vent Pipe | |
| | ЈВ КО | Junction Box Kerb Outlet | W WM | Window Water Meter | |
| | L | Light | WV | Water Valve | |
| | | LEC | GEND | | |
| | | Stair/Step arrows p | oint up | | |
| | | Bank | | | |
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C PLOWMAN CRAVEN LIMITED NOT TO BE REPRODUCED WITHOUT PERMISSION



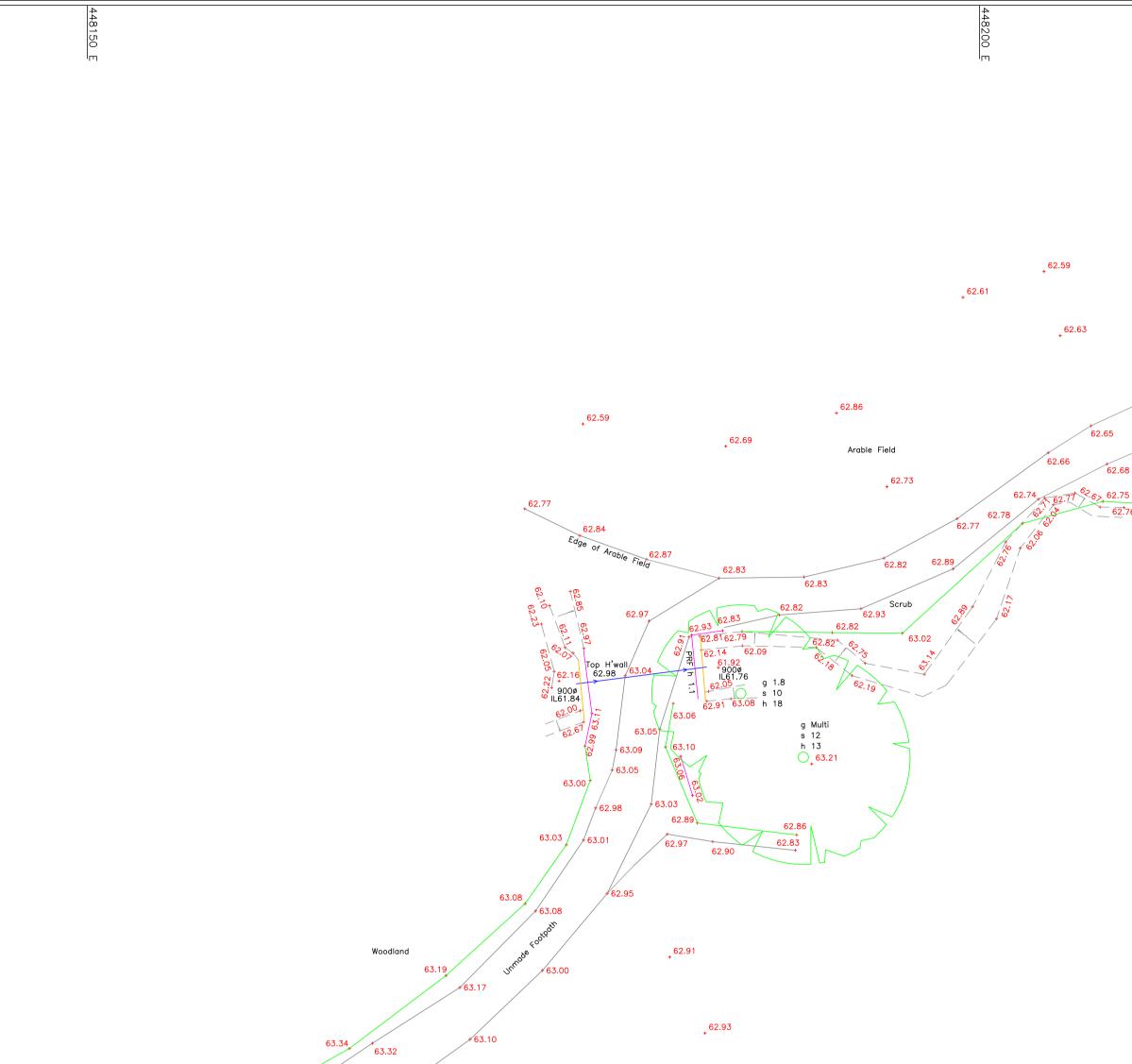


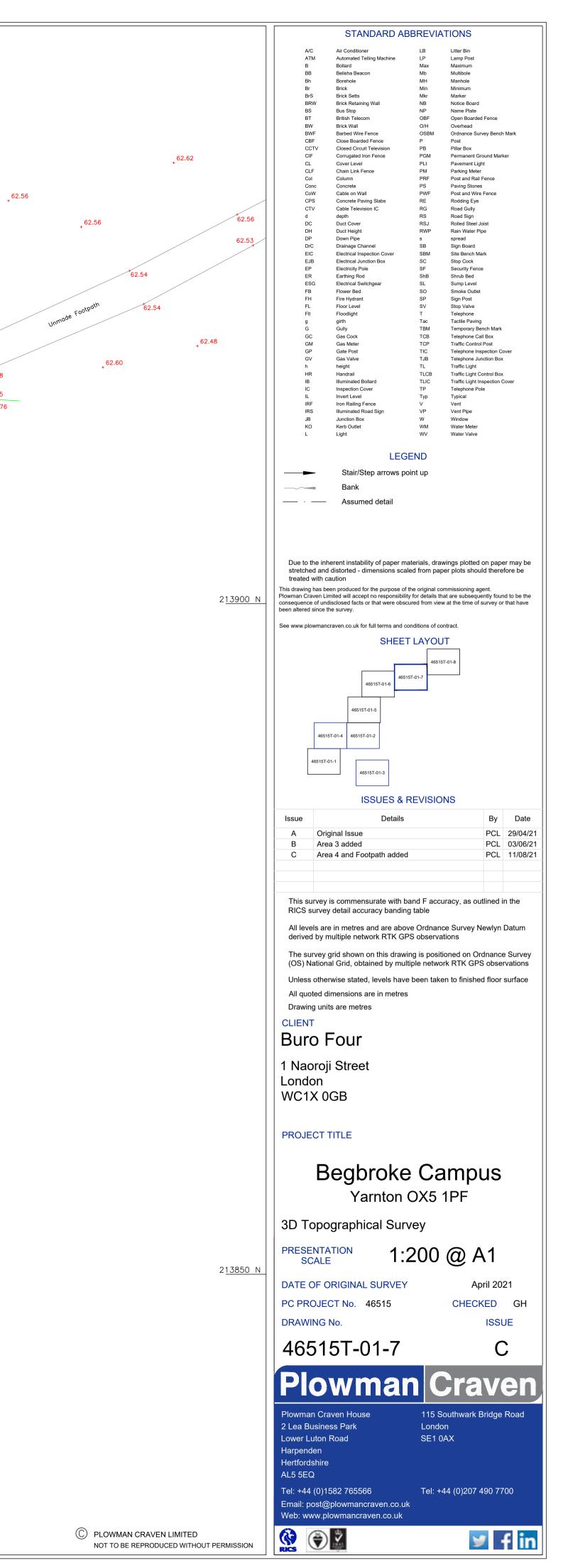
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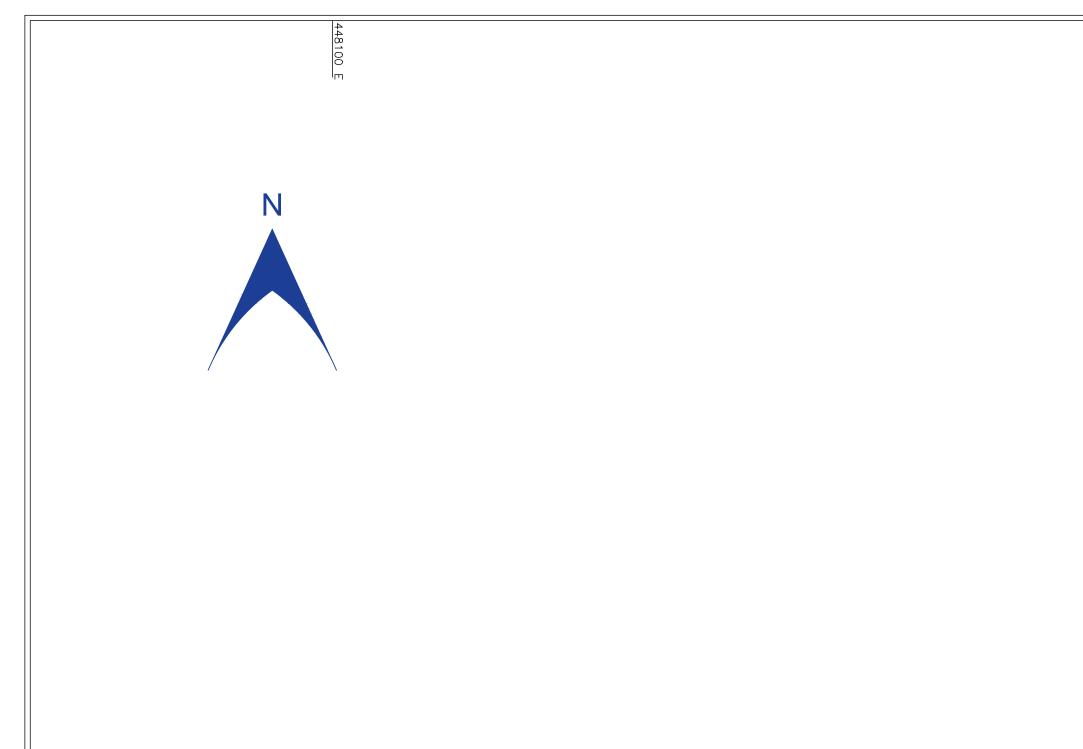
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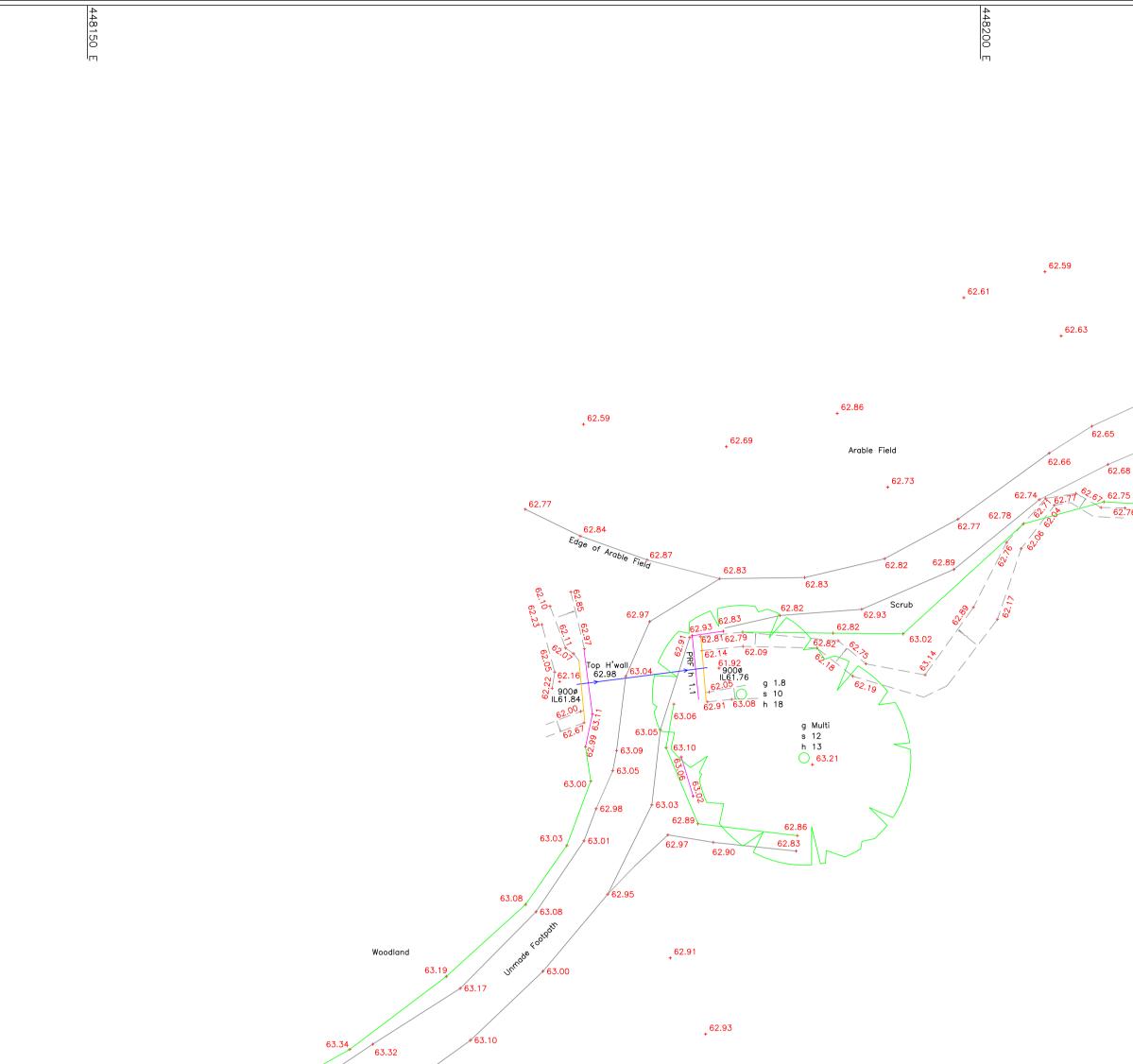




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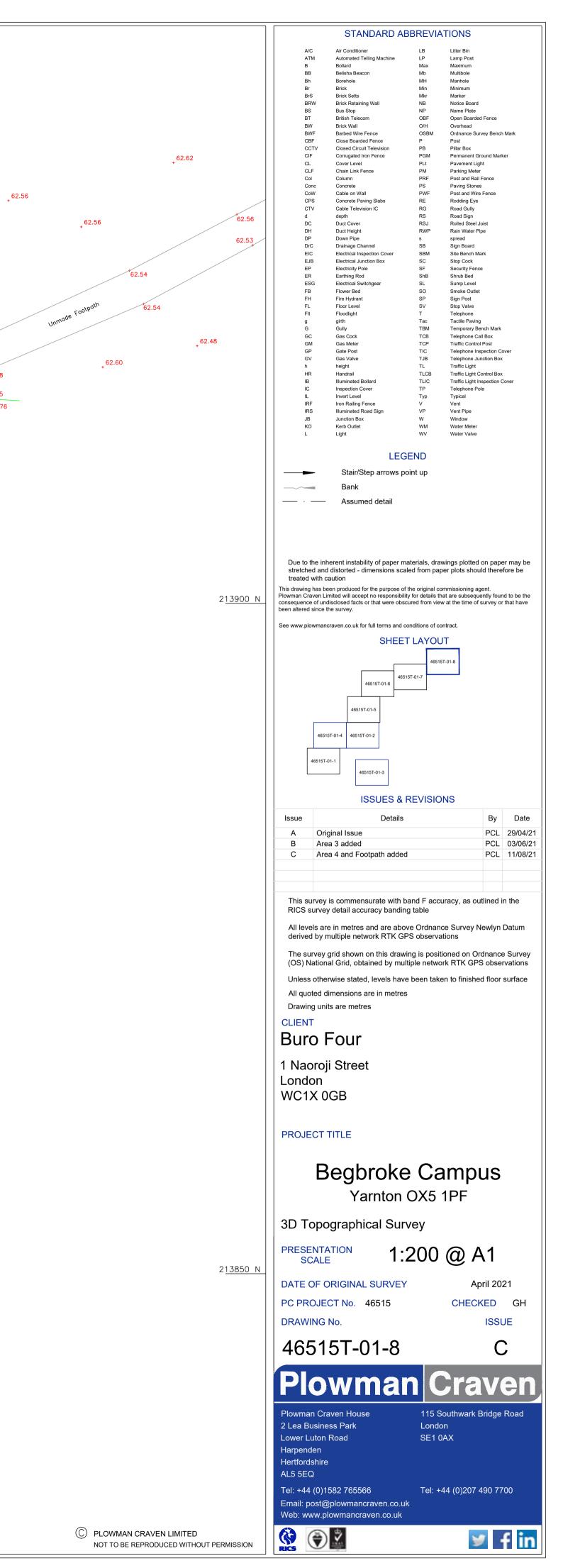
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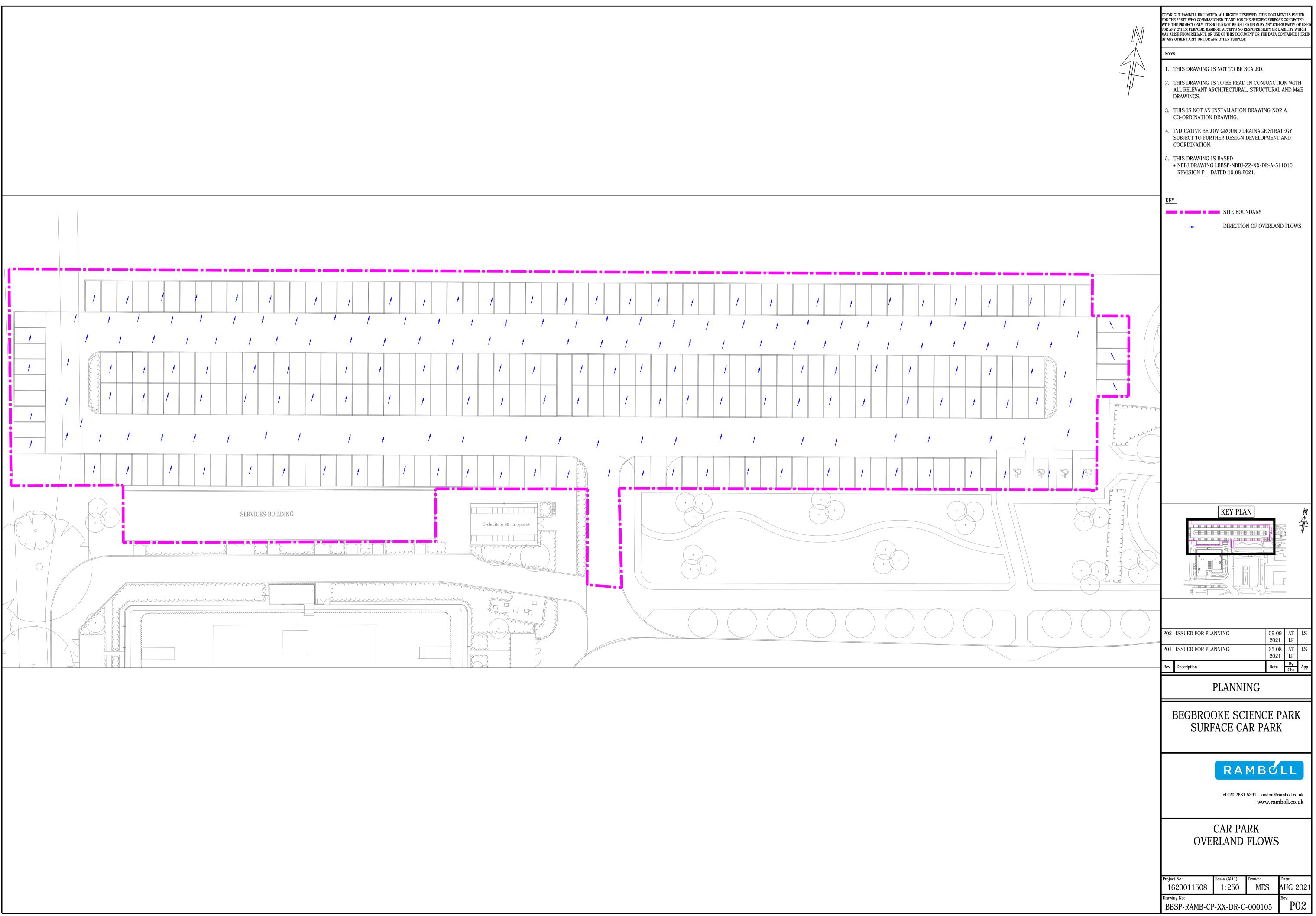
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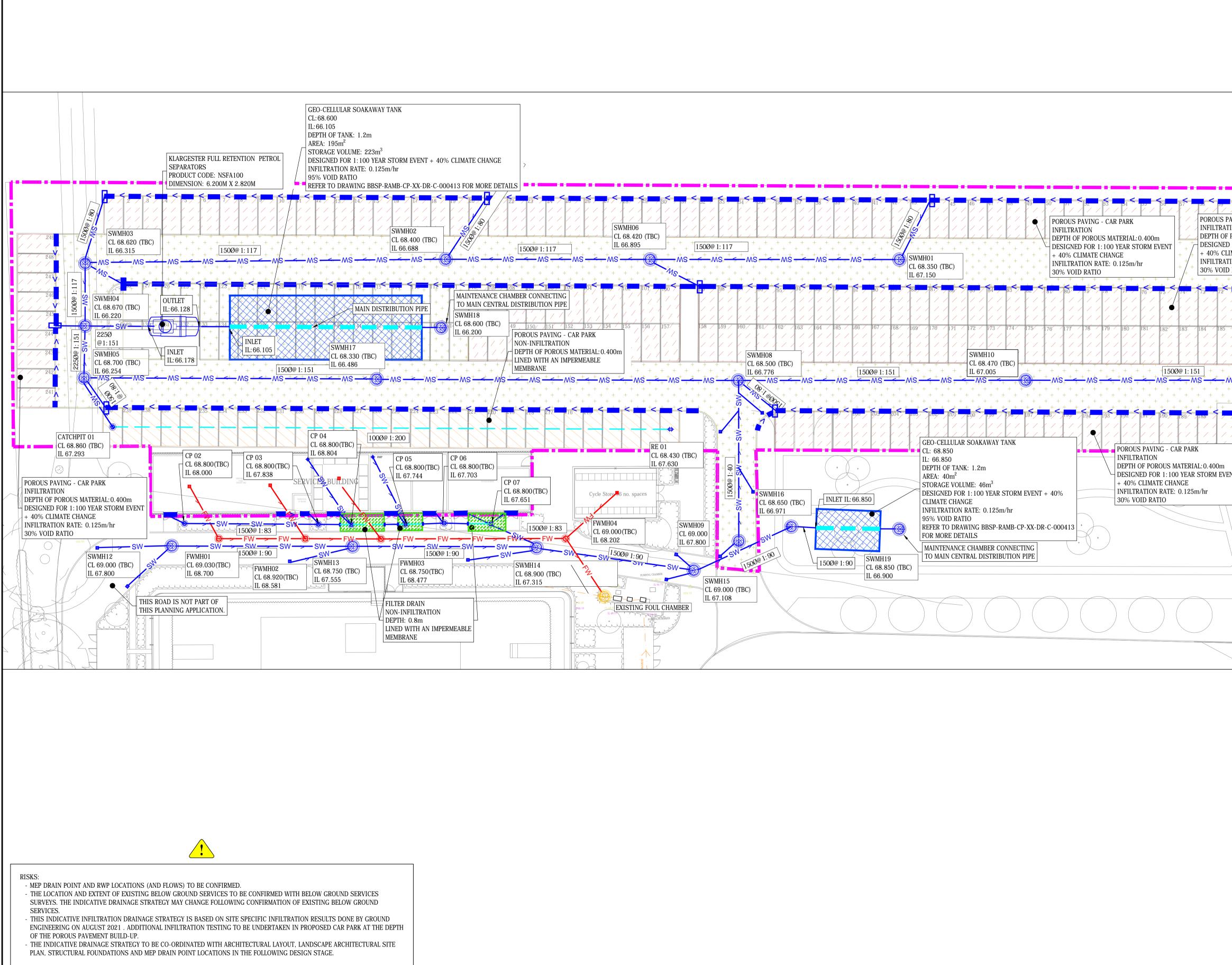
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APPENDIX 4 PROPOSED DRAINAGE DRAWINGS

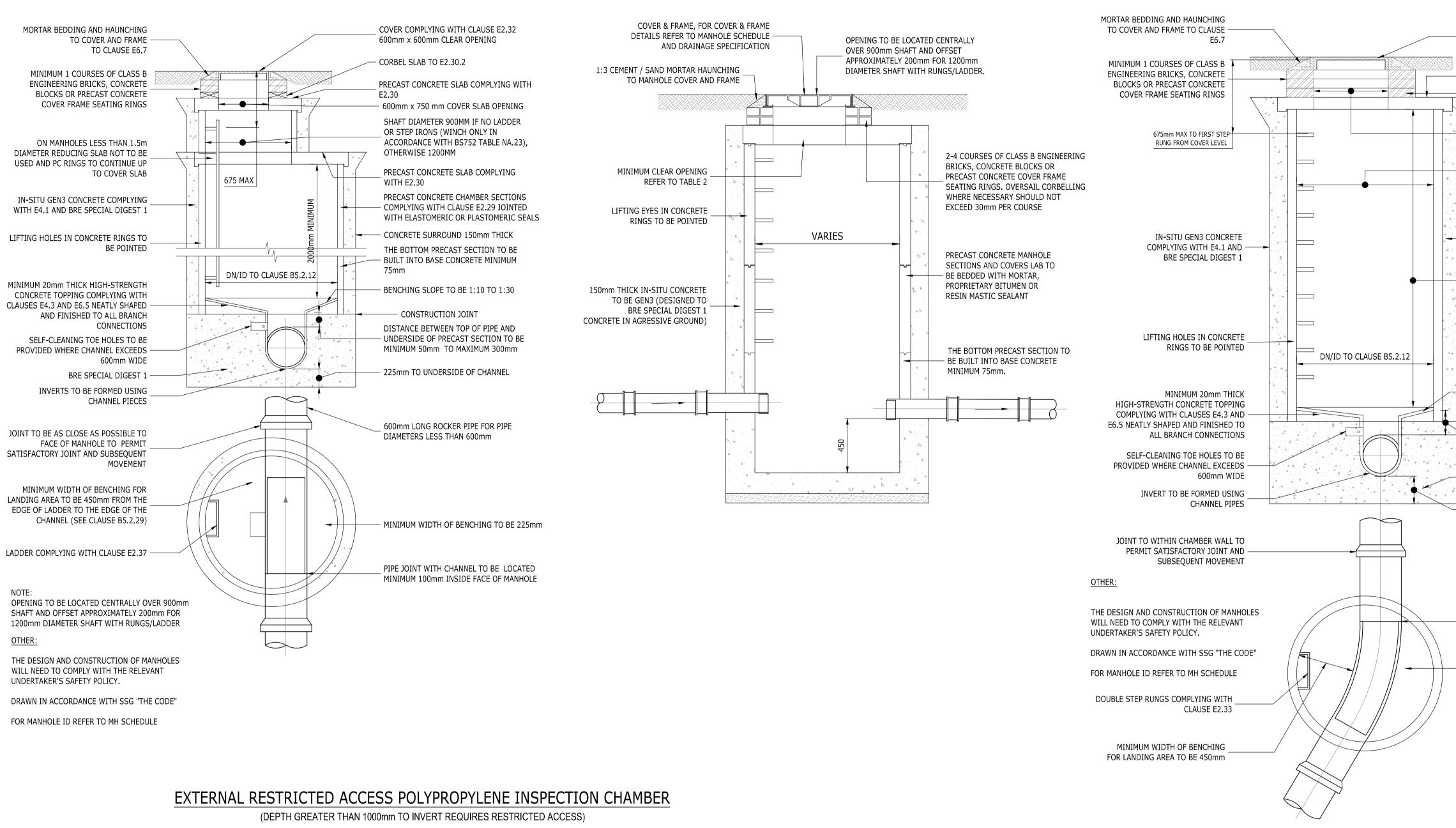


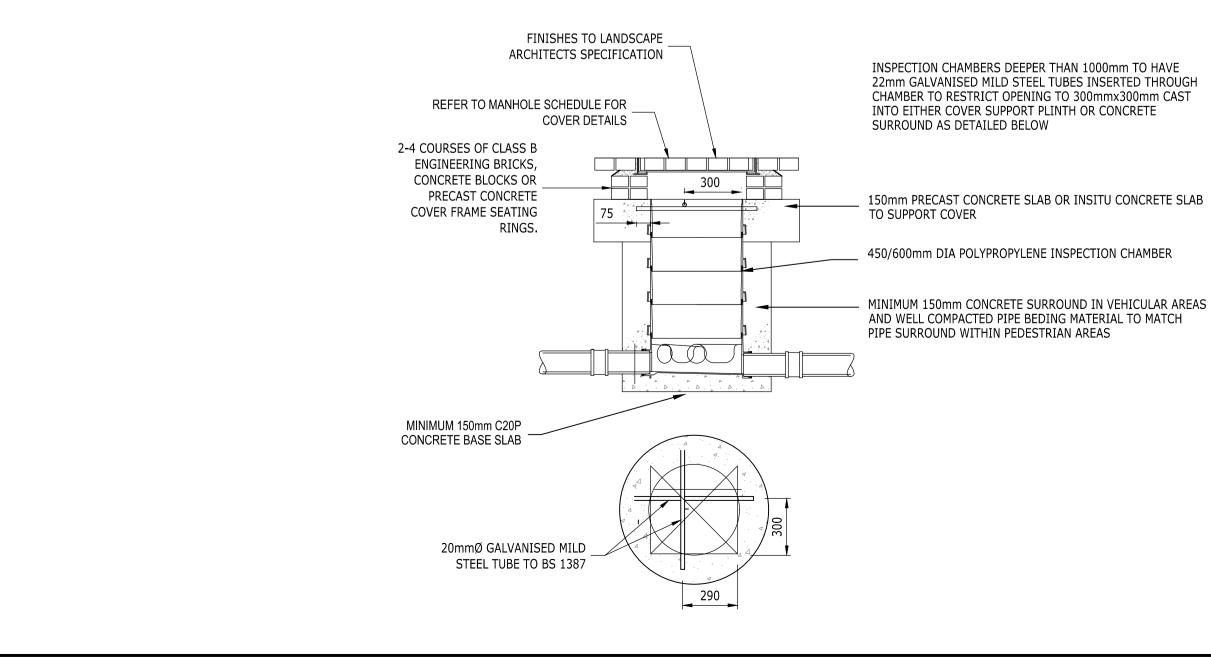
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|--|---|
| \bigwedge | Notes |
| 412 | THIS DRAWING IS NOT TO BE SCALED. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTURAL STRUCTURAL AND M&F |
| Ψ | ALL RELEVANT ARCHITECTURAL, STRUCTURAL AND M&E DRAWINGS.3. THIS IS NOT AN INSTALLATION DRAWING NOR A |
| | CO-ORDINATION DRAWING.4. INDICATIVE BELOW GROUND DRAINAGE STRATEGY SUBJECT TO FURTHER DESIGN DEVELOPMENT AND |
| | COORDINATION. 5. THIS DRAWING IS BASED ON • FIRA LP2264-FIRA-MP-ST-P-LA-WS 0001 'WIP' |
| | FIRA EL 2204FIRA-MI -STFT-LA-WS 0001 WIT LANDSCAPE DRAWING RECEIVED ON 18.08.2021. BBSP-NBBJ-ZZ-XX-DR-A-511010-511011 ARCHITECT DRAWINGS RECEIVED ON 24-08-2021. HISTORIC SITE INFO RECEIVED ON 22.03.2021. FOR DRAINAGE DETAILS REFER TO DRAWINGS |
| | ''BSP-RAMB-CP-XX-DR-C-000410-413 FOR PAVEMENT DETAILS REFER TO DRAWINGS BSP-RAMB-CP-XX-DR-C-000510 AND 551. KEY: |
| | SITE BOUNDARY |
| | |
| | DRAINAGE CHANNEL |
| | FOUL WATER DRAIN |
| | PERFORATED PIPE |
| PAVING - CAR PARK TION | SURFACE WATER MANHOLE/PPIC |
| F POROUS MATERIAL: 0.400m D FOR 1: 100 YEAR STORM EVENT | FOUL WATER MANHOLE/PPIC |
| LIMATE CHANGE TION RATE: 0.125m/hr D RATIO | EXISTING FOUL WATER MANHOLE |
| $\begin{array}{c} 0 \\ + \\ + \\ + \\ + \\ + \\ + \\ + \\ + \\ + \\$ | THRESHOLD CHANNEL DRAIN |
| | ROAD GULLY RODDING EYE |
| | FLOOR GULLY |
| | ◆ RWP |
| | OUTFALL/SUMP |
| $ \begin{array}{c} + & + & + & + & + & + & + & + & + & + $ | OIL SEPARATOR |
| $\begin{array}{c} + & + & + & + & + & + & + & + & + \\ + & + &$ | GEO-CELLULAR SOAKAWAY TANK |
| | PERMEABLE UNLINED PAVING |
| | + + + + + + ASPHALT |
| | PERMEABLE LINED PAVING |
| | FILTER DRAIN |
| | KEY PLAN |
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| | P02 ISSUED FOR PLANNING 09.09 AT LS 2021 LF |
| | P01 ISSUED FOR PLANNING 26.08 AT LS 2021 LF |
| | Rev Description Date By Chk App |
| | PLANNING |
| | BEGBROOKE SCIENCE PARK SURFACE CAR PARK |
| | RAMBOLL |
| | |
| | tel 020 7631 5291 london@ramboll.co.uk www.ramboll.co.uk |
| | CAR PARK FOUL AND SURFACE WATER DRAINAGE LAYOUT |
| | Project No: Scale (@A1): Drawn: Date: 1620011508 1:250 MES AUG 2021 |
| | Drawing No: Rev: |
| | BBSP-RAMB-CP-XX-DR-C-000110 PO2 |

TYPICAL MANHOLE - TYPE A1 - SSG FIG.B5 (DEPTH FROM COVER LEVEL TO SOFFIT OF PIPE 3m TO 6m)



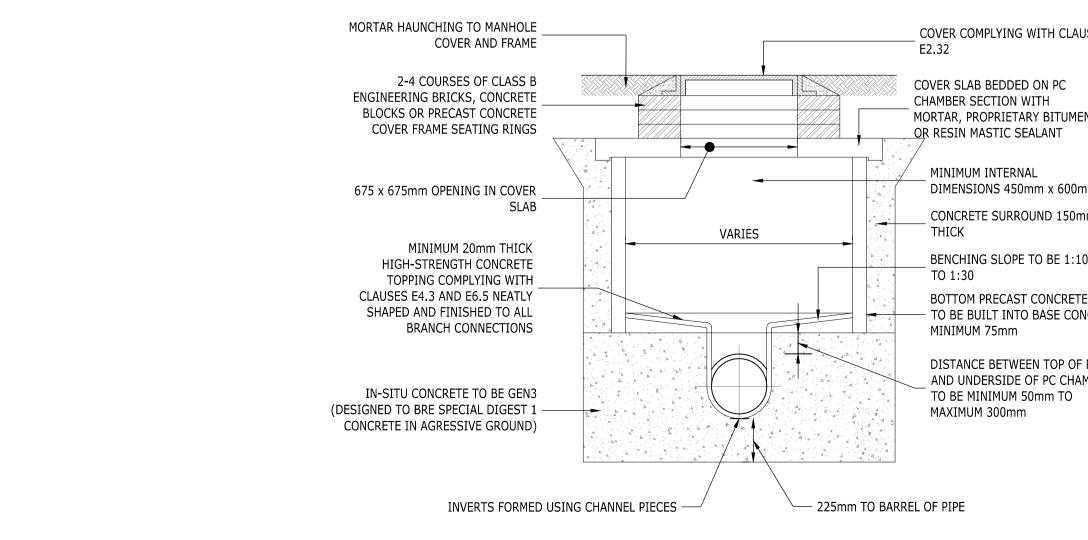


TYPICAL MANHOLE - TYPE B SSG F

(MAXIMUM DEPTH FROM COVER LEVEL TO SOFFIT O

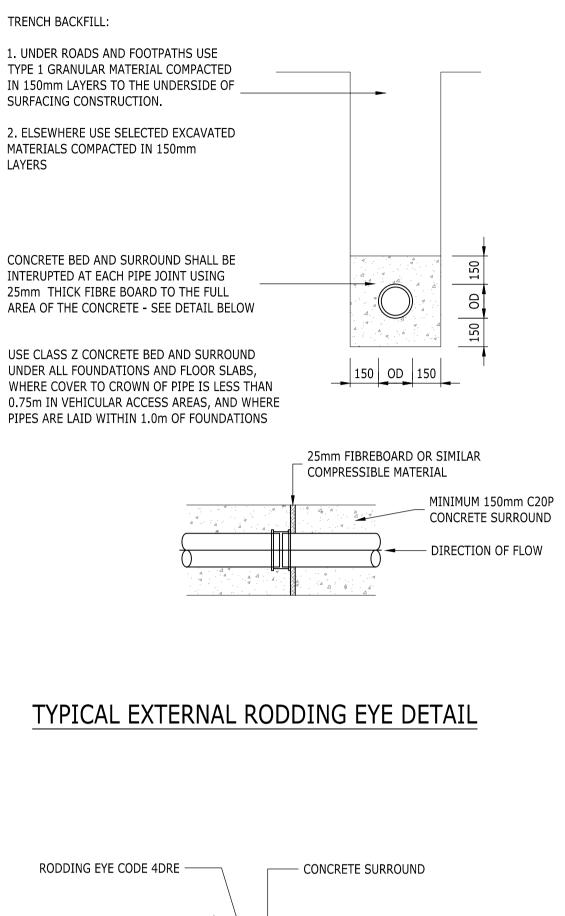
CATCHPIT

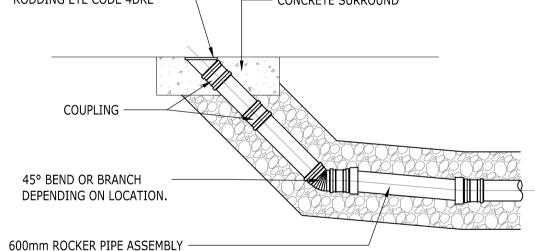
PRE-CAST CONCRETE RING MANHOLE - TYPE E SSG FIG.B24



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|----------------------------|---|---|
|)F PIPE | 3.0m) | Notes |
| | | 1. THIS DRAWING IS NOT TO BE SCALED. |
| | COVER COMPLYING WITH CLAUSE E2.32 600mm x 600mm CLEAR OPENING | THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTURAL, STRUCTURAL AND M&E DRAWINGS. |
| | PRECAST CONCRETE SLAB COMPLYING WITH E2.30 | 3. THIS IS NOT AN INSTALLATION DRAWING NOR A CO-ORDINATION DRAWING. |
| | - CORBEL SLAB TO E2.30.2 | INDICATIVE BELOW GROUND DRAINAGE STRATEGY SUBJECT TO FURTHER DESIGN DEVELOPMENT AND COORDINATION. |
| 5 | - MINIMUM CLEAR ACCESS 600mm | 5. REFER TO DRAWING BBSP-RAMB-CP-XX-DR-C-000110 FOR DRAINAGE LAYOUT. |
| | - SHAFT DIAMETER - REFER TO MH SCHEDULE | |
| * * * * * * | PRECAST CONCRETE CHAMBER SECTIONS – COMPLYING WITH CLAUSE E2.29 JOINTED WITH ELASTOMERIC OR PLASTOMERIC SEALS | |
| · · · | — CHAMBER HEIGHT (NOT LESS THAN 900mm) | |
| а. Д | - 150mm CONCRETE SURROUND | |
| | BENCHING SLOPE TO BE 1:10 TO 1:30 CONSTRUCTION JOINT DISTANCE BETWEEN TOP OF PIPE AND UNDERSIDE OF PRECAST SECTION TO BE | |
| | MINIMUM 50mm TO MAXIMUM 300mm | |
| 4. | WITH E4.1 AND BRE SPECIAL DIGEST 1 | |
| | | |
| | _ PIPE JOINT WITH CHANNEL TO BE LOCATED MINIMUM 100mm INSIDE FACE OF MANHOLE. | |
| | – MINIMUM WIDTH OF BENCHING TO BE 225mm. | |
| | | |
| | | |
| | | P01 ISSUED FOR PLANNING 20.08 MES LS 2021 LF |
| | | Rev Description Date App PLANNING |
| USE | | BEGBROOKE SCIENCE PARK |
| EN | | SURFACE CAR PARK |
| mm mm | | RAMBOLL |
| LO TE RING | | tel 020 7631 5291 london@ramboll.co.uk www.ramboll.co.uk |
| NCRETE F PIPE AMBER | | CAR PARK DRAINAGE DETAILS SHEET 1 |
| | | Project No: Scale (@A1): Drawn: Date: 1620011508 1:1000 MES AUG 2021 Drawing No: Rev: PO 1 |
| | | BBSP-RAMB-CP-XX-DR-C-00410 P01 |

CLASS Z CONCRETE BED AND SURROUND

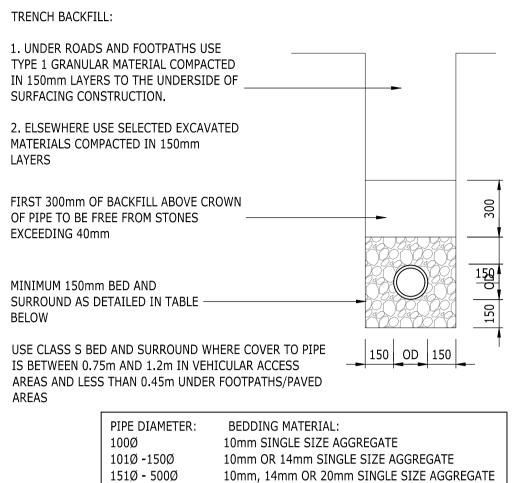




TYPICAL ROCKER PIPE ASSEMBLY DETAIL

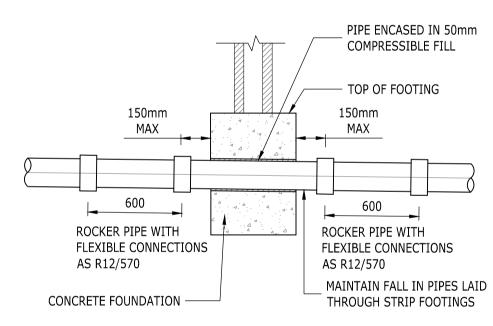
THESE DETAILS APPLY TO ALL DRAINS AT FIXED POINTS I.E. AT

CLASS S GRANULAR BED AND SURROUND

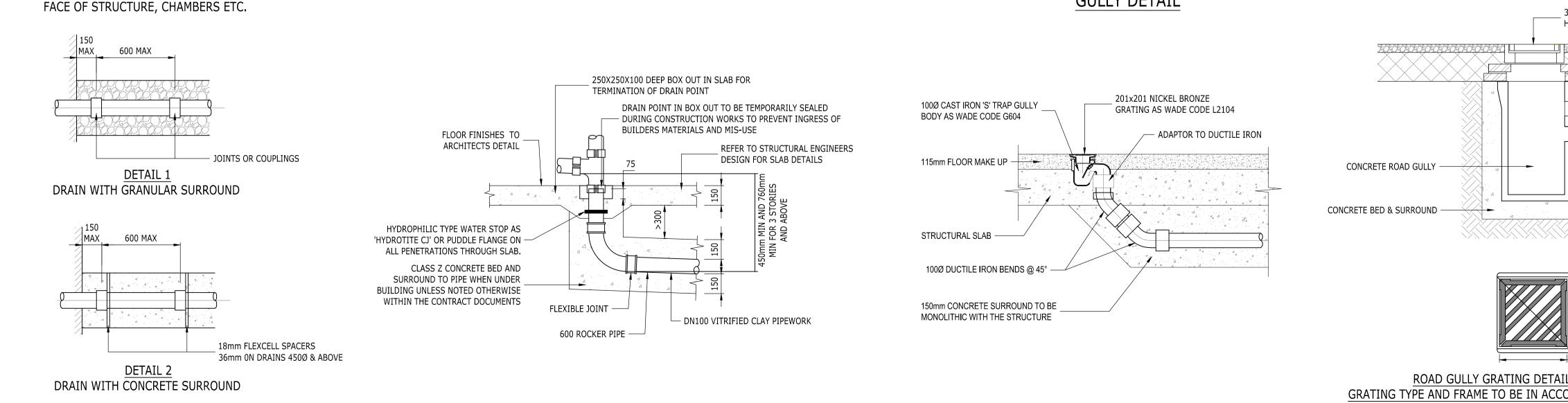


NOTE: THE ABOVE MATERIALS ARE FOR GUIDANCE OTHER BEDDING MATERIALS CAN BE USED IN ACCORDANCE WITH THE PIPE MANUFACTURES RECOMMENDATIONS I.E. SINTERED PULVERISED FUEL ASH AND AIR COOLED BLAST FURNACE SLAGS

TYPICAL DRAIN/STRIP FOOTING PENETRATION DETAIL



TYPICAL DRAIN POINT

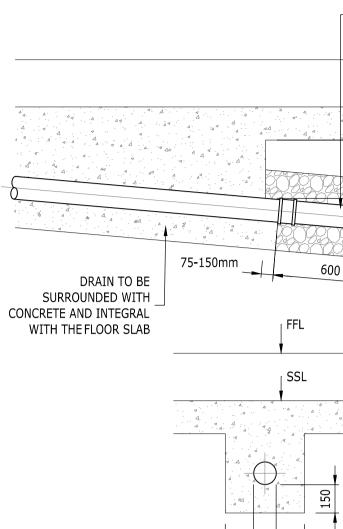


10mm, 14mm OR 20mm SINGLE SIZE AGGREGATE

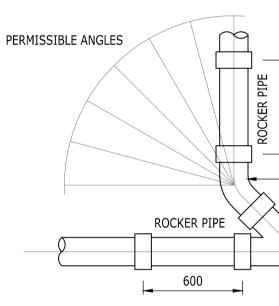
CLASS B GRANULAR BED AND SURROUND

TRENCH BACKFILL: 1.UNDER ROADS AND FOOTPATHS USE TYPE 1 GRANULAR MATERIAL COMPACTED IN 150mm LAYERS TO THE UNDERSIDE OF SURFACING CONSTRUCTION. 2.ELSEWHERE USE SELECTED EXCAVATED MATERIALS COMPACTED IN 150mm LAYERS. FIRST 300mm OF BACKFILL ABOVE CROWN OF PIPE TO BE FREE FROM STONES EXCEEDING 40mm MINIMUM 150mm BED AND SURROUND AS -DETAILED IN TABLE BELOW CLASS B BED TO BE USED WHERE COVER TO CROWN 150 OD 150 OF PIPE IS GREATER THAN 1.2m IN VEHICULAR ACCESS AREAS AND 0.45m IN FOOTPATHS/PAVED - - - -AREAS PIPE DIAMETER: BEDDING MATERIAL: 10mm SINGLE SIZE AGGREGATE 100Ø 10mm OR 14mm SINGLE SIZE AGGREGATE 101Ø **-**150Ø 151Ø - 500Ø 10mm, 14mm OR 20mm SINGLE SIZE AGGREGATE 10mm, 14mm, 20mm OR 40mm SINGLE SIZE CRUSHED ROCK 501Ø AND ABOVE

NOTE: THE ABOVE MATERIALS ARE FOR GUIDANCE OTHER BEDDING MATERIALS CAN BE USED IN ACCORDANCE WITH THE PIPE MANUFACTURES RECOMMENDATIONS I.E. SINTERED PULVERISED FUEL ASH AND AIR COOLED BLAST FURNACE SLAGS



OBLIQUE JUNCTION



COMPRESSIBLE FILL

TYPICAL PIPE PENETRATION THROUGH A

CONCRETE WALL DETAIL

150mm 150mm MAX MAX 600 600 ROCKER PIPE WITH FLEXIBLE ROCKER PIPE WITH FLEXIBLE CONNECTIONS AS R12/570 CONNECTIONS AS R12/570

PIPE ENCASED IN 50mm

MAINTAIN FALL IN PIPES LAID

THROUGH RETAINING WALL

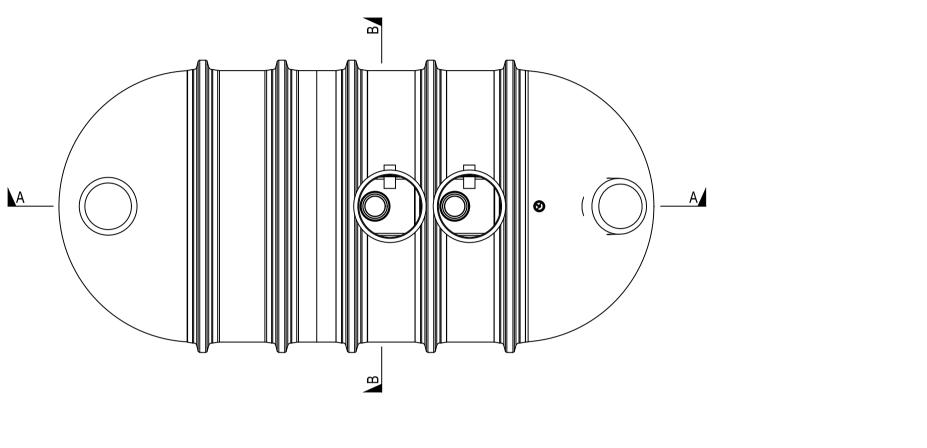
TYPICAL PLANT/SERVICE AREA TRAPPED FLOOR GULLY DETAIL



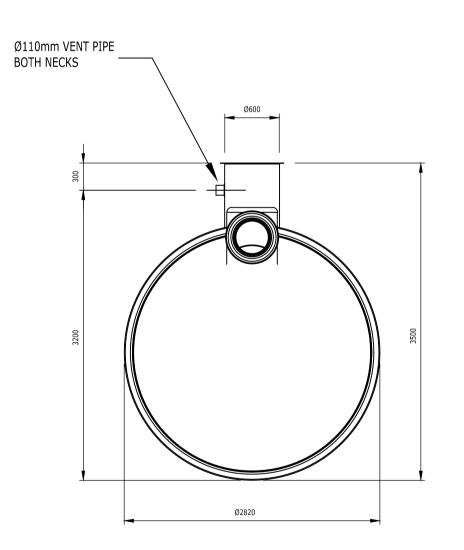
CONCRETE WALL

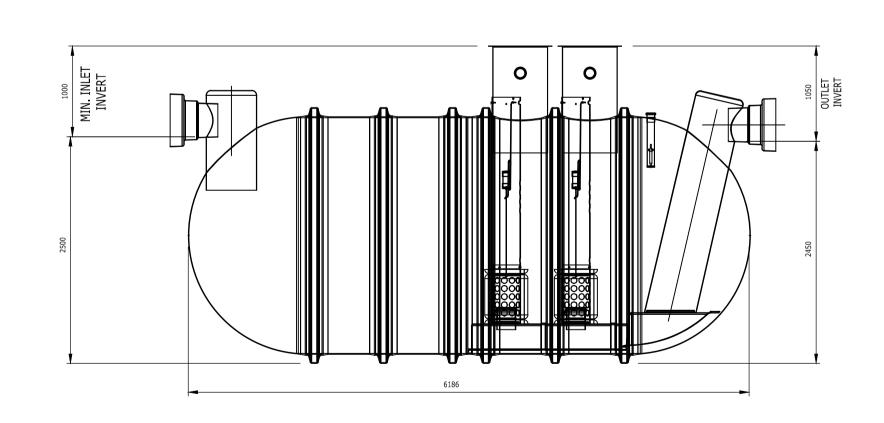
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|---|---|
| CLASS Y CONCRETE SURROUND WITHIN 300mm DF FLOOR SLAB | FOR ANY OTHER PURPOSE. RAMBOLL ACCEPTS NO RESPONSIBILITY OR LIABILITY WHICH MAY ARISE FROM RELIANCE OR USE OF THIS DOCUMENT OR THE DATA CONTAINED HEREIN |
| OBLIQUE JUNCTION ARRANGEMENT | |
| BENDS MORE ACUTE THAN 45° SHALL NOT BE USED. | |
| CONCRETE ROAD GULLY 370 × 305 BS EN124 CLASS C250 HINGED GRATING AND FRAME | P01 ISSUED FOR PLANNING 20.08 2021 MES LF LS Rev Description Date By Chk App |
| SUB BASE | PLANNING BEGBROOKE SCIENCE PARK SURFACE CAR PARK |
| CONCRETE ROAD GULLY | tel 020 7631 5291 london@ramboll.co.uk www.ramboll.co.uk |
| MIN WIDTH 450mm | CAR PARK DRAINAGE DETAILS SHEET 2 Project No: Scale (@A1): Drawn: Date: |
| ROAD GULLY GRATING DETAIL WITH FRAME. GRATING TYPE AND FRAME TO BE IN ACCORDANCE WITH CYS EN 124 | Project No: Scale (@A1): Drawn: Date: 1620011508 1:1000 MES AUG 2021 Drawing No: Rev: PO1 |

<u>TYPICAL FULL RETENTION</u> PETROL INTERCEPTOR BY KLARGESTER OR SIMILAR APPROVED



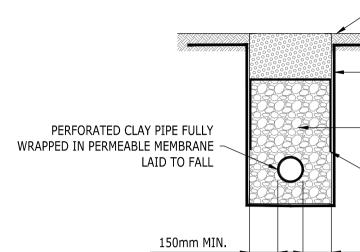




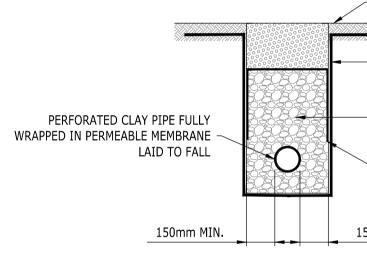


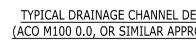
(CROSS SECTION B-B)

FILTER DRAIN DETAIL



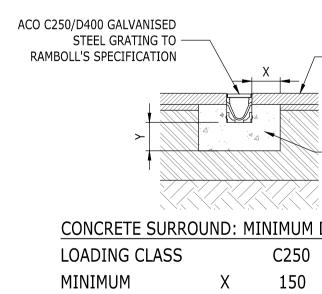
FILTER DRAIN DETAIL





150

Y



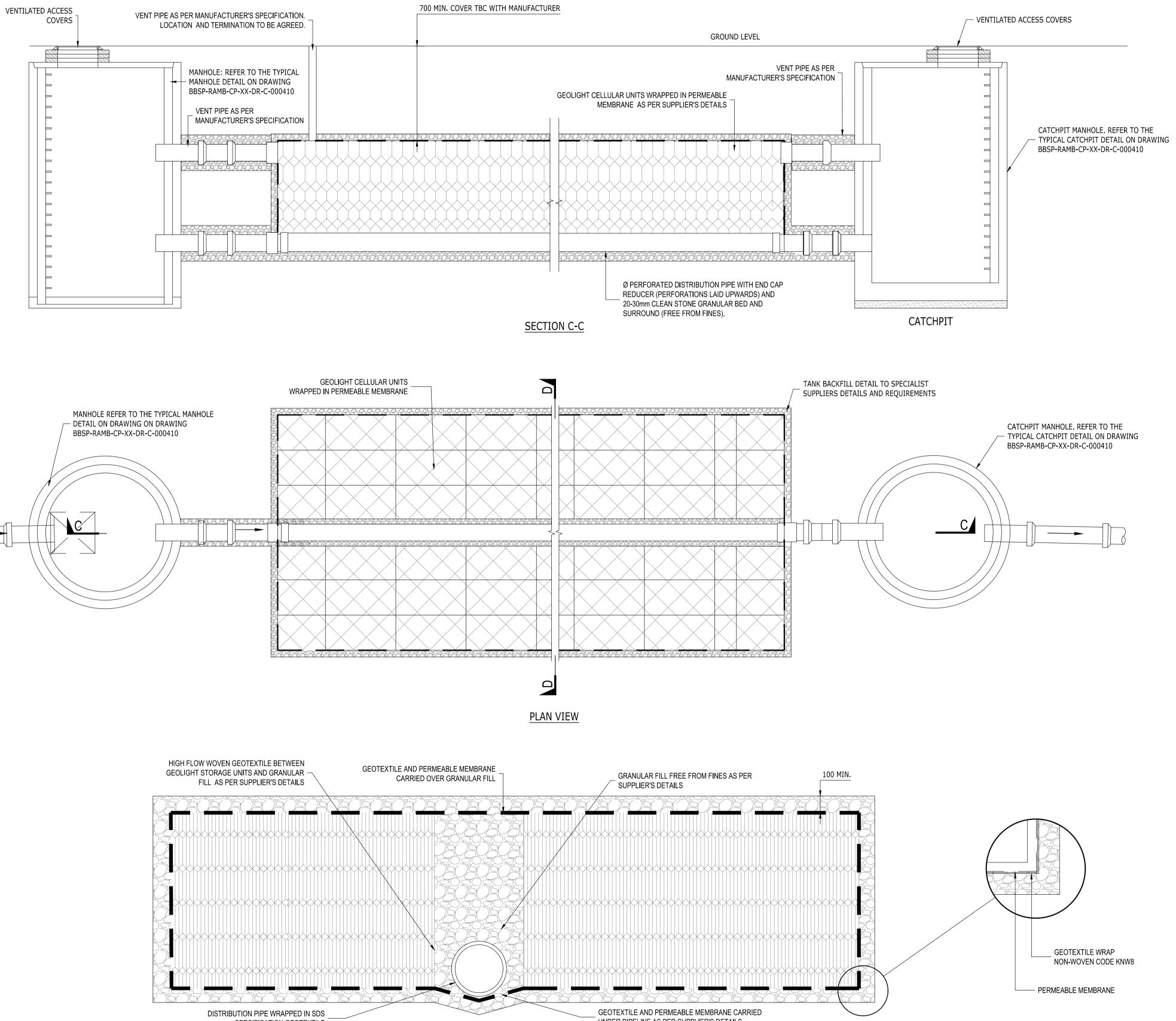
MINIMUM

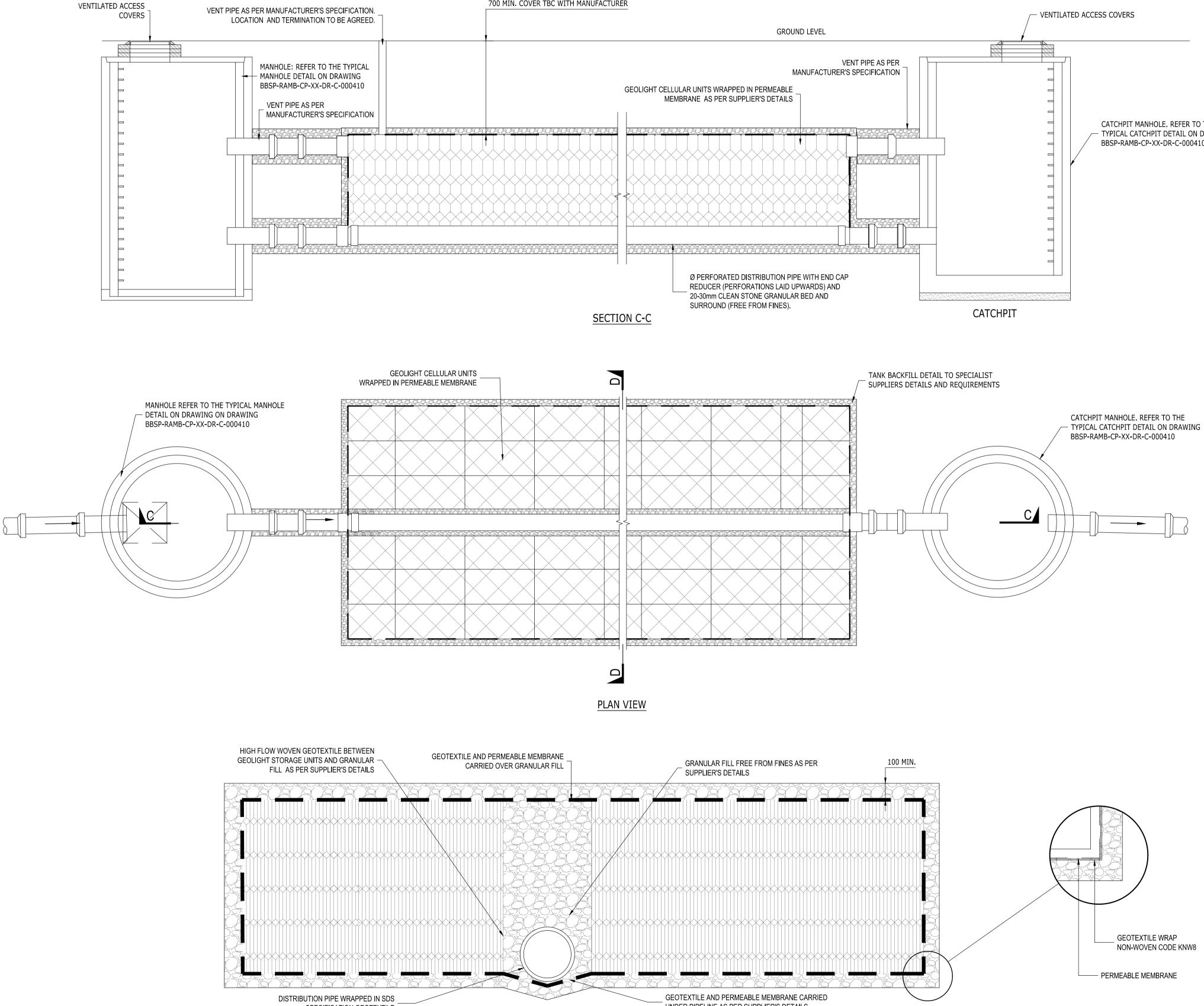


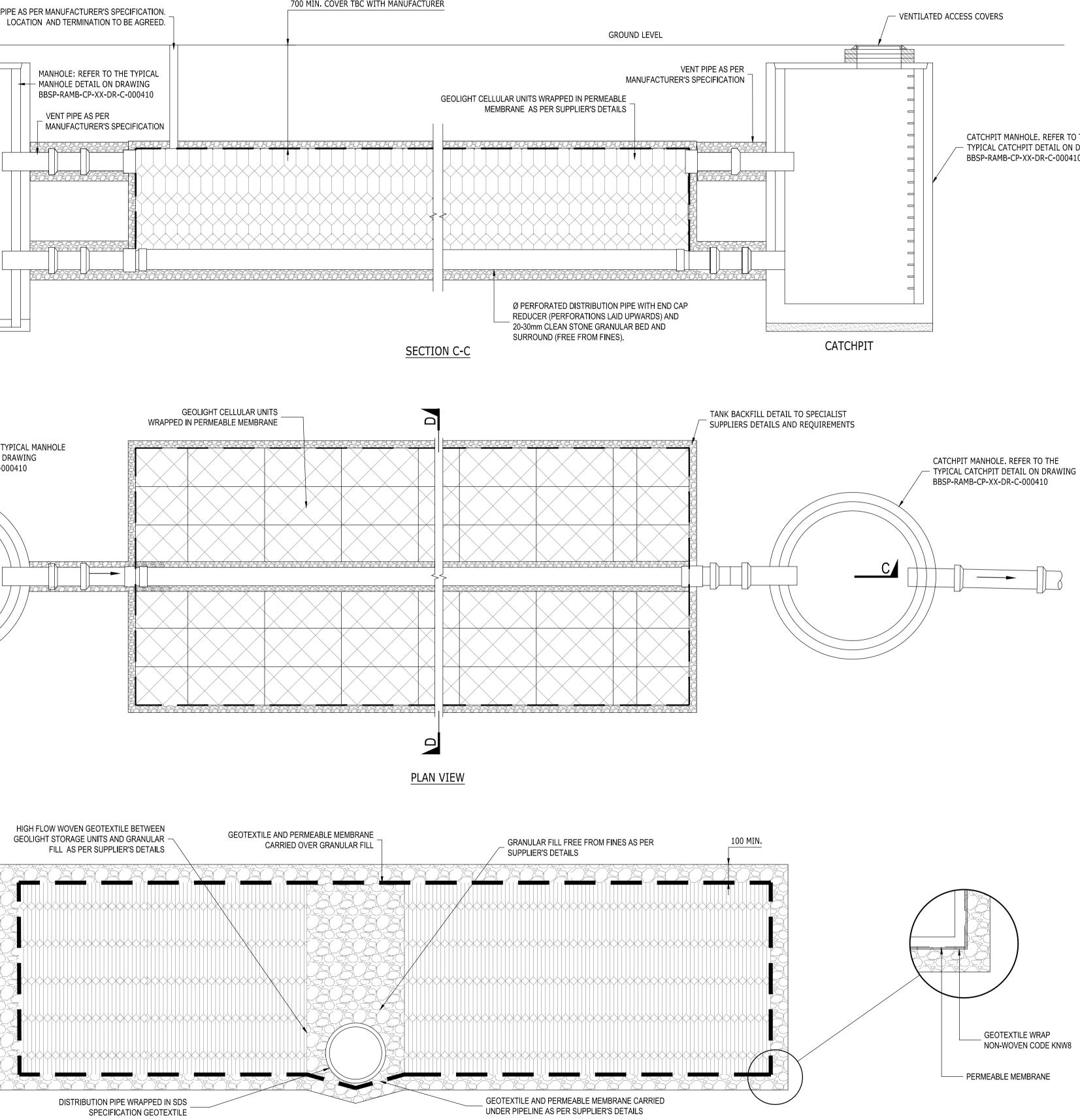
(LONG SECTION A-A)

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| | DRAWINGS. 3. THIS IS NOT AN INSTALLATION DRAWING NOR A CO-ORDINATION DRAWING. |
| <u> (WITH</u> BRANE) | 4. INDICATIVE BELOW GROUND DRAINAGE STRATEGY SUBJECT TO FURTHER DESIGN DEVELOPMENT AND COORDINATION. |
| POROUS PAVING | 5. REFER TO DRAWING BBSP-RAMB-CP-XX-DR-C-000110 FOR DRAINAGE LAYOUT. |
| IMPERMEABLE MEMBRANE FOR ATTENUATION AND TO PREVENT ROOT INGRESS | |
| TYPE 3 GRANULAR MATERIAL WITH 30% VOID RATIO | |
| PERMEABLE MEMBRANE | |
| 50mm MIN. | |
| | |
| | |
| | |
| | |
| <u>. (WITH</u> | |
| <u>ANE)</u> | |
| POROUS PAVING | |
| PERMEABLE MEMBRANE TO ALLOW | |
| INFILTRATION TYPE 3 GRANULAR MATERIAL WITH | |
| 30% VOID RATIO | |
| | |
| 50mm MIN. | |
| | |
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| | |
| <u>FAIL</u> DVED) | P01 ISSUED FOR PLANNING 26.08 AT LS 2021 LF |
| | Rev Description Date By Chk App |
| FOR SURFACING DETAIL REFER — TO LANDSCAPE ARCHITECT'S SPECIFICATION | PLANNING |
| FOR MINIMUM CONCRETE | BEGBROOKE SCIENCE PARK |
| | SURFACE CAR PARK |
| IMENSIONS | RAMBOLL |
| D400 200 | |
| 200 | tel 020 7631 5291 london@ramboll.co.uk www.ramboll.co.uk |
| | CAR PARK |
| | DRAINAGE DETAILS SHEET 3 |
| | Project No: Scale (@A1): Drawn: Date: |
| | 1620011508 1:1000 MES AUG 2021 Drawing No: Rev: |
| | BBSP-RAMB-CP-XX-DR-C-00412 P01 |

TYPICAL SOAKAWAY MODULAR TANK DETAIL (SDS GEOLIGHT TANK, OR SIMILAR APPROVED)

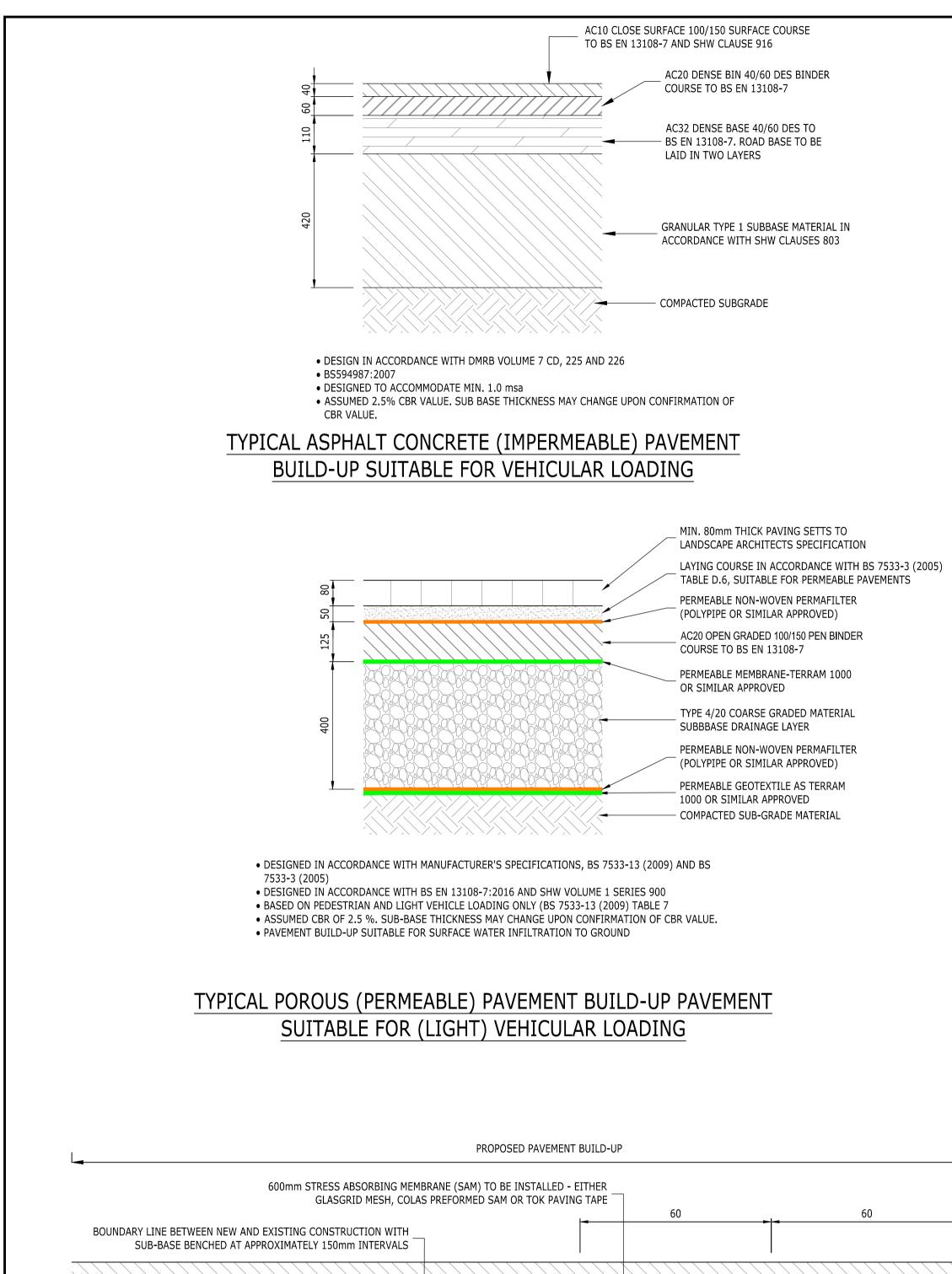






SECTION D-D

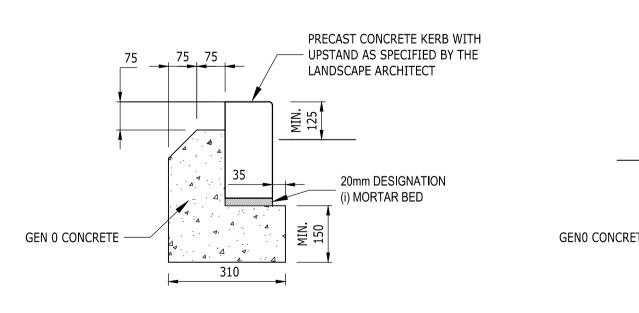
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| BY ANY OTHER PARTY OR FOR ANY OTHER PURPOSE. |
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| THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTURAL, STRUCTURAL AND M&E |
| DRAWINGS. |
| 3. THIS IS NOT AN INSTALLATION DRAWING NOR A CO-ORDINATION DRAWING. |
| 4. INDICATIVE BELOW GROUND DRAINAGE STRATEGY |
| SUBJECT TO FURTHER DESIGN DEVELOPMENT AND COORDINATION. |
| 5. REFER TO DRAWING BBSP-RAMB-CP-XX-DR-C-000110 |
| FOR DRAINAGE LAYOUT. |
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| P01 ISSUED FOR PLANNING 20.08 MES LS |
| Rev Description 2021 LF By App |
| Rev Description Date Chk App |
| PLANNING |
| |
| BEGBROOKE SCIENCE PARK |
| SURFACE CAR PARK |
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| RAMBOLL |
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| tel 020 7631 5291 london@ramboll.co.uk |
| www.ramboll.co.uk |
| |
| CAR PARK DRAINAGE DETAILS |
| SHEET 4 |
| |
| Project No: Scale (@A1): Drawn: Date: |
| 1620011508 1:1000 MES AUG 2021 |
| Drawing No: BBSP-RAMB-CP-XX-DR-C-00413 P01 |
| ····· |



STEPPED CONSTRUCTION DETAIL FOR TYING IN NEW ROAD CONSTRUCTION TO EXISTING CARRIAGEWAY

PRECAST CONCRETE BULLNOSE KERB (KERB TYPE BN)





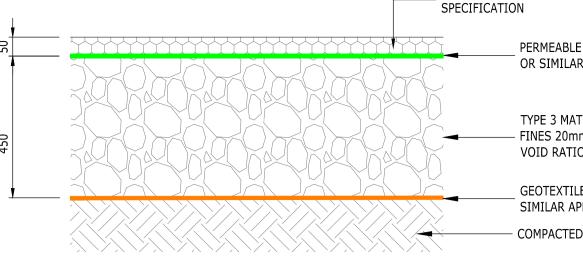
TYPICAL POROUS (IMPERMEABLE) PAVEMENT BUILD-UP PAVEMENT SUITABLE FOR (LIGHT) VEHICULAR LOADING

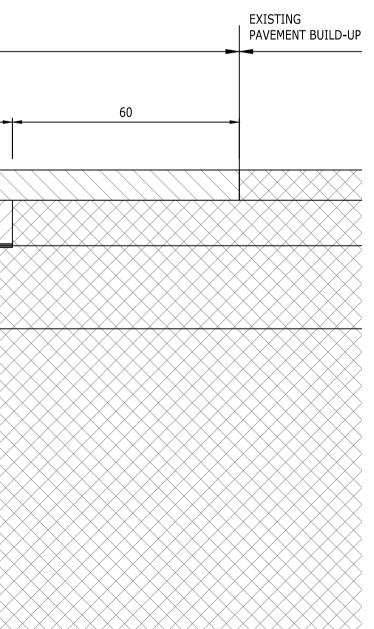
• PAVEMENT BUILD-UP SUITABLE FOR SURFACE WATER ATTENUATION AND CONVEYANCE TO A NEARBY BELOW GROUND GEOCELLULAR SOAKAWAY TANK

- BASED ON PEDESTRIAN AND LIGHT VEHICLE LOADING ONLY (BS 7533-13 (2009) TABLE 7 • ASSUMED CBR OF 2.5 %. SUB-BASE THICKNESS MAY CHANGE UPON CONFIRMATION OF CBR VALUE.
- DESIGNED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS, BS 7533-13 (2009) AND BS 7533-3 (2005) • DESIGNED IN ACCORDANCE WITH BS EN 13108-7:2016 AND SHW VOLUME 1 SERIES 900
- PERMEABLE NON-WOVEN (POLYPIPE OR SIMILAR A AC20 OPEN GRADED 100 COURSE TO BS EN 1310 PERMEABLE MEMBRANE-OR SIMILAR APPROVED TYPE 4/20 COARSE GRAI SUBBBASE DRAINAGE LA MIN. 100mm DIA PERFO PERMEABLE MEMBRANE PERMEABLE NON-WOVE (POLYPIPE OR SIMILAR IMPERMEABLE MEMBRAN TYPE 3 CAPPING MATER - COMPACTED SUB-GRADE <----

TYPICAL PAVEMENT DETAIL LOOSE GRAVEL (PERMEABLE) SUITABLE FOR PEDESTRIAN LOADING

• DESIGNED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS AND BS 7533-13 BASED ON PEDESTRIAN LOADING ONLY • ASSUMED CBR OF 2.5 %. SUB-BASE THICKNESS MAY CHANGE UPON CONFIRMATION OF CBR VALUE.





| LOOSE GRAVEL AS PER LANDSCAPE ARCHITECT SPECIFICATION | COPYRIGHT RAMBOLL UK LIMITED. ALL RIGHTS RESERVED. THIS DOCUMENT IS ISSUED FOR THE PARTY WHO COMMISSIONED IT AND FOR THE SPECIFIC PURPOSE CONNECTED WITH THE PROJECT ONLY. IT SHOULD NOT BE RELIED UPON BY ANY OTHER PARTY OR USED FOR ANY OTHER PURPOSE. RAMBOLL ACCEPTS NO RESPONSIBILITY OR LIABILITY WHICH MAY ARISE FROM RELIANCE OR USE OF THIS DOCUMENT OR THE DATA CONTAINED HEREIN |
|---|---|
| PERMEABLE MEMBRANE-TERRAM 1000 OR SIMILAR APPROVED | BY ANY OTHER PARTY OR FOR ANY OTHER PURPOSE. |
| TYPE 3 MATERIAL, GRAVEL FREE FROM FINES 20mm to 30mm GRADING (30% VOID RATIO) GEOTEXTILE AS TERRAM 1000 OR SIMILAR APPROVED COMPACTED SUB-GRADE 7533-13 ATION OF CBR VALUE. | THIS DRAWING IS NOT TO BE SCALED. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTURAL, STRUCTURAL AND M&E DRAWINGS. THIS IS NOT AN INSTALLATION DRAWING NOR A CO-ORDINATION DRAWING. REFER TO DRAWING BBSP-RAMB-CP-XX-DR-C-000110 FOR CONSTRUCTION AREAS BBSP-RAMB-CP-XX-DR-C-000410 TO 000413 FOR TYPICAL DRAINAGE DETAILS THE PAVEMENT DETAILS PROVIDED ARE TYPICAL, AND SUBJECT TO DETAIL DESIGN AND ASSESSMENT IN THE FOLLOWING DESIGN STAGE. |
| MIN. 80mm THICK PAVING SETTS TO LANDSCAPE ARCHITECTS SPECIFICATION LAVING COURSE IN ACCORDANCE WITH BS 7533-3 (2005) TABLE D.6, SUITABLE FOR PERMEABLE PAVEMENTS PERMEABLE NON-WOYEN PERMAFILTER (POLYPIPE OR SIMILAR APPROVED) AC20 OPEN GRADED 100/150 PEN BINDER COURSE TO BS EN 13108-7 PERMEABLE MEMBRANE-TERRAM 1000 OR SIMILAR APPROVED TYPE 4/20 COARSE GRADED MATERIAL SUBBBASE DRAINAGE LAYER MIN. 100mm DIA PERFORATED PIPE WITH PERMEABLE MEMBRANE SURROUND PERMEABLE MEMBRANE SURROUND PERMEABLE MEMBRANE TYPE 3 CAPPING MATERIAL COMPACTED SUB-GRADE MATERIAL AND BS 7533-3 (2005) BR VALUE. A NEARBY BELOW | |
| EDGING KERB LAID FLUSH AS SPECIFIED BY THE LANDSCAPE ARCHITECT | P01 ISSUED FOR PLANNING 20.08 MES LS Rev Description Date By App PLANNING BEGBROOKE SCIENCE PARK SURFACE CAR PARK |
| <u>PRECAST CONCRETE EDGING KERB</u> (KERB TYPE EF) | RAMBOLL tel 020 7631 5291 london@ramboll.co.uk www.ramboll.co.uk CONSTRUCTION DETAILS |
| | Project No: Scale (@A1): Drawn: Date: 1620011508 NTS MES AUG 2021 Drawing No: BBSP-RAMB-CP-XX-DR-C-000510 P01 |

APPENDIX 5 MICRODRAINAGE (SURFACE WATER) RESULTS

| | | Page 1 |
|-----------------------------|------------------|----------|
| 240 Blackfriars Road | Begbroke | |
| London | Surface Car Park | |
| SE1 8NW | | Micro |
| Date 26/08/2021 11:52 | Designed by AT | |
| File sw car park design.MDX | Checked by LF | Drainage |
| Micro Drainage | Network 2018.1 | I |

Design Criteria for Storm

Pipe Sizes STANDARD Manhole Sizes STANDARD

FSR Rainfall Model - England and Wales

| Return Period (years) | 1 | Foul Sewage (l/s/ha) | 0.000 | Maximum Backdrop Height (m) 1.500 |
|--------------------------------------|--------|-------------------------------|-------|---|
| M5-60 (mm) | 20.000 | Volumetric Runoff Coeff. | 0.750 | Min Design Depth for Optimisation (m) 1.200 |
| Ratio R | 0.400 | PIMP (%) | 100 | Min Vel for Auto Design only (m/s) 1.00 |
| Maximum Rainfall (mm/hr) | 50 | Add Flow / Climate Change (%) | 0 | Min Slope for Optimisation (1:X) 500 |
| Maximum Time of Concentration (mins) | 30 | Minimum Backdrop Height (m) | 0.200 | |

Designed with Level Soffits

Time Area Diagram for Storm at outfall S (pipe S1.007)

Time
(mins)Area
(ha)Time
(mins)Area
(mins)Time
(ha)Area
(mins)0-40.1524-80.3348-120.021TotalAreaContributing
(ha)(ha)= 0.508

Total Pipe Volume (m³) = 33.471

©1982-2018 Innovyze

| Ramboll UK Ltd | | | | | | | | | | | | | Page 2 |
|-----------------------------|--------|-------|-------|-----------------|---------------|-----------------------------------|----------------|-------------------------------------|-------------|------|--------------|--------------|----------|
| 240 Blackfriars Road | | | | | Begbro | oke | | | | | | | |
| London Surface Car Park | | | | | | | | | | | | | |
| SE1 8NW | | | | | | | | | | | | | Micro |
| Date 26/08/2021 11:52 | | | | | Design | ned b | у АТ | | | | | | Drainage |
| File sw car park design.MDX | | | | Checked by LF | | | | | | | brainage | | |
| Micro Drainage | | | | | Netwo | rk 20 | 18.1 | | | | | | |
| | | | | (m. Total A: | l Pipe V | na) (1 023 tribut Volume | ing (r (m³) | (ha) 0.010 (ha) = (= 2.29 | 8 | | | | |
| | | | | <u>Networ</u> | <u>k Desi</u> | <u>gn 1</u> 'a | able : | or St | <u>lorm</u> | | | | |
| PN | Length | | - | I.Area | | | se | | | | Section Type | Auto | |
| | (m) | (m) | (1:X) | (ha) | (mins) | Flow | (1/s) | (mm) | SECT | (mm) | | Design | |
| S1.000 | 52.344 | 0.349 | 150.0 | 0.000 | 5.00 | | 0.0 | 0.600 | MD7 | -16 | Pipe/Conduit | 0 | |
| S1.001 | 3.147 | 0.021 | 149.2 | 0.000 | 0.00 | | 0.0 | 0.600 | MD7 | -16 | Pipe/Conduit | | |
| S2.000 | 47.231 | 0.236 | 200.1 | 0.023 | 5.00 | | 0.0 | 0.600 | 0 | 150 | Pipe/Conduit | ð | |
| | | | | Ne | etwork | Resu | ו+פ ד | abla | | | | | |

| PN | Rain | T.C. | US/IL | Σ I.Area | ΣΕ | Σ Base | | Add Flow | Vel | Cap | Flow |
|--------|---------|--------|--------|----------|------|--------|-------|----------|-------|-------|-------|
| | (mm/hr) | (mins) | (m) | (ha) | Flow | (l/s) | (l/s) | (1/s) | (m/s) | (l/s) | (l/s) |
| s1.000 | 50.00 | 5.85 | 68.050 | 0.000 | | 0.0 | 0.0 | 0.0 | 1.03 | 32.9 | 0.0 |
| S1.001 | 50.00 | 5.90 | 67.701 | 0.000 | | 0.0 | 0.0 | 0.0 | 1.03 | 33.0 | 0.0 |
| S2.000 | 49.92 | 6.11 | 67.550 | 0.023 | | 0.0 | 0.0 | 0.0 | 0.71 | 12.5 | 3.1 |
| | | | | ©1982-2 | 018 | Innov | yze | | | | |

| Ramboll UK Ltd | | Page 3 |
|-----------------------------|------------------|--------------|
| 240 Blackfriars Road | Begbroke | Commenter of |
| London | Surface Car Park | |
| SE1 8NW | | Micro |
| Date 26/08/2021 11:52 | Designed by AT | Drainage |
| File sw car park design.MDX | Checked by LF | Digitige |
| Micro Drainage | Network 2018.1 | |

| PN | Length (m) | Fall (m) | Slope (1:X) | I.Area (ha) | T.E. (mins) | Ba Flow | | k (mm) | HYD SECT | DIA (mm) | Section Type | Auto Design |
|------------------|------------------|----------------|----------------|----------------|----------------|------------|-----|----------------|-------------|-------------|------------------------------|----------------|
| S2.001 | 7.208 | 0.048 | 149.4 | 0.000 | 0.00 | | 0.0 | 0.600 | 0 | 150 | Pipe/Conduit | ď |
| S1.002 | 30.927 | 0.189 | 164.1 | 0.000 | 0.00 | | 0.0 | 0.600 | 0 | 150 | Pipe/Conduit | ď |
| | 66.079 11.558 | | | 0.043 | 5.00 0.00 | | | 0.600 0.600 | 0 0 | | Pipe/Conduit Pipe/Conduit | 5 |
| S4.000 S4.001 | 43.200 9.840 | 0.288 0.066 | | 0.000 | 5.00 0.00 | | | 0.600 0.600 | MD7 MD7 | | Pipe/Conduit Pipe/Conduit | ð ď |

<u>Network Results Table</u>

| PN | Rain (mm/hr) | T.C. (mins) | US/IL (m) | Σ I.Area (ha) | Σ Base Flow (l/s) | | Add Flow (l/s) | Vel (m/s) | Cap (1/s) | Flow (l/s) |
|------------------|-----------------|----------------|-------------------------------|------------------|----------------------|-----|-------------------|--------------|--------------|---------------|
| S2.001 | 49.36 | 6.26 | 67.314 | 0.023 | 0.0 | 0.0 | 0.0 | 0.82 | 14.5 | 3.1 |
| S1.002 | 47.01 | 6.92 | 67.266 | 0.023 | 0.0 | 0.0 | 0.0 | 0.78 | 13.8 | 3.1 |
| S3.000 S3.001 | 48.27 47.68 | | 67.560 67.230 | 0.043 0.043 | 0.0 | 0.0 | 0.0 | 0.71 1.16 | 12.5 20.4 | 5.7 5.7 |
| S4.000 S4.001 | 50.00 50.00 | | <mark>68.060</mark> 67.772 | 0.000 0.000 | 0.0 | 0.0 | 0.0 | 1.03 1.03 | 32.9 32.9 | 0.0 0.0 |

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|-----------------------------|------------------|----------|
| 240 Blackfriars Road | Begbroke | |
| London | Surface Car Park | |
| SE1 8NW | | Micro |
| Date 26/08/2021 11:52 | Designed by AT | Drainage |
| File sw car park design.MDX | Checked by LF | Diamada |
| Micro Drainage | Network 2018.1 | |

| PN | Length (m) | Fall (m) | Slope (1:X) | I.Area (ha) | T.E. (mins) | ase (l/s) | k (mm) | HYD SECT | DIA (mm) | Section Type | Auto Design |
|------------------|------------------|----------------|----------------|----------------|----------------|--------------|----------------|-------------|-------------|------------------------------|----------------|
| S1.003 | 26.065 | 0.189 | 138.3 | 0.000 | 0.00 | 0.0 | 0.600 | 0 | 150 | Pipe/Conduit | ď |
| S5.000 S5.001 | 55.265 3.358 | 0.366 0.022 | | 0.000 | 5.00 0.00 | | 0.600 0.600 | MD7 MD7 | | Pipe/Conduit Pipe/Conduit | d |
| S6.000 S6.001 | 55.416 6.623 | 0.277 0.044 | | 0.029 0.000 | 5.00 0.00 | | 0.600 0.600 | 0 | | Pipe/Conduit Pipe/Conduit | 5 5 |
| | 11.669 17.315 | | | 0.013 0.000 | 5.00 0.00 | | 0.600 | 0 | | Pipe/Conduit Pipe/Conduit | e e |

| PN | Rain (mm/hr) | T.C. (mins) | US/IL (m) | Σ I.Area (ha) | Σ Base Flow (l/s) | | Add Flow (1/s) | Vel (m/s) | Cap (1/s) | Flow (l/s) | | | |
|--------------------|---------------------|----------------|-------------------------------|------------------|----------------------|-----|-------------------|--------------|--------------|---------------|--|--|--|
| S1.003 | 45.35 | 7.43 | 67.077 | 0.066 | 0.0 | 0.0 | 0.0 | 0.85 | 15.1 | 8.2 | | | |
| S5.000 S5.001 | 50.00 50.00 | 5.90 5.95 | <mark>67.990</mark> 67.624 | 0.000 0.000 | 0.0 | 0.0 | 0.0 | 1.02 1.03 | 32.8 32.9 | 0.0 | | | |
| S6.000 S6.001 | 47.73 47.12 | | <mark>67.510</mark> 67.233 | 0.029 0.029 | 0.0 | 0.0 | 0.0 | 0.54 0.63 | 4.2 4.9 | 3.7 3.7 | | | |
| \$7.000 \$7.001 | 50.00 50.00 | | <mark>67.520</mark> 67.443 | 0.013 0.013 | 0.0 | 0.0 | 0.0 | 0.62 0.62 | 4.9 4.9 | 1.7 1.7 | | | |
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| 240 Blackfriars Road | Begbroke | |
| London | Surface Car Park | |
| SE1 8NW | | Micro |
| Date 26/08/2021 11:52 | Designed by AT | Drainage |
| File sw car park design.MDX | Checked by LF | Diamaye |
| Micro Drainage | Network 2018.1 | |

| PN | Length (m) | Fall (m) | Slope (1:X) | I.Area (ha) | | Base Flow (1 | | k (mm) | HYD SECT | DIA (mm) | Section Type | Auto Design |
|------------------|-----------------|-------------|----------------|----------------|--------------|-----------------|-----|----------------|-------------|-------------|------------------------------|----------------|
| S1.004 | 45.021 | 0.298 | 151.0 | 0.000 | 0.00 | | 0.0 | 0.600 | 0 | 225 | Pipe/Conduit | ď |
| S8.000 S8.001 | 44.870 3.667 | | | 0.024 0.000 | 5.00 0.00 | | | 0.600 0.600 | MD7 MD7 | | Pipe/Conduit Pipe/Conduit | 0 |
| S9.000 S9.001 | 43.537 7.249 | | | 0.022 | 5.00 0.00 | | | 0.600 0.600 | 0 | | Pipe/Conduit Pipe/Conduit | 6 |
| S1.005 | 7.737 | 0.208 | 37.2 | 0.000 | 0.00 | | 0.0 | 0.600 | 0 | 225 | Pipe/Conduit | ď |

| PN | Rain (mm/hr) | T.C. (mins) | US/IL (m) | Σ I.Area (ha) | Σ Base Flow (l/s) | | Add Flow (l/s) | | Cap (l/s) | Flow (1/s) | | |
|---------------------|-----------------|----------------|-------------------------------|------------------|----------------------|-----|-------------------|--------------|--------------|---------------|--|--|
| S1.004 | 43.27 | 8.14 | 66.814 | 0.108 | 0.0 | 0.0 | 0.0 | 1.06 | 42.2 | 12.6 | | |
| S8.000 S8.001 | 50.00 50.00 | | <mark>68.010</mark> 67.713 | 0.024 | 0.0 | 0.0 | 0.0 | 1.02 1.03 | 32.8 32.9 | 3.2 3.2 | | |
| S9.000 S9.001 | 49.05 48.34 | | <mark>67.530</mark> 67.312 | 0.022 | 0.0 | 0.0 | 0.0 | 0.54 0.62 | 4.2 4.9 | 2.9 2.9 | | |
| S1.005 | 43.10 | 8.20 | 66.516 | 0.154 | 0.0 | 0.0 | 0.0 | 2.15 | 85.6 | 17.9 | | |
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|-----------------------------|------------------|----------|--|--|--|--|
| 240 Blackfriars Road | Begbroke | | | | | |
| London | Surface Car Park | | | | | |
| SE1 8NW | | Micro | | | | |
| Date 26/08/2021 11:52 | Designed by AT | | | | | |
| File sw car park design.MDX | Checked by LF | Drainage | | | | |
| Micro Drainage | Network 2018.1 | | | | | |

| PN | Length | Fall | Slope | I.Area | T.E. | Ba | ise | k | HYD | DIA | Section Type | Auto | |
|----------------|--------|-----------|---------|--------|--------|------|-------|-------|------|-------|--------------|--------------|--|
| | (m) | (m) | (1:X) | (ha) | (mins) | Flow | (l/s) | (mm) | SECT | (mm) | | Design | |
| | | | | | | | | | | | | | |
| s10.000 | 11.499 | 0.076 | 151.0 | 0.006 | 5.00 | | 0.0 | 0.600 | MD7 | -16 | Pipe/Conduit | 0 | |
| S10.001 | 6.829 | 0.045 | 151.0 | 0.000 | 0.00 | | 0.0 | 0.600 | MD7 | -16 | Pipe/Conduit | ĕ | |
| ~11 000 | | | | 0.000 | | | | | | 1.0.0 | | | |
| S11.000 | 9./6/ | 0.049 | 200.0 | 0.006 | 5.00 | | 0.0 | 0.600 | 0 | 100 | Pipe/Conduit | . | |
| S11.001 | 8.956 | 0.059 | 151.0 | 0.000 | 0.00 | | 0.0 | 0.600 | 0 | 100 | Pipe/Conduit | Ū | |
| a10 000 | 25 500 | 0 0 0 0 5 | 1 - 1 0 | 0 000 | 0 00 | | 0 0 | 0 600 | | 100 | | • | |
| S10.002 | 35.528 | 0.235 | 151.0 | 0.000 | 0.00 | | 0.0 | 0.600 | 0 | 100 | Pipe/Conduit | ெ | |
| S12.000 | 27.459 | 0.183 | 150.0 | 0.033 | 5.00 | | 0.0 | 0.600 | MD7 | -16 | Pipe/Conduit | a | |
| | | | | | | | | | | | r -, | | |

| PN | Rain (mm/hr) | T.C. (mins) | US/IL (m) | Σ I.Area (ha) | Σ Base Flow (l/s) | | Add Flow (l/s) | Vel (m/s) | Cap (1/s) | Flow (l/s) | | | |
|---------|---------------------|----------------|--------------|------------------|----------------------|-----|-------------------|--------------|--------------|---------------|--|--|--|
| S10.000 | 50.00 | 5.19 | 68.070 | 0.006 | 0.0 | 0.0 | 0.0 | 1.02 | 32.8 | 0.8 | | | |
| S10.001 | 50.00 | 5.30 | 67.994 | 0.006 | 0.0 | 0.0 | 0.0 | 1.02 | 32.8 | 0.8 | | | |
| S11.000 | 50.00 | 5.30 | 67.600 | 0.006 | 0.0 | 0.0 | 0.0 | 0.54 | 4.2 | 0.8 | | | |
| S11.001 | 50.00 | 5.54 | 67.551 | 0.006 | 0.0 | 0.0 | 0.0 | 0.62 | 4.9 | 0.8 | | | |
| S10.002 | 48.51 | 6.49 | 67.492 | 0.012 | 0.0 | 0.0 | 0.0 | 0.62 | 4.9 | 1.6 | | | |
| S12.000 | 50.00 | 5.45 | 68.100 | 0.033 | 0.0 | 0.0 | 0.0 | 1.03 | 32.9 | 4.5 | | | |
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| 240 Blackfriars Road | Begbroke | |
| London | Surface Car Park | |
| SE1 8NW | | Micro |
| Date 26/08/2021 11:52 | Designed by AT | Drainage |
| File sw car park design.MDX | Checked by LF | Diamaye |
| Micro Drainage | Network 2018.1 | |

| PN | Length (m) | Fall (m) | Slope (1:X) | I.Area (ha) | T.E. (mins) | ase (1/s) | k (mm) | HYD SECT | DIA (mm) | Section Type | Auto Design |
|--------------------|-----------------|----------------|----------------|----------------|----------------|--------------|----------------|-------------|-------------|------------------------------|----------------|
| S12.001 | 7.739 | 0.051 | 151.0 | 0.000 | 0.00 | 0.0 | 0.600 | MD7 | -16 | Pipe/Conduit | ď |
| S13.000 S13.001 | 23.705 6.898 | 0.119 0.046 | | 0.013 0.000 | 5.00 0.00 | | 0.600 0.600 | 0 | | Pipe/Conduit Pipe/Conduit | 5 5 |
| S10.003 | 36.746 | 0.243 | 151.2 | 0.000 | 0.00 | 0.0 | 0.600 | 0 | 150 | Pipe/Conduit | 6 |
| S14.000 | 20.269 | 0.134 | 151.0 | 0.000 | 5.00 | 0.0 | 0.600 | 0 | 100 | Pipe/Conduit | ď |
| s15.000 | 69.596 | 0.461 | 151.0 | 0.040 | 5.00 | 0.0 | 0.600 | MD7 | -16 | Pipe/Conduit | ð |

| PN | Rain (mm/hr) | T.C. (mins) | US/IL (m) | Σ I.Area (ha) | Σ Base Flow (l/s) | | Add Flow (l/s) | Vel (m/s) | Cap (1/s) | Flow (1/s) | | | |
|--------------------|---------------------|----------------|-------------------------------|------------------|----------------------|-----|-------------------|--------------|--------------|---------------|--|--|--|
| S12.001 | 50.00 | 5.57 | 67.917 | 0.033 | 0.0 | 0.0 | 0.0 | 1.02 | 32.8 | 4.5 | | | |
| S13.000 S13.001 | 50.00 50.00 | | <mark>67.640</mark> 67.521 | 0.013 0.013 | 0.0 | 0.0 | 0.0 | 0.54 0.62 | 4.2 4.9 | 1.7 1.7 | | | |
| s10.003 | 45.95 | 7.24 | 67.207 | 0.058 | 0.0 | 0.0 | 0.0 | 0.81 | 14.4 | 7.2 | | | |
| S14.000 | 50.00 | 5.54 | 68.000 | 0.000 | 0.0 | 0.0 | 0.0 | 0.62 | 4.9 | 0.0 | | | |
| S15.000 | 49.85 | 6.13 | 68.130 | 0.040 | 0.0 | 0.0 | 0.0 | 1.02 | 32.8 | 5.3 | | | |
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| 240 Blackfriars Road | Begbroke | |
| London | Surface Car Park | |
| SE1 8NW | | Micro |
| Date 26/08/2021 11:52 | Designed by AT | |
| File sw car park design.MDX | Checked by LF | Drainage |
| Micro Drainage | Network 2018.1 | |

| PN | Length (m) | Fall (m) | Slope (1:X) | I.Area (ha) | T.E. (mins) | ase (l/s) | k (mm) | HYD SECT | DIA (mm) | Section Type | Auto Design |
|--------------------|-----------------|-------------|----------------|----------------|----------------|--------------|----------------|-------------|-------------|------------------------------|----------------|
| S15.001 | 6.576 | 0.044 | 151.0 | 0.000 | 0.00 | 0.0 | 0.600 | MD7 | -16 | Pipe/Conduit | ď |
| S16.000 S16.001 | | | | 0.021 0.000 | 5.00 0.00 | | 0.600 0.600 | 0 | | Pipe/Conduit Pipe/Conduit | e e |
| S17.000 S17.001 | 52.805 8.992 | | | 0.037 0.000 | 5.00 0.00 | | 0.600 0.600 | 0 | | Pipe/Conduit Pipe/Conduit | 5 |
| S10.004 | 25.946 | 0.052 | 499.0 | 0.008 | 0.00 | 0.0 | 0.600 | 0 | 225 | Pipe/Conduit | ď |

<u>Network Results Table</u>

| PN | Rain (mm/hr) | T.C. (mins) | US/IL (m) | Σ I.Area (ha) | Σ Base Flow (l/s) | | Add Flow (l/s) | Vel (m/s) | Cap (1/s) | Flow (l/s) | |
|--------------------|-----------------|----------------|-------------------------------|------------------|----------------------|-----|-------------------|--------------|--------------|---------------|--|
| S15.001 | 49.44 | 6.24 | 67.669 | 0.040 | 0.0 | 0.0 | 0.0 | 1.02 | 32.8 | 5.3 | |
| S16.000 S16.001 | 50.00 50.00 | | 67.610 67.435 | 0.021 0.021 | 0.0 | 0.0 | 0.0 | 0.71 0.82 | 12.5 14.5 | 2.8 2.8 | |
| S17.000 S17.001 | 49.42 48.73 | | <mark>67.570</mark> 67.306 | 0.037 0.037 | 0.0 | 0.0 | 0.0 | 0.71 0.82 | 12.5 14.4 | 5.0 5.0 | |
| S10.004 | 43.69 | 7.99 | 66.889 | 0.163 | 0.0 | 0.0 | 0.0 | 0.58 | 23.0 | 19.3 | |

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|-----------------------------|------------------|----------|
| 240 Blackfriars Road | Begbroke | |
| London | Surface Car Park | |
| SE1 8NW | | Micro |
| Date 26/08/2021 11:52 | Designed by AT | Drainage |
| File sw car park design.MDX | Checked by LF | Diamaye |
| Micro Drainage | Network 2018.1 | 1 |

| PN | Length (m) | Fall (m) | Slope (1:X) | I.Area (ha) | T.E. (mins) | ase (l/s) | k (mm) | HYD SECT | DIA (mm) | Section Type | Auto Design |
|--------------------|-----------------|----------------|----------------|----------------|----------------|--------------|----------------|-------------|-------------|------------------------------|-------------------|
| S18.000 S18.001 | | | | 0.009 0.000 | 5.00 0.00 | | 0.600 0.600 | MD7 MD7 | | Pipe/Conduit Pipe/Conduit | 0 5 |
| S19.000 S19.001 | 11.928 7.508 | | 58.5 151.0 | 0.009 0.000 | 5.00 0.00 | | 0.600 0.600 | 0 | | Pipe/Conduit Pipe/Conduit | 6 6 |
| S10.005 | 55.107 | 0.365 | 151.0 | 0.000 | 0.00 | 0.0 | 0.600 | 0 | 225 | Pipe/Conduit | ď |
| S20.000 S20.001 | 72.060 4.281 | 0.360 0.028 | | 0.047 0.000 | 5.00 0.00 | | 0.600 0.600 | MD7 MD7 | | Pipe/Conduit Pipe/Conduit | d |

| PN | Rain (mm/hr) | T.C. (mins) | US/IL (m) | Σ I.Area (ha) | Σ Base Flow (l/s) | | Add Flow (l/s) | Vel (m/s) | Cap (1/s) | Flow (l/s) | |
|--------------------|-----------------|----------------|-------------------------------|------------------|----------------------|-----|-------------------|--------------|--------------|---------------|--|
| S18.000 S18.001 | 50.00 50.00 | | <mark>68.000</mark> 67.897 | 0.009 | 0.0 | 0.0 | 0.0 | 1.03 | 32.9 32.8 | 1.2 | |
| S19.000 S19.001 | 50.00 50.00 | | 67.520 67.316 | 0.009 | 0.0 | 0.0 | 0.0 | 1.01 | 7.9 | 1.2 | |
| s19.001 | 41.37 | | 66.837 | 0.182 | 0.0 | 0.0 | 0.0 | 1.06 | 4.9 | 20.3 | |
| S20.000 S20.001 | 49.01 48.75 | | 68.150 67.790 | 0.047 | 0.0 | 0.0 | 0.0 | 0.89 | 28.4 | 6.2 | |
| 520.001 | -0.75 | 0.42 | | | 0.0 D18 Innovy | | 0.0 | 1.02 | 52.5 | 0.2 | |

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| 240 Blackfriars Road | Begbroke | |
| London | Surface Car Park | |
| SE1 8NW | | Micro |
| Date 26/08/2021 11:52 | Designed by AT | |
| File sw car park design.MDX | Checked by LF | Drainage |
| Micro Drainage | Network 2018.1 | |

| P | N | Length | Fall | Slope | I.Area | T.E. | Ba | ase | k | HYD | DIA | Section Type | Auto |
|-----|------|--------|-------|-------|--------|--------|------|-------|-------|------|------|---------------|--------------|
| | | (m) | (m) | (1:X) | (ha) | (mins) | Flow | (l/s) | (mm) | SECT | (mm) | | Design |
| | | | | | | | | | | | | | |
| 1. | .000 | 67.429 | 0.337 | 200.1 | 0.034 | 5.00 | | 0.0 | 0.600 | 0 | 100 | Pipe/Conduit | ď |
| 1. | .001 | 8.119 | 0.054 | 151.0 | 0.000 | 0.00 | | 0.0 | 0.600 | 0 | 100 | Pipe/Conduit | ď |
| n | .006 | 6 720 | 0.164 | 40.9 | 0.000 | 0.00 | | 0 0 | 0.600 | 0 | 225 | Pipe/Conduit | ď |
| ••• | .000 | 0.720 | 0.101 | 10.9 | 0.000 | 0.00 | | 0.0 | 0.000 | 0 | 220 | ripe, conduie | U |
| 2. | .000 | 9.600 | 0.064 | 151.0 | 0.012 | 5.00 | | 0.0 | 0.600 | MD7 | -16 | Pipe/Conduit | ð |
| 2. | .001 | 3.774 | 0.025 | 151.0 | 0.000 | 0.00 | | 0.0 | 0.600 | MD7 | -16 | Pipe/Conduit | ∂ ● |
| z | 000 | 10.744 | 0 071 | 151 0 | 0.014 | 5.00 | | 0 0 | 0.600 | MD7 | -16 | Pipe/Conduit | 2 |
| ٠. | .000 | 10./44 | 0.071 | 101.0 | 0.014 | 5.00 | | 0.0 | 0.000 | MD / | -10 | ripe/conduic | . |

| PN | Rain (mm/hr) | T.C. (mins) | US/IL (m) | | Σ Base Flow (l/s) | | | | Cap (1/s) | Flow (1/s) |
|---------|-----------------|----------------|--------------|----------|----------------------|-----|-----|------|--------------|---------------|
| S21.000 | 46.47 | 7.08 | 67.630 | 0.034 | 0.0 | 0.0 | 0.0 | 0.54 | 4.2 | 4.2 |
| S21.001 | 45.77 | 7.30 | 67.293 | 0.034 | 0.0 | 0.0 | 0.0 | 0.62 | 4.9 | 4.2 |
| s10.006 | 41.24 | 8.91 | 66.472 | 0.262 | 0.0 | 0.0 | 0.0 | 2.05 | 81.5 | 29.3 |
| s22.000 | 50.00 | 5.16 | 68.480 | 0.012 | 0.0 | 0.0 | 0.0 | 1.02 | 32.8 | 1.6 |
| S22.001 | 50.00 | 5.22 | 68.416 | 0.012 | 0.0 | 0.0 | 0.0 | 1.02 | 32.8 | 1.6 |
| s23.000 | 50.00 | 5.17 | 68.210 | 0.014 | 0.0 | 0.0 | 0.0 | 1.02 | 32.8 | 2.0 |
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| 240 Blackfriars Road | Begbroke | |
| London | Surface Car Park | |
| SE1 8NW | | Micro |
| Date 26/08/2021 11:52 | Designed by AT | |
| File sw car park design.MDX | Checked by LF | Drainage |
| Micro Drainage | Network 2018.1 | |

| PN | Length (m) | Fall (m) | Slope (1:X) | I.Area (ha) | T.E. (mins) | ase (l/s) | k (mm) | HYD SECT | DIA (mm) | Section Type | Auto Design |
|---------|---------------|-------------|----------------|----------------|----------------|--------------|-----------|-------------|-------------|--------------|----------------|
| S23.001 | 4.117 | 0.027 | 151.0 | 0.000 | 0.00 | 0.0 | 0.600 | MD7 | -16 | Pipe/Conduit | • |
| S24.000 | 11.253 | 0.075 | 151.0 | 0.005 | 5.00 | 0.0 | 0.600 | 0 | 100 | Pipe/Conduit | ď |
| S25.000 | 8.688 | 0.058 | 151.0 | 0.005 | 5.00 | 0.0 | 0.600 | 0 | 100 | Pipe/Conduit | ď |
| S24.001 | 6.498 | 0.043 | 151.1 | 0.000 | 0.00 | 0.0 | 0.600 | 0 | 100 | Pipe/Conduit | ď |
| S1.006 | 8.392 | 0.176 | 47.7 | 0.000 | 0.00 | 0.0 | 0.600 | 0 | 225 | Pipe/Conduit | ď |

<u>Network Results Table</u>

| PN | Rain (mm/hr) | T.C. (mins) | US/IL (m) | Σ I.Area (ha) | Σ Base Flow (l/s) | | Add Flow (1/s) | Vel (m/s) | Cap (1/s) | Flow (l/s) | |
|---------|-----------------|----------------|--------------|------------------|----------------------|-----|-------------------|--------------|--------------|---------------|--|
| s23.001 | 50.00 | 5.24 | 68.139 | 0.014 | 0.0 | 0.0 | 0.0 | 1.02 | 32.8 | 2.0 | |
| s24.000 | 50.00 | 5.30 | 67.710 | 0.005 | 0.0 | 0.0 | 0.0 | 0.62 | 4.9 | 0.7 | |
| s25.000 | 50.00 | 5.23 | 67.900 | 0.005 | 0.0 | 0.0 | 0.0 | 0.62 | 4.9 | 0.7 | |
| S24.001 | 50.00 | 5.47 | 67.635 | 0.010 | 0.0 | 0.0 | 0.0 | 0.62 | 4.9 | 1.4 | |
| S1.006 | 41.06 | 8.98 | 66.308 | 0.452 | 0.0 | 0.0 | 0.0 | 1.90 | 75.5 | 50.3 | |
| | | | | | | | | | | | |

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| 240 Blackfriars Road | Begbroke | |
| London | Surface Car Park | |
| SE1 8NW | | Micro |
| Date 26/08/2021 11:52 | Designed by AT | Drainage |
| File sw car park design.MDX | Checked by LF | Drainage |
| Micro Drainage | Network 2018.1 | |

| PN | Length (m) | Fall (m) | Slope (1:X) | I.Area (ha) | | Base Flow (1 | | k (mm) | HYD SECT | DIA (mm) | Section Type | Auto Design |
|---|----------------------------|-------------------------|--------------------------------------|---|--------------------------------------|-----------------|-----|---|------------------|--------------------------------|--|--------------------|
| S26.000 S26.001 | 42.701 2.656 | | 151.0 1.6 | 0.056 0.000 | 5.00 0.00 | | | 0.600 0.600 | MD7 MD7 | | Pipe/Conduit Pipe/Conduit | 0 |
| S1.007 | 32.155 | 0.291 | 110.4 | 0.000 | 0.00 | | 0.0 | 0.600 | 0 | 300 | Pipe/Conduit | ď |
| S27.000 S27.001 S27.002 S27.003 S27.004 | 21.649 21.881 12.863 | 0.241 0.243 0.143 | 90.0 90.0 90.0 90.0 90.0 | 0.010 0.013 0.010 0.000 0.000 | 5.00 0.00 0.00 0.00 0.00 | | 0.0 | 0.600 0.600 0.600 0.600 0.600 | 0 0 0 0 | 150 150 <mark>225</mark> | Pipe/Conduit Pipe/Conduit Pipe/Conduit Pipe/Conduit Pipe/Conduit | 9 9 9 0 |

| PN | Rain (mm/hr) | T.C. (mins) | US/IL (m) | Σ I.Area (ha) | Σ Base Flow (l/s) | Foul (l/s) | Add Flow (l/s) | Vel (m/s) | Cap (1/s) | Flow (l/s) |
|---------|-----------------|----------------|--------------|------------------|----------------------|---------------|-------------------|--------------|--------------|---------------|
| S26.000 | 50.00 | 5.70 | 68.050 | 0.056 | 0.0 | 0.0 | 0.0 | 1.02 | 32.8 | 7.6 |
| S26.001 | 50.00 | 5.70 | 67.767 | 0.056 | 0.0 | 0.0 | 0.0 | 10.16 | 325.2 | 7.6 |
| S1.007 | 40.25 | 9.34 | 66.056 | 0.508 | 0.0 | 0.0 | 0.0 | 1.50 | 105.7 | 55.3 |
| S27.000 | 50.00 | 5.41 | 67.800 | 0.010 | 0.0 | 0.0 | 0.0 | 1.06 | 18.7 | 1.4 |
| S27.001 | 50.00 | 5.76 | 67.507 | 0.023 | 0.0 | 0.0 | 0.0 | 1.06 | 18.7 | 3.1 |
| S27.002 | 49.98 | 6.10 | 67.266 | 0.033 | 0.0 | 0.0 | 0.0 | 1.06 | 18.7 | 4.4 |
| S27.003 | 49.38 | 6.25 | 67.023 | 0.033 | 0.0 | 0.0 | 0.0 | 1.38 | 54.8 | 4.4 |
| S27.004 | 48.76 | 6.42 | 66.805 | 0.033 | 0.0 | 0.0 | 0.0 | 1.38 | 54.8 | 4.4 |
| | | | | ©1982-20 | 018 Innovy | ze | | | | |

| Ramboll UK Ltd | | Page 13 |
|-----------------------------|------------------|----------|
| 240 Blackfriars Road | Begbroke | |
| London | Surface Car Park | |
| SE1 8NW | | Micro |
| Date 26/08/2021 11:52 | Designed by AT | |
| File sw car park design.MDX | Checked by LF | Drainage |
| Micro Drainage | Network 2018.1 | |

| | | | | Manhol | e Sche | dules for | <u>Storm</u> | | | | |
|------------|--------------|--------------------|------------------|-------------------------|--------|---------------------------------|------------------|--------|---------------------------------|------------------|------------------|
| MH Name | MH CL (m) | MH Depth (m) | MH Connection | MH Diam.,L*W (mm) | PN | Pipe Out Invert Level (m) | Diameter (mm) | PN | Pipes In Invert Level (m) | Diameter (mm) | Backdrop (mm) |
| S1 | 68.370 | 0.320 | Junction | | s1.000 | 68.050 | -16 | | | | |
| S2 | 68.320 | 0.619 | Junction | | S1.001 | 67.701 | -16 | S1.000 | 67.701 | -16 | |
| S3 | 68.350 | 0.800 | Junction | | S2.000 | 67.550 | 150 | | | | |
| S4 | 68.320 | 1.006 | Junction | | S2.001 | 67.314 | 150 | S2.000 | 67.314 | 150 | |
| SSWMH01 | 68.320 | 1.054 | Open Manhole | 1200 | S1.002 | 67.266 | 150 | S1.001 | 67.680 | -16 | 549 |
| | | | | | | | | S2.001 | 67.266 | 150 | |
| S26 | 68.360 | 0.800 | Junction | | S3.000 | 67.560 | 150 | | | | |
| S28 | 68.350 | 1.120 | Open Manhole | 1200 | S3.001 | 67.230 | 150 | S3.000 | 67.230 | 150 | |
| S16 | 68.380 | 0.320 | Junction | | S4.000 | 68.060 | -16 | | | | |
| S17 | 68.330 | 0.558 | Junction | | S4.001 | 67.772 | -16 | S4.000 | 67.772 | -16 | |
| SSWMH06 | 68.390 | 1.313 | Open Manhole | 1200 | S1.003 | 67.077 | 150 | S1.002 | 67.077 | 150 | |
| | | | | | | | | s3.001 | 67.077 | 150 | |
| | | | | | | | | S4.001 | 67.706 | -16 | 764 |
| S4 | 68.310 | 0.320 | Junction | | S5.000 | 67.990 | -16 | | | | |
| S5 | 68.330 | 0.706 | Junction | | S5.001 | 67.624 | -16 | S5.000 | 67.624 | -16 | |
| S8 | 68.310 | 0.800 | Junction | | S6.000 | 67.510 | 100 | | | | |
| S9 | 68.330 | 1.097 | Junction | | S6.001 | 67.233 | 100 | S6.000 | 67.233 | 100 | |
| S10 | 68.320 | 0.800 | Junction | | s7.000 | 67.520 | 100 | | | | |
| S11 | 68.320 | 0.877 | Junction | | s7.001 | 67.443 | 100 | s7.000 | 67.443 | 100 | |
| | | | | ©1 | 982-20 | 18 Innovy | ze | | | | |

| Ramboll UK Ltd | | Page 14 |
|-----------------------------|------------------|----------|
| 240 Blackfriars Road | Begbroke | |
| London | Surface Car Park | |
| SE1 8NW | | Micro |
| Date 26/08/2021 11:52 | Designed by AT | Drainage |
| File sw car park design.MDX | Checked by LF | Diamage |
| Micro Drainage | Network 2018.1 | |

| MH Name | MH CL (m) | MH Depth (m) | MH Connection | MH Diam.,L*W (mm) | PN | Pipe Out Invert Level (m) | Diameter (mm) | PN | Pipes In Invert Level (m) | Diameter (mm) | Backdrop (mm) |
|------------|--------------|--------------------|------------------|-------------------------|---------|---------------------------------|------------------|---------|---------------------------------|------------------|------------------|
| SSWMH02 | 68.460 | 1.646 | Open Manhole | 1200 | S1.004 | 66.814 | 225 | S1.003 | 66.889 | 150 | |
| | | | | | | | | S5.001 | 67.602 | -16 | 848 |
| | | | | | | | | S6.001 | 67.189 | 100 | 250 |
| | | | | | | | | s7.001 | 67.328 | 100 | 389 |
| S7 | 68.330 | 0.320 | Junction | | S8.000 | 68.010 | -16 | | | | |
| S8 | 68.470 | 0.757 | Junction | | S8.001 | 67.713 | -16 | S8.000 | 67.713 | -16 | |
| S15 | 68.330 | 0.800 | Junction | | S9.000 | 67.530 | 100 | | | | |
| S16 | 68.470 | 1.158 | Junction | | S9.001 | 67.312 | 100 | S9.000 | 67.312 | 100 | |
| SSWMH03 | 68.620 | 2.104 | Open Manhole | 1200 | S1.005 | 66.516 | 225 | S1.004 | 66.516 | 225 | |
| | | | | | | | | S8.001 | 67.688 | -16 | 1233 |
| | | | | | | | | S9.001 | 67.264 | 100 | 624 |
| S6 | 68.390 | 0.320 | Junction | | S10.000 | 68.070 | -16 | | | | |
| S7 | 68.420 | 0.426 | Junction | | S10.001 | 67.994 | -16 | S10.000 | 67.994 | -16 | |
| S20 | 68.400 | 0.800 | Junction | | S11.000 | 67.600 | 100 | | | | |
| S21 | 68.480 | 0.929 | Junction | | S11.001 | 67.551 | 100 | s11.000 | 67.551 | 100 | |
| SSWMH11 | 68.430 | 0.938 | Open Manhole | 1200 | S10.002 | 67.492 | 100 | S10.001 | 67.949 | -16 | 642 |
| | | | | | | | | s11.001 | 67.492 | 100 | |
| S13 | 68.420 | 0.320 | Junction | | S12.000 | 68.100 | -16 | | | | |
| S14 | 68.420 | 0.503 | Junction | | S12.001 | 67.917 | -16 | S12.000 | 67.917 | -16 | |

| Ramboll UK Ltd | | Page 15 |
|-----------------------------|------------------|----------|
| 240 Blackfriars Road | Begbroke | |
| London | Surface Car Park | |
| SE1 8NW | | Micro |
| Date 26/08/2021 11:52 | Designed by AT | |
| File sw car park design.MDX | Checked by LF | Drainage |
| Micro Drainage | Network 2018.1 | |

| MH Name | MH CL (m) | MH Depth (m) | MH Connection | MH Diam.,L*W (mm) | PN | Pipe Out Invert Level (m) | Diameter (mm) | PN | Pipes In Invert Level (m) | Diameter (mm) | Backdrop (mm) |
|------------|--------------|--------------------|------------------|-------------------------|---------|---------------------------------|------------------|---------|---------------------------------|------------------|------------------|
| S19 | 68.440 | 0.800 | Junction | | s13.000 | 67.640 | 100 | | | | |
| S20 | 68.410 | 0.889 | Junction | | S13.001 | 67.521 | 100 | S13.000 | 67.521 | 100 | |
| sswmh10 | 68.470 | 1.263 | Open Manhole | 1200 | S10.003 | 67.207 | 150 | S10.002 | 67.257 | 100 | |
| | | | | | | | | S12.001 | 67.866 | -16 | 794 |
| | | | | | | | | S13.001 | 67.476 | 100 | 219 |
| SSWMH09 | 68.900 | 0.900 | Open Manhole | 1200 | S14.000 | 68.000 | 100 | | | | |
| S18 | 68.450 | 0.320 | Junction | | S15.000 | 68.130 | -16 | | | | |
| S19 | 68.320 | 0.651 | Junction | | S15.001 | 67.669 | -16 | S15.000 | 67.669 | -16 | |
| S25 | 68.410 | 0.800 | Junction | | S16.000 | 67.610 | 150 | | | | |
| S26 | 68.320 | 0.885 | Junction | | S16.001 | 67.435 | 150 | S16.000 | 67.435 | 150 | |
| S29 | 68.370 | 0.800 | Junction | | S17.000 | 67.570 | 150 | | | | |
| S30 | 68.320 | 1.014 | Junction | | S17.001 | 67.306 | 150 | S17.000 | 67.306 | 150 | |
| SSWMH08 | 68.330 | 1.441 | Open Manhole | 1200 | S10.004 | 66.889 | 225 | S10.003 | 66.964 | 150 | |
| | | | | | | | | S14.000 | 67.866 | 100 | 852 |
| | | | | | | | | S15.001 | 67.626 | -16 | 797 |
| | | | | | | | | S16.001 | 67.403 | 150 | 439 |
| | | | | | | | | S17.001 | 67.246 | 150 | 283 |
| S19 | 68.320 | 0.320 | Junction | | S18.000 | 68.000 | -16 | | | | |
| S20 | 68.330 | 0.433 | Junction | | S18.001 | 67.897 | -16 | S18.000 | 67.897 | -16 | |

| Ramboll UK Ltd | | Page 16 |
|-----------------------------|------------------|----------|
| 240 Blackfriars Road | Begbroke | |
| London | Surface Car Park | |
| SE1 8NW | | Micro |
| Date 26/08/2021 11:52 | Designed by AT | |
| File sw car park design.MDX | Checked by LF | Drainage |
| Micro Drainage | Network 2018.1 | I |

| MH Name | MH CL (m) | MH Depth (m) | MH Connection | MH Diam.,L*W (mm) | PN | Pipe Out Invert Level (m) | Diameter (mm) | PN | Pipes In Invert Level (m) | Diameter (mm) | Backdrop (mm) |
|------------|--------------|--------------------|------------------|-------------------------|---------|---------------------------------|------------------|---------|---------------------------------|------------------|------------------|
| S36 | 68.320 | 0.800 | Junction | | s19.000 | 67.520 | 100 | | | | |
| S37 | 68.350 | 1.034 | Junction | | S19.001 | 67.316 | 100 | S19.000 | 67.316 | 100 | |
| Sdummy | 68.300 | 1.463 | Junction | | S10.005 | 66.837 | 225 | S10.004 | 66.837 | 225 | |
| | | | | | | | | S18.001 | 67.845 | -16 | 1068 |
| | | | | | | | | S19.001 | 67.266 | 100 | 305 |
| S24 | 68.470 | 0.320 | Junction | | S20.000 | 68.150 | -16 | | | | |
| S25 | 68.860 | 1.070 | Junction | | S20.001 | 67.790 | -16 | S20.000 | 67.790 | -16 | |
| S45 | 68.430 | 0.800 | Junction | | S21.000 | 67.630 | 100 | | | | |
| S46 | 68.890 | 1.597 | Junction | | S21.001 | 67.293 | 100 | S21.000 | 67.293 | 100 | |
| SSWMH05 | 68.700 | 2.228 | Open Manhole | 1200 | S10.006 | 66.472 | 225 | S10.005 | 66.472 | 225 | |
| | | | | | | | | S20.001 | 67.762 | -16 | 1350 |
| | | | | | | | | S21.001 | 67.239 | 100 | 643 |
| S47 | 68.800 | 0.320 | Junction | | S22.000 | 68.480 | -16 | | | | |
| S48 | 68.600 | 0.184 | Junction | | S22.001 | 68.416 | -16 | S22.000 | 68.416 | -16 | |
| S49 | 68.530 | 0.320 | Junction | | S23.000 | 68.210 | -16 | | | | |
| S50 | 68.600 | 0.461 | Junction | | S23.001 | 68.139 | -16 | S23.000 | 68.139 | -16 | |
| S53 | 68.510 | 0.800 | Junction | | S24.000 | 67.710 | 100 | | | | |
| S54 | 68.700 | 0.800 | Junction | | S25.000 | 67.900 | 100 | | | | |
| S54 | 68.550 | 0.915 | Open Manhole | 1200 | S24.001 | 67.635 | 100 | S24.000 | 67.635 | 100 | |
| | | | 1 | | 1982-20 | 18 Innovy | ze | | | | |

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|-----------------------------|------------------|----------|
| 240 Blackfriars Road | Begbroke | |
| London | Surface Car Park | |
| SE1 8NW | | Micro |
| Date 26/08/2021 11:52 | Designed by AT | |
| File sw car park design.MDX | Checked by LF | Drainage |
| Micro Drainage | Network 2018.1 | |

| MH Name | MH CL (m) | MH Depth (m) | MH Connection | MH Diam.,L*W (mm) | PN | Pipe Out Invert Level (m) | Diameter (mm) | PN | Pipes In Invert Level (m) | Diameter (mm) | Backdrop (mm) |
|------------|--------------|--------------------|------------------|-------------------------|---------|---------------------------------|------------------|---------|---------------------------------|------------------|------------------|
| | | | | | | | | s25.000 | 67.842 | 100 | 207 |
| SSWMH04 | 68.670 | 2.362 | Open Manhole | 1200 | S1.006 | 66.308 | 225 | S1.005 | 66.308 | 225 | |
| | | | | | | | | S10.006 | 66.308 | 225 | |
| | | | | | | | | S22.001 | 68.391 | -16 | 2143 |
| | | | | | | | | S23.001 | 68.112 | -16 | 1864 |
| | | | | | | | | S24.001 | 67.592 | 100 | 1160 |
| | 68.370 | | | | S26.000 | 68.050 | | | | | |
| S58 | 68.440 | 0.673 | Junction | | S26.001 | 67.767 | -16 | S26.000 | 67.767 | -16 | |
| S7 | 68.320 | 2.264 | Open Manhole | 450 | S1.007 | 66.056 | 300 | | | | |
| | | | | | | | | S26.001 | | | |
| S | 68.320 | 2.555 | Open Manhole | 0 | | OUTFALL | | S1.007 | 65.765 | 300 | |
| SSWMH12 | 68.740 | 0.940 | Open Manhole | 1200 | S27.000 | 67.800 | 150 | | | | |
| SSWMH13 | 69.020 | 1.513 | Open Manhole | 1200 | S27.001 | 67.507 | 150 | S27.000 | 67.507 | 150 | |
| SSWMH14 | 69.000 | 1.734 | Open Manhole | 1200 | S27.002 | 67.266 | 150 | S27.001 | 67.266 | 150 | |
| SSWMH15 | 69.000 | 1.977 | Open Manhole | 1200 | S27.003 | 67.023 | 225 | S27.002 | 67.023 | 150 | |
| S66 | 68.650 | 1.845 | Open Manhole | 1200 | S27.004 | 66.805 | 225 | S27.003 | 66.880 | 225 | |
| S | 68.600 | 1.949 | Open Manhole | 0 | | OUTFALL | | S27.004 | 66.651 | 225 | |

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|-----------------------------|------------------|----------|
| 240 Blackfriars Road | Begbroke | |
| London | Surface Car Park | |
| SE1 8NW | | Micro |
| Date 26/08/2021 11:52 | Designed by AT | Drainage |
| File sw car park design.MDX | Checked by LF | urainaye |
| Micro Drainage | Network 2018.1 | |

PIPELINE SCHEDULES for Storm

<u>Upstream Manhole</u>

| PN | Hyd Sect | Diam (mm) | MH Name | C.Level (m) | I.Level (m) | D.Depth (m) | MH Connection | MH DIAM., (mm) | L*W |
|--------|-------------|--------------|------------|----------------|----------------|----------------|------------------|-------------------|------|
| S1.000 | MD7 | -16 | S1 | 68.370 | 68.050 | 0.035 | Junction | | |
| S1.001 | MD7 | -16 | S2 | 68.320 | 67.701 | 0.334 | Junction | | |
| | | | - 0 | | | | | | |
| S2.000 | 0 | 150 | S3 | 68.350 | 67.550 | 0.650 | Junction | | |
| S2.001 | 0 | 150 | S4 | 68.320 | 67.314 | 0.856 | Junction | | |
| S1.002 | 0 | 150 | SSWMH01 | 68.320 | 67.266 | 0.904 | Open Manhole | : | 1200 |
| S3.000 | 0 | 150 | S26 | 68.360 | 67.560 | 0.650 | Junction | | |

Downstream Manhole

| PN | Length (m) | Slope (1:X) | MH Name | C.Level (m) | I.Level (m) | D.Depth (m) | MH Connection | MH DIAM., L*W (mm) |
|------------------|-----------------|----------------|------------|------------------|----------------|----------------|--------------------------|-----------------------|
| S1.000 S1.001 | 52.344 3.147 | | | 68.320 68.320 | | | Junction Open Manhole | 1200 |
| s2.000 | 47.231 | 200.1 | S4 | 68.320 | 67.314 | 0.856 | Junction | |
| S2.001 | 7.208 | 149.4 | SSWMH01 | 68.320 | 67.266 | 0.904 | Open Manhole | 1200 |
| S1.002 | 30.927 | 164.1 | SSWMH06 | 68.390 | 67.077 | 1.163 | Open Manhole | 1200 |
| S3.000 | 66.079 | 200.0 | | 68.350 | | | Open Manhole | 1200 |
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|-----------------------------|------------------|----------|
| 240 Blackfriars Road | Begbroke | |
| London | Surface Car Park | |
| SE1 8NW | | Micro |
| Date 26/08/2021 11:52 | Designed by AT | Drainage |
| File sw car park design.MDX | Checked by LF | urainaye |
| Micro Drainage | Network 2018.1 | |

<u>Upstream Manhole</u>

| PN | Hyd | Diam | MH | C.Level | I.Level | D.Depth | MH | MH DIAM., L*W |
|--------|------|------------------|---------|---------|---------------------|---------|--------------|---------------|
| | Sect | (mm) | Name | (m) | (m) | (m) | Connection | (mm) |
| S3.001 | 0 | 150 | S28 | 68.350 | 67.230 | 0.970 | Open Manhole | 1200 |
| S4.000 | MD7 | <mark>-16</mark> | S16 | 68.380 | <mark>68.060</mark> | 0.035 | Junction | |
| S4.001 | MD7 | -16 | S17 | 68.330 | 67.772 | 0.273 | Junction | |
| S1.003 | 0 | 150 | SSWMH06 | 68.390 | 67.077 | 1.163 | Open Manhole | 1200 |
| S5.000 | MD7 | <mark>-16</mark> | S4 | 68.310 | <mark>67.990</mark> | 0.035 | Junction | |
| S5.001 | MD7 | -16 | S5 | 68.330 | 67.624 | 0.421 | Junction | |

| PN | Length (m) | Slope (1:X) | MH Name | C.Level (m) | I.Level (m) | D.Depth (m) | MH Connection | MH DIAM., L*W (mm) |
|--------|---------------|----------------|------------|----------------|----------------|----------------|------------------|-----------------------|
| S3.001 | 11.558 | 75.9 | SSWMH06 | 68.390 | 67.077 | 1.163 | Open Manhole | 1200 |
| S4.000 | 43.200 | 150.0 | S17 | 68.330 | 67.772 | 0.273 | Junction | |
| S4.001 | 9.840 | 150.0 | SSWMH06 | 68.390 | 67.706 | 0.399 | Open Manhole | 1200 |
| S1.003 | 26.065 | 138.3 | SSWMH02 | 68.460 | 66.889 | 1.421 | Open Manhole | 1200 |
| S5.000 | 55.265 | 151.0 | S5 | 68.330 | 67.624 | 0.421 | Junction | |
| S5.001 | 3.358 | 150.0 | SSWMH02 | 68.460 | 67.602 | 0.573 | Open Manhole | 1200 |

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|-----------------------------|------------------|----------|
| 240 Blackfriars Road | Begbroke | |
| London | Surface Car Park | |
| SE1 8NW | | Micro |
| Date 26/08/2021 11:52 | Designed by AT | |
| File sw car park design.MDX | Checked by LF | Drainage |
| Micro Drainage | Network 2018.1 | |

<u>Upstream Manhole</u>

| PN | Hyd Sect | Diam (mm) | MH Name | C.Level (m) | I.Level (m) | D.Depth (m) | MH Connection | MH DIAM., L*W (mm) |
|------------------|-------------|--------------|------------|------------------|-------------------------------|----------------|----------------------|-----------------------|
| S6.000 S6.001 | 0 | 100 100 | S8 S9 | 68.310 68.330 | 67.510 67.233 | 0.700 0.997 | Junction Junction | |
| S7.000 S7.001 | 0 | 100 100 | S10 S11 | 68.320 68.320 | <mark>67.520</mark> 67.443 | 0.700 0.777 | Junction Junction | |
| S1.004 | 0 | 225 | SSWMH02 | 68.460 | 66.814 | 1.421 | Open Manhole | 1200 |

Downstream Manhole

| PN | Length (m) | Slope (1:X) | MH Name | C.Level (m) | I.Level (m) | D.Depth (m) | MH Connection | MH DIAM., (mm) | L*₩ |
|--------|-----------------|----------------|---------------------------|------------------|----------------------------|----------------|--|-------------------|--------------|
| | 55.416 6.623 | | S9 SSWMH02 | 68.330 68.460 | 67.233 67.189 | 0.997 1.171 | Junction Open Manhole | 1 | L200 |
| s7.001 | | 151.0 | S11 SSWMH02 SSWMH03 | 68.460 | 67.443 67.328 66.516 | | Junction Open Manhole Open Manhole | | L200 L200 |
| | | | | | | | | | |

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|-----------------------------|------------------|----------|
| 240 Blackfriars Road | Begbroke | |
| London | Surface Car Park | |
| SE1 8NW | | Micro |
| Date 26/08/2021 11:52 | Designed by AT | |
| File sw car park design.MDX | Checked by LF | Drainage |
| Micro Drainage | Network 2018.1 | 1 |

<u>Upstream Manhole</u>

| PN | Hyd Sect | Diam (mm) | MH Name | C.Level (m) | I.Level (m) | D.Depth (m) | MH Connection | MH DIAM., (mm) | L*W |
|---------|-------------|--------------|------------|----------------|----------------|----------------|------------------|-------------------|------|
| S8.000 | MD7 | -16 | S7 | 68.330 | 68.010 | 0.035 | Junction | | |
| S8.001 | MD7 | -16 | S8 | 68.470 | 67.713 | 0.472 | Junction | | |
| S9.000 | 0 | 100 | S15 | 68.330 | 67.530 | 0.700 | Junction | | |
| S9.001 | 0 | 100 | S16 | 68.470 | 67.312 | 1.058 | Junction | | |
| S1.005 | 0 | 225 | SSWMH03 | 68.620 | 66.516 | 1.879 | Open Manhole | : | 1200 |
| S10.000 | MD7 | -16 | S6 | 68.390 | 68.070 | 0.035 | Junction | | |

| PN | Length (m) | Slope (1:X) | MH Name | C.Level (m) | I.Level (m) | D.Depth (m) | MH Connection | MH DIAM., L*W (mm) |
|---------|---------------|----------------|------------|----------------|----------------|----------------|------------------|-----------------------|
| S8.000 | 44.870 | 151.0 | S8 | 68.470 | 67.713 | 0.472 | Junction | |
| S8.001 | 3.667 | 150.0 | SSWMH03 | 68.620 | 67.688 | 0.647 | Open Manhole | 1200 |
| S9.000 | 43.537 | 200.0 | S16 | 68.470 | 67.312 | 1.058 | Junction | |
| S9.001 | 7.249 | 151.0 | SSWMH03 | 68.620 | 67.264 | 1.256 | Open Manhole | 1200 |
| s1.005 | 7.737 | 37.2 | SSWMH04 | 68.670 | 66.308 | 2.137 | Open Manhole | 1200 |
| S10.000 | 11.499 | 151.0 | S7 | 68.420 | 67.994 | 0.141 | Junction | |
| | | | 1 | ©1982-2 | 018 Inn | lovyze | | |

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|-----------------------------|------------------|----------|
| 240 Blackfriars Road | Begbroke | |
| London | Surface Car Park | |
| SE1 8NW | | Micro |
| Date 26/08/2021 11:52 | Designed by AT | |
| File sw car park design.MDX | Checked by LF | Drainage |
| Micro Drainage | Network 2018.1 | |

<u>Upstream Manhole</u>

| PN | Hyd Sect | Diam (mm) | MH Name | C.Level (m) | I.Level (m) | D.Depth (m) | MH Connection | MH DIAM., L*W (mm) |
|--------------------|-------------|-------------------------|------------|------------------|-------------------------------|----------------|----------------------|-----------------------|
| S10.001 | MD7 | -16 | S7 | 68.420 | 67.994 | 0.141 | Junction | |
| S11.000 S11.001 | 0 | <mark>100</mark> 100 | S20 S21 | 68.400 68.480 | <mark>67.600</mark> 67.551 | 0.700 0.829 | Junction Junction | |
| S10.002 | 0 | 100 | SSWMH11 | 68.430 | 67.492 | 0.838 | Open Manhole | 1200 |
| S12.000 S12.001 | MD7 MD7 | <mark>-16</mark> -16 | S13 S14 | 68.420 68.420 | <mark>68.100</mark> 67.917 | 0.035 0.218 | Junction Junction | |

| PN | Length (m) | Slope (1:X) | MH Name | C.Level (m) | I.Level (m) | D.Depth (m) | MH Connection | MH DIAM., L*W (mm) |
|---------|---------------|----------------|------------|----------------|----------------|----------------|------------------|-----------------------|
| S10.001 | 6.829 | 151.0 | SSWMH11 | 68.430 | 67.949 | 0.196 | Open Manhole | 1200 |
| S11.000 | 9.767 | 200.0 | S21 | 68.480 | 67.551 | 0.829 | Junction | |
| S11.001 | 8.956 | 151.0 | SSWMH11 | 68.430 | 67.492 | 0.838 | Open Manhole | 1200 |
| S10.002 | 35.528 | 151.0 | SSWMH10 | 68.470 | 67.257 | 1.113 | Open Manhole | 1200 |
| S12.000 | 27.459 | 150.0 | S14 | 68.420 | 67.917 | 0.218 | Junction | |
| S12.001 | 7.739 | 151.0 | SSWMH10 | 68.470 | 67.866 | 0.319 | Open Manhole | 1200 |
| | | | (| ©1982-2 | 018 Inn | lovyze | | |

| Ramboll UK Ltd | | Page 23 |
|-----------------------------|------------------|----------|
| 240 Blackfriars Road | Begbroke | |
| London | Surface Car Park | |
| SE1 8NW | | Micro |
| Date 26/08/2021 11:52 | Designed by AT | Drainage |
| File sw car park design.MDX | Checked by LF | Diamage |
| Micro Drainage | Network 2018.1 | |

<u>Upstream Manhole</u>

| PN | Hyd Sect | Diam (mm) | MH Name | C.Level (m) | I.Level (m) | D.Depth (m) | MH Connection | MH DIAM., (mm) | L*W |
|--------------------|-------------|--------------|------------|------------------|-------------------------------|----------------|----------------------|-------------------|------|
| S13.000 S13.001 | 0 | 100 100 | S19 S20 | 68.440 68.410 | <mark>67.640</mark> 67.521 | 0.700 0.789 | Junction Junction | | |
| S10.003 | 0 | 150 | SSWMH10 | 68.470 | 67.207 | 1.113 | Open Manhole | - | 1200 |
| S14.000 | 0 | 100 | SSWMH09 | 68.900 | 68.000 | 0.800 | Open Manhole | - | 1200 |
| S15.000 | MD7 | -16 | S18 | 68.450 | 68.130 | 0.035 | Junction | | |

| | PN | Length (m) | Slope (1:X) | MH Name | C.Level (m) | I.Level (m) | D.Depth (m) | MH Connection | MH DIAM., L*W (mm) | |
|----|--------|-----------------|----------------|------------|------------------|------------------|----------------|--------------------------|-----------------------|--|
| | | 23.705 6.898 | | | 68.410 68.470 | 67.521 67.476 | | Junction Open Manhole | 1200 | |
| S | L0.003 | 36.746 | 151.2 | SSWMH08 | 68.330 | 66.964 | 1.216 | Open Manhole | 1200 | |
| SI | L4.000 | 20.269 | 151.0 | SSWMH08 | 68.330 | 67.866 | 0.364 | Open Manhole | 1200 | |
| S | L5.000 | 69.596 | 151.0 | S19 | 68.320 | 67.669 | 0.366 | Junction | | |
| | | | | (| ©1982-2 | 018 Inn | ovyze | | | |

| Ramboll UK Ltd | | | | | | | |
|-----------------------------|------------------|----------|--|--|--|--|--|
| 240 Blackfriars Road | Begbroke | | | | | | |
| London | Surface Car Park | | | | | | |
| SE1 8NW | | Micro | | | | | |
| Date 26/08/2021 11:52 | Designed by AT | Drainage | | | | | |
| File sw car park design.MDX | Checked by LF | urainaye | | | | | |
| Micro Drainage | Network 2018.1 | 1 | | | | | |

<u>Upstream Manhole</u>

| PN | Hyd Sect | Diam (mm) | MH Name | C.Level (m) | I.Level (m) | D.Depth (m) | MH Connection | MH DIAM., 1 (mm) | L*W |
|--------------------|-------------|-------------------------|------------|------------------|-------------------------------|----------------|----------------------|---------------------|-----|
| S15.001 | MD7 | -16 | S19 | 68.320 | 67.669 | 0.366 | Junction | | |
| S16.000 S16.001 | 0 | <mark>150</mark> 150 | S25 S26 | 68.410 68.320 | <mark>67.610</mark> 67.435 | 0.650 0.735 | Junction Junction | | |
| S17.000 S17.001 | 0 | 150 150 | S29 S30 | 68.370 68.320 | <mark>67.570</mark> 67.306 | 0.650 0.864 | Junction Junction | | |
| S10.004 | 0 | 225 | SSWMH08 | 68.330 | 66.889 | 1.216 | Open Manhole | 12 | 200 |

| 948 199. | | 68.320 | | | Open Manhole Junction | 1200 |
|----------|--------------|-----------------|------------------------|-------------------------------|--------------------------|--|
| | | | 67.435 | 0.735 | Junction | |
| 20 150 0 | C CTATMITO O | | | | | |
| 29 130.0 | J SSWMHUO | 68.330 | 67.403 | 0.777 | Open Manhole | 1200 |
| 05 200.0 |) S30 | 68.320 | 67.306 | 0.864 | Junction | |
| 92 151.0 |) SSWMH08 | 68.330 | 67.246 | 0.934 | Open Manhole | 1200 |
| 46 499.0 |) Sdummy | 68.300 | 66.837 | 1.238 | Junction | |
| | | 16 499.0 Sdummy | 16 499.0 Sdummy 68.300 | 16 499.0 Sdummy 68.300 66.837 | | 46 499.0 Sdummy 68.300 66.837 1.238 Junction |

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|-----------------------------|------------------|----------|--|--|--|--|--|
| 240 Blackfriars Road | Begbroke | | | | | | |
| London | Surface Car Park | | | | | | |
| SE1 8NW | | Micro | | | | | |
| Date 26/08/2021 11:52 | Designed by AT | | | | | | |
| File sw car park design.MDX | Checked by LF | Drainage | | | | | |
| Micro Drainage | Network 2018.1 | | | | | | |

<u>Upstream Manhole</u>

| PN | Hyd Sect | Diam (mm) | MH Name | C.Level (m) | I.Level (m) | D.Depth (m) | MH Connection | MH DIAM., L*W (mm) |
|--------------------|-------------|-------------------------|------------|------------------|-------------------------------|----------------|----------------------|-----------------------|
| S18.000 S18.001 | MD7 MD7 | <mark>-16</mark> -16 | S19 S20 | 68.320 68.330 | <mark>68.000</mark> 67.897 | 0.035 0.148 | Junction Junction | |
| S19.000 S19.001 | 0 | 100 100 | S36 S37 | 68.320 68.350 | 67.520 67.316 | 0.700 0.934 | Junction Junction | |
| S10.005 | 0 | 225 | Sdummy | 68.300 | 66.837 | 1.238 | Junction | |

Downstream Manhole

| PN | Length (m) | Slope (1:X) | MH Name | C.Level (m) | I.Level (m) | D.Depth (m) | MH Connection | MH DIAM., L*W (mm) |
|--------------------|---------------|----------------|---------------|------------------|------------------|----------------|----------------------|-----------------------|
| S18.000 S18.001 | | | S20 Sdummy | 68.330 68.300 | 67.897 67.845 | 0.148 0.170 | Junction Junction | |
| S19.000 S19.001 | | 58.5 151.0 | S37 Sdummy | 68.350 68.300 | 67.316 67.266 | 0.934 0.934 | Junction Junction | |
| s10.005 | 55.107 | 151.0 | SSWMH05 | 68.700 | 66.472 | 2.003 | Open Manhole | 1200 |

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|-----------------------------|------------------|----------|--|--|--|--|--|
| 240 Blackfriars Road | Begbroke | | | | | | |
| London | Surface Car Park | | | | | | |
| SE1 8NW | | Micro | | | | | |
| Date 26/08/2021 11:52 | Designed by AT | | | | | | |
| File sw car park design.MDX | Checked by LF | Drainage | | | | | |
| Micro Drainage | Network 2018.1 | | | | | | |

<u>Upstream Manhole</u>

| PN | Hyd Sect | Diam (mm) | MH Name | C.Level (m) | I.Level (m) | D.Depth (m) | MH Connection | MH DIAM., (mm) | L*W |
|---------|-------------|--------------|------------|----------------|----------------|----------------|------------------|-------------------|------|
| S20.000 | MD7 | -16 | S24 | 68.470 | 68.150 | 0.035 | Junction | | |
| S20.001 | MD7 | -16 | S25 | 68.860 | 67.790 | 0.785 | Junction | | |
| S21.000 | 0 | 100 | S45 | 68,430 | 67.630 | 0.700 | Junction | | |
| S21.000 | 0 | 100 | S46 | 68.890 | 67.293 | 1.497 | Junction | | |
| S10.006 | 0 | 225 | SSWMH05 | 68.700 | 66.472 | 2.003 | Open Manhole | 1 | 1200 |
| S22.000 | MD7 | -16 | S47 | 68.800 | 68.480 | 0.035 | Junction | | |

| PN | Length (m) | Slope (1:X) | MH Name | C.Level (m) | I.Level (m) | D.Depth (m) | MH Connection | MH DIAM., L*W (mm) | | | | |
|---------|---------------------|----------------|------------|----------------|----------------|----------------|------------------|-----------------------|--|--|--|--|
| S20.000 | 72.060 | 200.0 | S25 | 68.860 | 67.790 | 0.785 | Junction | | | | | |
| S20.001 | 4.281 | 152.9 | SSWMH05 | 68.700 | 67.762 | 0.653 | Open Manhole | 1200 | | | | |
| S21.000 | 67.429 | 200.1 | S46 | 68.890 | 67.293 | 1.497 | Junction | | | | | |
| S21.001 | 8.119 | 151.0 | SSWMH05 | 68.700 | 67.239 | 1.361 | Open Manhole | 1200 | | | | |
| S10.006 | 6.720 | 40.9 | SSWMH04 | 68.670 | 66.308 | 2.137 | Open Manhole | 1200 | | | | |
| S22.000 | 9.600 | 151.0 | S48 | 68.600 | 68.416 | -0.101 | Junction | | | | | |
| | ©1982-2018 Innovyze | | | | | | | | | | | |

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|-----------------------------|------------------|----------|
| 240 Blackfriars Road | Begbroke | |
| London | Surface Car Park | |
| SE1 8NW | | Micro |
| Date 26/08/2021 11:52 | Designed by AT | |
| File sw car park design.MDX | Checked by LF | Drainage |
| Micro Drainage | Network 2018.1 | |

<u>Upstream Manhole</u>

| PN | - | Diam (mm) | | C.Level (m) | I.Level (m) | D.Depth (m) | MH Connection | MH DIAM., L*W (mm) |
|--------------------|------------|--------------|------------|------------------|------------------|----------------|----------------------|-----------------------|
| S22.001 | MD7 | -16 | S48 | 68.600 | 68.416 | -0.101 | Junction | |
| S23.000 S23.001 | MD7 MD7 | -16 -16 | S49 S50 | 68.530 68.600 | 68.210 68.139 | 0.035 0.176 | Junction Junction | |
| S24.000 | 0 | 100 | S53 | 68.510 | 67.710 | 0.700 | Junction | |
| S25.000 | 0 | 100 | S54 | 68.700 | 67.900 | 0.700 | Junction | |

Downstream Manhole

| PN | Length (m) | Slope (1:X) | MH Name | C.Level (m) | I.Level (m) | D.Depth (m) | MH Connection | MH DIAM., L*W (mm) |
|----------|---------------|----------------|----------------|------------------|------------------|----------------|--------------------------|-----------------------|
| S22.001 | 3.774 | 151.0 | SSWMH04 | 68.670 | 68.391 | -0.006 | Open Manhole | 1200 |
| | | | S50 SSWMH04 | 68.600 68.670 | 68.139 68.112 | 0.176 0.273 | Junction Open Manhole | 1200 |
| S24.000 | 11.253 | 151.0 | S54 | 68.550 | 67.635 | 0.815 | Open Manhole | 1200 |
| \$25.000 | 8.688 | 151.0 | S54 | 68.550 | 67.842 | 0.608 | Open Manhole | 1200 |

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|-----------------------------|------------------|----------|
| 240 Blackfriars Road | Begbroke | |
| London | Surface Car Park | |
| SE1 8NW | | Micro |
| Date 26/08/2021 11:52 | Designed by AT | |
| File sw car park design.MDX | Checked by LF | Drainage |
| Micro Drainage | Network 2018.1 | 1 |

<u>Upstream Manhole</u>

| PN | Hyd Sect | Diam (mm) | MH Name | C.Level (m) | I.Level (m) | D.Depth (m) | MH Connection | MH DIAM., L*W (mm) |
|--------------------|-------------|--------------|------------|------------------|-------------------------------|----------------|----------------------|-----------------------|
| S24.001 | 0 | 100 | S54 | 68.550 | 67.635 | 0.815 | Open Manhole | 1200 |
| S1.006 | 0 | 225 | SSWMH04 | 68.670 | 66.308 | 2.137 | Open Manhole | 1200 |
| S26.000 S26.001 | MD7 MD7 | -16 -16 | S57 S58 | 68.370 68.440 | <mark>68.050</mark> 67.767 | 0.035 0.388 | Junction Junction | |
| S1.007 | 0 | 300 | s7 | 68.320 | 66.056 | 1.964 | Open Manhole | 450 |

Downstream Manhole

| PN | Length (m) | Slope (1:X) | MH Name | C.Level (m) | I.Level (m) | D.Depth (m) | MH Connection | MH DIAM., L*W (mm) |
|--------------------|---------------|----------------|------------|------------------|------------------|----------------|--------------------------|-----------------------|
| S24.001 | 6.498 | 151.1 | SSWMH04 | 68.670 | 67.592 | 0.978 | Open Manhole | 1200 |
| S1.006 | 8.392 | 47.7 | S7 | 68.320 | 66.131 | 1.964 | Open Manhole | 450 |
| S26.000 S26.001 | | | S58 S7 | 68.440 68.320 | 67.767 66.071 | 0.388 1.964 | Junction Open Manhole | 450 |
| S1.007 | 32.155 | 110.4 | S | 68.320 | 65.765 | 2.255 | Open Manhole | 0 |

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|-----------------------------|------------------|----------|
| 240 Blackfriars Road | Begbroke | |
| London | Surface Car Park | |
| SE1 8NW | | Micro |
| Date 26/08/2021 11:52 | Designed by AT | |
| File sw car park design.MDX | Checked by LF | Drainage |
| Micro Drainage | Network 2018.1 | |

<u>Upstream Manhole</u>

| PN | Hyd | Diam | MH | C.Level | I.Level | D.Depth | MH | MH DIAM., L*W |
|---------|------|------|---------|---------|---------|---------|--------------|---------------|
| | Sect | (mm) | Name | (m) | (m) | (m) | Connection | (mm) |
| | | | | | | | | |
| S27.000 | 0 | 150 | SSWMH12 | 68.740 | 67.800 | 0.790 | Open Manhole | 1200 |
| S27.001 | 0 | 150 | SSWMH13 | 69.020 | 67.507 | 1.363 | Open Manhole | 1200 |
| S27.002 | 0 | 150 | SSWMH14 | 69.000 | 67.266 | 1.584 | Open Manhole | 1200 |
| S27.003 | 0 | 225 | SSWMH15 | 69.000 | 67.023 | 1.827 | Open Manhole | 1200 |
| S27.004 | 0 | 225 | S66 | 68.650 | 66.805 | 1.620 | Open Manhole | 1200 |

Downstream Manhole

| PN | Length | Slope | MH | C.Level | I.Level | D.Depth | MH | MH DIAM., L*W |
|---------|--------|-------|---------|---------|---------|---------|--------------|---------------|
| | (m) | (1:X) | Name | (m) | (m) | (m) | Connection | (mm) |
| | | | | | | | | |
| S27.000 | 26.371 | 90.0 | SSWMH13 | 69.020 | 67.507 | 1.363 | Open Manhole | 1200 |
| S27.001 | 21.649 | 90.0 | SSWMH14 | 69.000 | 67.266 | 1.584 | Open Manhole | 1200 |
| S27.002 | 21.881 | 90.0 | SSWMH15 | 69.000 | 67.023 | 1.827 | Open Manhole | 1200 |
| S27.003 | 12.863 | 90.0 | S66 | 68.650 | 66.880 | 1.620 | Open Manhole | 1200 |
| S27.004 | 13.872 | 90.0 | S | 68.600 | 66.651 | 1.724 | Open Manhole | 0 |

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|-----------------------------|------------------|-----------|
| 240 Blackfriars Road | Begbroke | |
| London | Surface Car Park | |
| SE1 8NW | | Micro |
| Date 26/08/2021 11:52 | Designed by AT | Drainage |
| File sw car park design.MDX | Checked by LF | Drainacje |
| Micro Drainage | Network 2018.1 | |

Area Summary for Storm

| Pipe | PIMP | PIMP | PIMP | Gross | Imp. | Pipe Total | |
|--------|------|------|-------|-----------|-----------|------------|--|
| Number | Туре | Name | (%) | Area (ha) | Area (ha) | (ha) | |
| 1.000 | _ | _ | 100 | 0.000 | 0.000 | 0.000 | |
| 1.001 | _ | _ | 100 | 0.000 | 0.000 | 0.000 | |
| 2.000 | User | - | 100 | 0.023 | 0.023 | 0.023 | |
| 2.001 | - | - | 100 | 0.000 | 0.000 | 0.000 | |
| 1.002 | - | - | 100 | 0.000 | 0.000 | 0.000 | |
| 3.000 | User | - | 97 | 0.045 | 0.043 | 0.043 | |
| 3.001 | - | - | 100 | 0.000 | 0.000 | 0.000 | |
| 4.000 | - | - | 100 | 0.000 | 0.000 | 0.000 | |
| 4.001 | - | - | 100 | 0.000 | 0.000 | 0.000 | |
| 1.003 | - | - | 100 | 0.000 | 0.000 | 0.000 | |
| 5.000 | - | - | 100 | 0.000 | 0.000 | 0.000 | |
| 5.001 | - | - | 100 | 0.000 | 0.000 | 0.000 | |
| 6.000 | User | - | 100 | 0.029 | 0.029 | 0.029 | |
| 6.001 | - | - | 100 | 0.000 | 0.000 | 0.000 | |
| 7.000 | User | - | 97 | 0.013 | 0.013 | 0.013 | |
| 7.001 | - | - | 100 | 0.000 | 0.000 | 0.000 | |
| 1.004 | - | - | 100 | 0.000 | 0.000 | 0.000 | |
| 8.000 | User | - | 97 | 0.025 | 0.024 | 0.024 | |
| 8.001 | - | - | 100 | 0.000 | 0.000 | 0.000 | |
| 9.000 | User | - | 100 | 0.022 | 0.022 | 0.022 | |
| 9.001 | - | - | 100 | 0.000 | 0.000 | 0.000 | |
| 1.005 | - | - | 100 | 0.000 | 0.000 | 0.000 | |
| 10.000 | User | - | 100 | 0.006 | 0.006 | 0.006 | |
| 10.001 | - | - | 100 | 0.000 | 0.000 | 0.000 | |
| 11.000 | User | - | 100 | 0.006 | 0.006 | 0.006 | |
| 11.001 | - | - | 100 | 0.000 | 0.000 | 0.000 | |
| 10.002 | - | - | 100 | 0.000 | 0.000 | 0.000 | |
| | | ©1 | L982- | 2018 Inn | ovyze | | |

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|-----------------------------|------------------|-----------|
| 240 Blackfriars Road | Begbroke | |
| London | Surface Car Park | |
| SE1 8NW | | Micro |
| Date 26/08/2021 11:52 | Designed by AT | Drainage |
| File sw car park design.MDX | Checked by LF | Drainacje |
| Micro Drainage | Network 2018.1 | |

<u>Area Summary for Storm</u>

| Pipe | PIMP | PIMP | PIMP | Gross | Imp. | Pipe Total |
|--------|------|------|-------|-----------|-----------|------------|
| Number | Туре | Name | (%) | Area (ha) | Area (ha) | (ha) |
| 12.000 | User | _ | 97 | 0.034 | 0.033 | 0.033 |
| 12.001 | | - | 100 | 0.000 | 0.000 | 0.000 |
| 13.000 | | - | 100 | 0.013 | | 0.013 |
| 13.001 | | - | 100 | 0.000 | | 0.000 |
| 10.003 | _ | _ | 100 | 0.000 | | 0.000 |
| 14.000 | _ | _ | 100 | 0.000 | 0.000 | 0.000 |
| 15.000 | User | - | 100 | 0.040 | 0.040 | 0.040 |
| 15.001 | - | - | 100 | 0.000 | 0.000 | 0.000 |
| 16.000 | User | - | 97 | 0.021 | 0.021 | 0.021 |
| 16.001 | - | - | 100 | 0.000 | 0.000 | 0.000 |
| 17.000 | User | - | 100 | 0.037 | 0.037 | 0.037 |
| 17.001 | - | - | 100 | 0.000 | 0.000 | 0.000 |
| 10.004 | User | - | 100 | 0.008 | 0.008 | 0.008 |
| 18.000 | User | - | 100 | 0.009 | 0.009 | 0.009 |
| 18.001 | - | - | 100 | 0.000 | 0.000 | 0.000 |
| 19.000 | User | - | 100 | 0.009 | 0.009 | 0.009 |
| 19.001 | - | - | 100 | 0.000 | 0.000 | 0.000 |
| 10.005 | - | - | 100 | 0.000 | 0.000 | 0.000 |
| 20.000 | User | - | 100 | 0.047 | 0.047 | 0.047 |
| 20.001 | - | - | 100 | 0.000 | 0.000 | 0.000 |
| 21.000 | User | - | 100 | 0.034 | 0.034 | 0.034 |
| 21.001 | - | - | 100 | 0.000 | 0.000 | 0.000 |
| 10.006 | - | - | 100 | 0.000 | 0.000 | 0.000 |
| 22.000 | User | - | 100 | 0.006 | 0.006 | 0.006 |
| | User | - | 100 | 0.005 | 0.005 | 0.012 |
| 22.001 | - | - | 100 | 0.000 | 0.000 | 0.000 |
| 23.000 | User | - | 100 | 0.009 | 0.009 | 0.009 |
| | | ©1 | L982- | ·2018 Inn | ovyze | |

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|-----------------------------|------------------|----------|
| 240 Blackfriars Road | Begbroke | |
| London | Surface Car Park | |
| SE1 8NW | | Micro |
| Date 26/08/2021 11:52 | Designed by AT | Drainage |
| File sw car park design.MDX | Checked by LF | Diamada |
| Micro Drainage | Network 2018.1 | |

<u>Area Summary for Storm</u>

| Pipe Number | РІМР Туре | | PIMP (%) | Gross Area (ha) | Imp. Area (ha) | Pipe Total (ha) |
|---|--------------------------------------|-------------|---|--|--|--|
| 23.001 24.000 25.000 24.001 1.006 26.000 26.001 | User User User User User | | 100 100 100 100 100 100 95 100 | 0.006 0.000 0.005 0.005 0.000 0.000 0.059 0.000 | 0.006 0.000 0.005 0.005 0.000 0.000 0.056 0.000 | 0.014 0.000 0.005 0.005 0.000 0.000 0.056 0.000 |
| 1.007 27.000 27.001 27.002 27.003 27.004 | User User User - - | - - - | 100 97 97 97 100 100 | 0.000 0.010 0.013 0.010 0.000 0.000 Total 0.548 | 0.000 0.010 0.013 0.010 0.000 0.000 Total 0.540 | 0.000 0.010 0.013 0.010 0.000 0.000 Total 0.540 |

Free Flowing Outfall Details for Storm

| Outfall | Outfall | c. | Level | I. | Level | | Min | D,L | W |
|-------------|---------|----|--------|----|--------|----|-------|------|------|
| Pipe Number | Name | | (m) | | (m) | I. | Level | (mm) | (mm) |
| | | | | | | | (m) | | |
| S1.007 | S | (| 68.320 | | 65.765 | | 0.000 | 0 | 0 |

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|-----------------------------|------------------|----------|
| 240 Blackfriars Road | Begbroke | |
| London | Surface Car Park | |
| SE1 8NW | | Micro |
| Date 26/08/2021 11:52 | Designed by AT | Drainage |
| File sw car park design.MDX | Checked by LF | Drainage |
| Micro Drainage | Network 2018.1 | ŀ |

Free Flowing Outfall Details for Storm

Outfall Outfall C. Level I. Level Min D,L W Pipe Number Name (m) (m) I. Level (mm) (mm)

(m)

S27.004 S 68.600 66.651 0.000 0 0

Simulation Criteria for Storm

 Volumetric Runoff Coeff 0.750
 Manhole Headloss Coeff (Global) 0.500
 Inlet Coefficient 0.800

 Areal Reduction Factor 1.000
 Foul Sewage per hectare (1/s) 0.000
 Flow per Person per Day (1/per/day) 0.000

 Hot Start (mins)
 0
 Additional Flow - % of Total Flow 0.000
 Run Time (mins) 60

 Hot Start Level (mm)
 0
 MADD Factor * 10m³/ha Storage 2.000
 Output Interval (mins) 1

Number of Input Hydrographs 0 Number of Offline Controls 0 Number of Time/Area Diagrams 0 Number of Online Controls 2 Number of Storage Structures 11 Number of Real Time Controls 0

Synthetic Rainfall Details

| Rainfall Model | FSR | M5-60 (mm) | 20.000 | Cv (Summer) | 0.750 |
|-----------------------|-------------------|--------------|--------------|-----------------|-------|
| Return Period (years) | 1 | Ratio R | 0.400 | Cv (Winter) | 0.840 |
| Region | England and Wales | Profile Type | Summer Storm | Duration (mins) | 30 |

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|-----------------------------|---|----------|
| 240 Blackfriars Road | Begbroke | |
| London | Surface Car Park | |
| SE1 8NW | | Micro |
| Date 26/08/2021 11:52 | Designed by AT | Desinano |
| File sw car park design.MDX | Checked by LF | Urainage |
| Micro Drainage | Network 2018.1 | l |
| Pum | Online Controls for Storm Manhole: S7, DS/PN: S1.007, Volume (m ³): 0.7 Invert Level (m) 66.056 | |
| Depth | m) Flow (l/s) Depth (m) Flow (l/s) Depth (m) Flow (l/s) | |
| 1. | 00 0.0000 2.000 0.0000 3.000 0.0000 | |
| Pump | Manhole: S66, DS/PN: S27.004, Volume (m³): 2.6 | |
| | Invert Level (m) 66.805 | |
| Depth | m) Flow (l/s) Depth (m) Flow (l/s) Depth (m) Flow (l/s) | |
| 1. | 00 0.0000 2.000 0.0000 3.000 0.0000 | |
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| 240 Blackfriars Road | Begbroke | |
| London | Surface Car Park | |
| SE1 8NW | | Micro |
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| File sw car park design.MDX | Checked by LF | Drainage |
| Micro Drainage | Network 2018.1 | |

Storage Structures for Storm

Porous Car Park Manhole: S4, DS/PN: S2.001

| Infiltration Coefficient Base (m/hr) | 0.12492 | Poros | ity | 0.30 | Slope (1:X) | 200.0 |
|--------------------------------------|---------|--------------|-----|--------|-------------------------|-------|
| Membrane Percolation (mm/hr) | 1000 | Invert Level | (m) | 67.314 | Depression Storage (mm) | 5 |
| Max Percolation (l/s) | 62.7 | Width | (m) | 4.7 | Evaporation (mm/day) | 3 |
| Safety Factor | 2.0 | Length | (m) | 48.0 | Cap Volume Depth (m) | 0.400 |

Porous Car Park Manhole: S9, DS/PN: S6.001

| Infiltration Coefficient Base (m/hr) | 0.12492 | Poros | sity | 0.30 | Slope (1:X) | 200.0 |
|--------------------------------------|---------|--------------|------|--------|-------------------------|-------|
| Membrane Percolation (mm/hr) | 1000 | Invert Level | (m) | 67.233 | Depression Storage (mm) | 5 |
| Max Percolation (l/s) | 76.7 | Width | (m) | 4.6 | Evaporation (mm/day) | 3 |
| Safety Factor | 2.0 | Length | (m) | 60.0 | Cap Volume Depth (m) | 0.400 |

Porous Car Park Manhole: S11, DS/PN: S7.001

Infiltration Coefficient Base (m/hr)0.12492Porosity0.30Slope (1:X)200.0Membrane Percolation (mm/hr)1000 Invert Level (m)67.443 Depression Storage (mm)5Max Percolation (1/s)18.4Width (m)4.6Evaporation (mm/day)3Safety Factor2.0Length (m)14.4Cap Volume Depth (m)0.400

Porous Car Park Manhole: S16, DS/PN: S9.001

Infiltration Coefficient Base (m/hr)0.12492Safety Factor2.0Width (m)4.6Membrane Percolation (mm/hr)1000Porosity0.30Length (m)45.5Max Percolation (1/s)58.1Invert Level (m)67.312Slope (1:X)200.0

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| 240 Blackfriars Road | Begbroke | |
| London | Surface Car Park | |
| SE1 8NW | | Micro |
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| Micro Drainage | Network 2018.1 | |

| Porous Car Park Manhole: S16, DS/PN: S9.001 | |
|---|-------|
| Depression Storage (mm) 5 Evaporation (mm/day) 3 Cap Volume Depth (m) 0.400 | |
| Porous Car Park Manhole: S20, DS/PN: S13.001 | |
| Infiltration Coefficient Base (m/hr) 0.12492 Porosity 0.30 Slope (1:X) | 200.0 |
| Membrane Percolation (mm/hr) 1000 Invert Level (m) 67.521 Depression Storage (mm) | 5 |
| Max Percolation (l/s) 33.7 Width (m) 4.6 Evaporation (mm/day) | 3 |
| Safety Factor 2.0 Length (m) 26.4 Cap Volume Depth (m) | 0.400 |
| Porous Car Park Manhole: S26, DS/PN: S16.001 | |
| Infiltration Coefficient Base (m/hr) 0.12492 Porosity 0.30 Slope (1:X) | 200.0 |
| Membrane Percolation (mm/hr) 1000 Invert Level (m) 67.435 Depression Storage (mm) | 5 |
| Max Percolation (l/s) 58.4 Width (m) 4.6 Evaporation (mm/day) | 3 |
| Safety Factor 2.0 Length (m) 45.7 Cap Volume Depth (m) | 0.400 |
| Porous Car Park Manhole: S30, DS/PN: S17.001 | |
| Infiltration Coefficient Base (m/hr) 0.12492 Porosity 0.30 Slope (1:X) | 200.0 |
| Membrane Percolation (mm/hr) 1000 Invert Level (m) 67.306 Depression Storage (mm) | 5 |
| Max Percolation (1/s) 90.0 Width (m) 4.6 Evaporation (mm/day) | 3 |
| Safety Factor 2.0 Length (m) 70.4 Cap Volume Depth (m) | 0.400 |
| Porous Car Park Manhole: S37, DS/PN: S19.001 | |
| Infiltration Coefficient Base (m/hr) 0.12492 Max Percolation (1/s) 18.4 Porosity | |
| Membrane Percolation (mm/hr) 1000 Safety Factor 2.0 Invert Level (m) 6 | 0.270 |

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| 240 Blackfriars Road | Begbroke | |
| London | Surface Car Park | |
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| Micro Drainage | Network 2018.1 | |
| Width (m) 4.6 | ark Manhole: S37, DS/PN: S19.001 Slope (1:X) 200.0 Evaporation (mm/day) 3 on Storage (mm) 5 Cap Volume Depth (m) 0.400 | |
| Porous Car Pa | ark Manhole: S46, DS/PN: S21.001 | |
| | 1000 Invert Level (m)67.293 Depression Storage (mm)592.0Width (m)4.6Evaporation (mm/day)3 | 5 3) |
| Infiltration Coefficient Base (m/hr) 0.1 | | |
| Depth (m) Area (m²) Inf. Area (m²) Depth | (m) Area (m ²) Inf. Area (m ²) Depth (m) Area (m ²) Inf. Area | (m²) |
| | 800 195.0 234.1 1.201 0.0 2 200 195.0 256.2 1< | 56.2 |
| <u>Cellular Stor</u> | age Manhole: S66, DS/PN: S27.004 | |
| Invert Level (m) 66 Infiltration Coefficient Base (m/hr) 0.1 | .650 Infiltration Coefficient Side (m/hr) 0.00000 Porosity 0 2492 Safety Factor 2.0 | .95 |
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| File sw car park design.MDX | Checked by LF | Drainage |
| Micro Drainage | Network 2018.1 | |

Cellular Storage Manhole: S66, DS/PN: S27.004

Depth (m) Area (m²) Inf. Area (m²) Depth (m) Area (m²) Inf. Area (m²) Depth (m) Area (m²) Inf. Area (m²)

| 0.000 | 40.0 | 0.0 | 0.800 | 40.0 | 0.0 | 1.201 | 0.0 | 0.0 |
|-------|------|-----|-------|------|-----|-------|-----|-----|
| 0.400 | 40.0 | 0.0 | 1.200 | 40.0 | 0.0 | | | |

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| 40 Blackfriars Road | Begbroke | |
| ondon | Surface Car Park | 100 M |
| El 8NW | | Micro |
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| ile sw car park design.MDX | Checked by LF | Drainage |
| icro Drainage | Network 2018.1 | |
| <u>1 year Return Peri</u> | od Summary of Critical Results by Maximum Level (Rank 1) for S | Storm |
| Areal Reduction Factor 1.00 | <u>Simulation Criteria</u> 00 Manhole Headloss Coeff (Global) 0.500 MADD Factor * 10m³/ha Sto | prage 2.000 |
| Hot Start (mins) | 0 Foul Sewage per hectare (1/s) 0.000 Inlet Coeffied | cient 0.800 |
| Hot Start Level (mm) | 0 Additional Flow - % of Total Flow 0.000 Flow per Person per Day (1/per/ | /day) 0.000 |
| | rdrographs 0 Number of Offline Controls 0 Number of Time/Area Diagrams e Controls 2 Number of Storage Structures 11 Number of Real Time Controls | |
| | Synthetic Rainfall Details | |
| Rainfa | 11 Model FSR M5-60 (mm) 20.000 Cv (Summer) 0.750 | |
| | Region England and Wales Ratio R 0.400 Cv (Winter) 0.840 | |
| Margin for Flo | bod Risk Warning (mm) 300.0 DVD Status ON | |
| | Analysis Timestep 2.5 Second Increment (Extended) Inertia Status ON DTS Status OFF | |
| | | |
| | Profile(s) Summer and Winter | |
| Retur | Duration(s) (mins) 15, 30, 60, 120, 240, 360, 480, 960, 1440 | |
| Retur | | |
| Retur | Duration(s) (mins) 15, 30, 60, 120, 240, 360, 480, 960, 1440 rn Period(s) (years) 1, 30, 100 | |
| Retur | Duration(s) (mins) 15, 30, 60, 120, 240, 360, 480, 960, 1440 rn Period(s) (years) 1, 30, 100 | Pipe |
| US/MH Return Climate | Duration(s) (mins) 15, 30, 60, 120, 240, 360, 480, 960, 1440 rn Period(s) (years) 1, 30, 100 Climate Change (%) 0, 0, 40 Water Surcharged Flooded First (X) First (Y) First (Z) Overflow Level Depth Volume Flow / | - |
| | Duration(s) (mins) 15, 30, 60, 120, 240, 360, 480, 960, 1440 rn Period(s) (years) 1, 30, 100 Climate Change (%) 0, 0, 40 Water Surcharged Flooded First (X) First (Y) First (Z) Overflow Level Depth Volume Flow / | - |
| US/MH Return Climate | Duration(s) (mins) 15, 30, 60, 120, 240, 360, 480, 960, 1440 rn Period(s) (years) 1, 30, 100 Climate Change (%) 0, 0, 40 Water Surcharged Flooded First (X) First (Y) First (Z) Overflow Level Depth Volume Flow / | Overflow Flow |

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| 240 Blackfriars Road | Begbroke | |
| London | Surface Car Park | |
| SE1 8NW | | Micro |
| Date 26/08/2021 11:52 | Designed by AT | Drainage |
| File sw car park design.MDX | Checked by LF | Diamage |
| Micro Drainage | Network 2018.1 | |

| <u>1 year Return Period Summary of Critica</u> | al Results by Maximum Level (Rank 1) for Storm |
|--|--|
| | |
| PN | US/MH Level Name Exceeded |
| S1.000 S1.001 | |
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| 240 Blackfriars Road | Begbroke | |
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| Date 26/08/2021 11:52 | Designed by AT | |
| File sw car park design.MDX | Checked by LF | Drainage |
| Micro Drainage | Network 2018.1 | |

| | US/MH | | | Return | Climate | First (X) | First (Y) | First (Z) | Overflow | Water Level | Surcharged Depth | | Flow / | Overflow | Pipe Flow |
|---------|---------|----|--------|--------|---------|---------------|-----------|-----------|----------|----------------|---------------------|-------|--------|----------|--------------|
| PN | Name | S | torm | Period | Change | Surcharge | Flood | Overflow | Act. | (m) | (m) | (m³) | Cap. | (1/s) | (1/s) |
| S2.000 | S3 | 15 | Winter | 1 | +0% | | | | | 67.602 | -0.098 | 0.000 | 0.24 | | 3.0 |
| S2.001 | S4 | 15 | Winter | 1 | +0% | | | | | 67.354 | -0.110 | 0.000 | 0.16 | | 2.2 |
| S1.002 | SSWMH01 | 15 | Winter | 1 | +0% | 100/15 Summer | | | | 67.307 | -0.109 | 0.000 | 0.16 | | 2.2 |
| S3.000 | S26 | 15 | Winter | 1 | +0% | | | | | 67.634 | -0.076 | 0.000 | 0.44 | | 5.5 |
| S3.001 | S28 | 15 | Winter | 1 | +0% | 100/15 Summer | | | | 67.286 | -0.094 | 0.000 | 0.30 | | 5.5 |
| S4.000 | S16 | 60 | Winter | 1 | +0% | | | | | 68.060 | -0.285 | 0.000 | 0.00 | | 0.0 |
| S4.001 | S17 | 60 | Winter | 1 | +0% | | | | | 67.772 | -0.285 | 0.000 | 0.00 | | 0.0 |
| S1.003 | SSWMH06 | 15 | Winter | 1 | +0읭 | 30/15 Summer | | | | 67.154 | -0.073 | 0.000 | 0.52 | | 7.5 |
| S5.000 | S4 | 60 | Winter | 1 | +0읭 | | | | | 67.990 | -0.285 | 0.000 | 0.00 | | 0.0 |
| S5.001 | S5 | 60 | Winter | 1 | +0읭 | | | | | 67.624 | -0.285 | 0.000 | 0.00 | | 0.0 |
| S6.000 | S8 | 15 | Winter | 1 | +0읭 | | | | | 67.587 | -0.023 | 0.000 | 0.87 | | 3.7 |
| S6.001 | S9 | 15 | Winter | 1 | +0읭 | 100/15 Summer | | | | 67.283 | -0.050 | 0.000 | 0.49 | | 2.4 |
| S7.000 | S10 | 15 | Winter | 1 | +0% | | | | | 67.562 | -0.058 | 0.000 | 0.35 | | 1.7 |
| S7.001 | S11 | 15 | Winter | 1 | +0읭 | | | | | 67.476 | -0.067 | 0.000 | 0.24 | | 1.2 |
| S1.004 | SSWMH02 | 15 | Winter | 1 | +0% | 100/15 Summer | | | | 66.893 | -0.145 | 0.000 | 0.27 | | 10.8 |
| S8.000 | S7 | 15 | Winter | 1 | +0읭 | | | | | 68.066 | -0.229 | 0.000 | 0.10 | | 3.2 |
| S8.001 | S8 | 15 | Winter | 1 | +0읭 | | | | | 67.767 | -0.230 | 0.000 | 0.14 | | 3.2 |
| S9.000 | S15 | 15 | Winter | 1 | +0% | | | | | 67.593 | -0.037 | 0.000 | 0.68 | | 2.9 |
| S9.001 | S16 | 15 | Winter | 1 | +0읭 | 100/15 Winter | | | | 67.356 | -0.057 | 0.000 | 0.39 | | 1.9 |
| S1.005 | SSWMH03 | 15 | Winter | 1 | +0읭 | 30/15 Summer | | | | 66.590 | -0.151 | 0.000 | 0.24 | | 15.2 |
| S10.000 | S6 | 15 | Winter | 1 | +0읭 | | | | | 68.096 | -0.259 | 0.000 | 0.03 | | 0.8 |
| S10.001 | S7 | 15 | Winter | 1 | +0% | | | | | 68.019 | -0.260 | 0.000 | 0.03 | | 0.8 |
| S11.000 | S20 | 15 | Winter | 1 | +0% | | | | | 67.629 | -0.071 | 0.000 | 0.18 | | 0.8 |
| S11.001 | S21 | 15 | Winter | 1 | +0% | | | | | 67.578 | -0.074 | 0.000 | 0.16 | | 0.8 |
| S10.002 | SSWMH11 | 15 | Winter | 1 | +0% | 30/15 Winter | | | | 67.531 | -0.061 | 0.000 | 0.32 | | 1.5 |
| | | | | | | (| ©1982-203 | 18 Innovy | ze | | | | | | |

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| 240 Blackfriars Road | Begbroke | |
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| Date 26/08/2021 11:52 | Designed by AT | Drainage |
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| Micro Drainage | Network 2018.1 | l |

| - | | | y Maximum Level (Rank 1) for Storm | |
|---------|---------|-------------|------------------------------------|--|
| | | | | |
| | | | | |
| | US/MH | | Level | |
| PN | Name | Status | Exceeded | |
| s2.000 | S3 | OK* | | |
| S2.001 | S4 | OK* | | |
| | SSWMH01 | OK | | |
| S3.000 | S26 | OK* | | |
| S3.001 | S28 | OK | | |
| S4.000 | S16 | OK | | |
| S4.001 | S17 | OK | | |
| S1.003 | SSWMH06 | OK | | |
| S5.000 | S4 | OK | | |
| S5.001 | S5 | OK | | |
| S6.000 | S8 | OK* | | |
| S6.001 | S9 | OK* | | |
| S7.000 | S10 | OK* | | |
| S7.001 | S11 | OK* | | |
| S1.004 | SSWMH02 | OK | | |
| S8.000 | S7 | FLOOD RISK* | | |
| S8.001 | S8 | OK | | |
| S9.000 | S15 | OK* | | |
| S9.001 | S16 | OK* | | |
| | SSWMH03 | OK | | |
| S10.000 | | FLOOD RISK* | | |
| S10.001 | S7 | OK | | |
| S11.000 | S20 | OK* | | |
| S11.001 | S21 | OK* | | |

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| 240 Blackfriars Road | Begbroke | |
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| e brarnage | | | | | | NCCWOIL | . 2010.1 | | | | | | |
|------------|---------------|--------|--------|---------|-------|------------|-----------|------------|---------|---------|----------|--------------|--|
| | <u>l year</u> | Return | Period | l Summa | ry of | Critical | Results } | oy Maximur | n Level | (Rank 1 | l) for : | <u>Storm</u> | |
| | | | | | | US/MH | | Level | | | | | |
| | | | | | PN | Name | Status | | | | | | |
| | | | | | s10.0 | 02 SSWMH11 | OF | ζ. | | | | | |
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| 240 Blackfriars Road | Begbroke | C |
| London | Surface Car Park | |
| SE1 8NW | | Micro |
| Date 26/08/2021 11:52 | Designed by AT | Drainage |
| File sw car park design.MDX | Checked by LF | Digitige |
| Micro Drainage | Network 2018.1 | |

| | US/MH | | Return | Climate | First (X) | First (Y) | First (Z) | Overflow | Water Level | Surcharged Depth | | Flow / | Overflow | Pipe Flow |
|---------|-----------|-----------|--------|---------|---------------|-----------|-----------|----------|----------------|---------------------|-------|--------|----------|--------------|
| PN | Name | Storm | Period | Change | Surcharge | Flood | Overflow | Act. | (m) | (m) | (m³) | Cap. | (l/s) | (l/s) |
| S12.000 | S13 1 | 15 Winter | 1 | +0% | | | | | 68.168 | -0.217 | 0.000 | 0.14 | | 4.5 |
| S12.001 | S14 1 | 15 Winter | 1 | +0% | | | | | 67.985 | -0.217 | 0.000 | 0.17 | | 4.4 |
| S13.000 | S19 1 | 15 Winter | 1 | +0% | | | | | 67.685 | -0.055 | 0.000 | 0.41 | | 1.7 |
| S13.001 | S20 1 | 15 Winter | 1 | +0% | 100/15 Summer | | | | 67.554 | -0.067 | 0.000 | 0.23 | | 1.1 |
| S10.003 | SSWMH10 1 | 15 Winter | 1 | +0% | 30/15 Summer | | | | 67.282 | -0.075 | 0.000 | 0.49 | | 6.8 |
| S14.000 | SSWMH09 6 | 50 Winter | 1 | +0% | | | | | 68.000 | -0.100 | 0.000 | 0.00 | | 0.0 |
| S15.000 | S18 1 | 15 Winter | 1 | +0% | | | | | 68.207 | -0.208 | 0.000 | 0.16 | | 5.1 |
| S15.001 | S19 1 | 15 Winter | 1 | +0% | | | | | 67.743 | -0.211 | 0.000 | 0.22 | | 5.1 |
| S16.000 | S25 1 | 15 Winter | 1 | +0% | | | | | 67.659 | -0.101 | 0.000 | 0.22 | | 2.8 |
| S16.001 | S26 1 | 15 Winter | 1 | +0% | | | | | 67.476 | -0.109 | 0.000 | 0.17 | | 1.9 |
| S17.000 | S29 1 | 15 Winter | 1 | +0% | | | | | 67.637 | -0.083 | 0.000 | 0.39 | | 4.8 |
| S17.001 | S30 1 | 15 Winter | 1 | +0% | 100/15 Summer | | | | 67.357 | -0.099 | 0.000 | 0.25 | | 3.6 |
| S10.004 | SSWMH08 1 | 15 Winter | 1 | +0% | 30/15 Summer | | | | 67.049 | -0.065 | 0.000 | 0.84 | | 17.8 |
| S18.000 | S19 1 | 15 Winter | 1 | +0% | | | | | 68.033 | -0.252 | 0.000 | 0.04 | | 1.3 |
| S18.001 | S20 1 | 15 Winter | 1 | +0% | | | | | 67.930 | -0.252 | 0.000 | 0.05 | | 1.3 |
| S19.000 | S36 1 | 15 Winter | 1 | +0% | | | | | 67.547 | -0.073 | 0.000 | 0.16 | | 1.3 |
| S19.001 | S37 1 | 15 Winter | 1 | +0% | 100/15 Winter | | | | 67.344 | -0.072 | 0.000 | 0.18 | | 0.9 |
| S10.005 | Sdummy 1 | 15 Winter | 1 | +0읭 | 30/15 Summer | | | | 66.944 | -0.117 | 0.000 | 0.45 | | 19.1 |
| S20.000 | S24 1 | 15 Winter | 1 | +0읭 | | | | | 68.244 | -0.191 | 0.000 | 0.21 | | 5.9 |
| S20.001 | S25 1 | 15 Winter | 1 | +0% | | | | | 67.871 | -0.203 | 0.000 | 0.25 | | 5.8 |
| S21.000 | S45 1 | 15 Winter | 1 | +0% | | | | | 67.730 | 0.000 | 0.000 | 0.96 | | 4.1 |
| S21.001 | S46 1 | 15 Winter | 1 | +0읭 | 30/15 Winter | | | | 67.354 | -0.039 | 0.000 | 0.68 | | 3.3 |
| S10.006 | SSWMH05 1 | 15 Winter | 1 | +0% | 30/15 Summer | | | | 66.582 | -0.115 | 0.000 | 0.48 | | 27.6 |
| S22.000 | S47 1 | 15 Winter | 1 | +0% | | | | | 68.517 | -0.248 | 0.000 | 0.06 | | 1.6 |
| S22.001 | S48 1 | 15 Winter | 1 | +0% | | | | | 68.453 | -0.248 | 0.000 | 0.07 | | 1.6 |
| | | | | | | ©1982-203 | 18 Innovy | ze | | | | | | |

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| London | Surface Car Park | |
| SE1 8NW | | Micro |
| Date 26/08/2021 11:52 | Designed by AT | Drainage |
| File sw car park design.MDX | Checked by LF | Diamadis |
| Micro Drainage | Network 2018.1 | |

| <u>1 year Return Perioc</u> | Summary of C | ritical | Results b | y Maximum Level (Rank 1) for Storm | |
|-----------------------------|--------------|---------|-----------------|------------------------------------|--|
| | | | | | |
| | | | | | |
| | | | | | |
| | | US/MH | | Level | |
| | PN | Name | Status | Exceeded | |
| | S12.000 | S13 | FLOOD RISK* | | |
| | S12.001 | S14 | OK | | |
| | S13.000 | S19 | OK* | | |
| | S13.001 | S20 | OK* | | |
| | S10.003 | SSWMH10 | OK | | |
| | S14.000 | SSWMH09 | OK | | |
| | S15.000 | S18 | FLOOD RISK* | | |
| | S15.001 | S19 | OK | | |
| | S16.000 | S25 | OK* | | |
| | S16.001 | S26 | OK* | | |
| | S17.000 | S29 | OK* | | |
| | S17.001 | S30 | OK* | | |
| | S10.004 | SSWMH08 | OK | | |
| | S18.000 | S19 | FLOOD RISK* | | |
| | S18.001 | S20 | OK | | |
| | S19.000 | S36 | OK* | | |
| | S19.001 | S37 | OK* | | |
| | S10.005 | Sdummy | OK* | | |
| | S20.000 | S24 | FLOOD RISK* | | |
| | S20.001 | S25 | OK | | |
| | S21.000 | S45 | SURCHARGED* | | |
| | S21.001 | S46 | OK* | | |
| | S10.006 | SSWMH05 | OK | | |
| | S22.000 | S47 | FLOOD RISK* | | |
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| 240 Blackfriars Road | Begbroke | |
| London | Surface Car Park | |
| SE1 8NW | | Micro |
| Date 26/08/2021 11:52 | Designed by AT | Drainage |
| File sw car park design.MDX | Checked by LF | Diamaye |
| Micro Drainage | Network 2018.1 | |

| | | | oy Maximum Level (Rank 1) for Storm | |
|---------|---------------|-------------|-------------------------------------|--|
| PN | US/MH Name | Status | Level Exceeded | |
| S22.001 | S48 | FLOOD RISK* | | |
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| 240 Blackfriars Road | Begbroke | |
| London | Surface Car Park | |
| SE1 8NW | | Micro |
| Date 26/08/2021 11:52 | Designed by AT | |
| File sw car park design.MDX | Checked by LF | Drainage |
| Micro Drainage | Network 2018.1 | |

| PN | US/MH Name | Storm | | Climate Change | First (X) Surcharge | First (Y) Flood | First (Z) Overflow | Overflow Act. | Water Level (m) | Surcharged Depth (m) | Flooded Volume (m³) | Flow / Cap. | Overflow (1/s) | Pipe Flow (l/s) |
|---------|---------------|-------------|---|-------------------|------------------------|--------------------|-----------------------|------------------|-----------------------|----------------------------|---------------------------|----------------|-------------------|-----------------------|
| S23.000 | S49 | 15 Winter | 1 | +0% | | | | | 68.252 | -0.243 | 0.000 | 0.07 | | 2.0 |
| S23.001 | S50 | 15 Winter | 1 | +0% | | | | | 68.181 | -0.243 | 0.000 | 0.09 | | 2.0 |
| S24.000 | S53 | 15 Winter | 1 | +0% | | | | | 67.736 | -0.074 | 0.000 | 0.15 | | 0.7 |
| S25.000 | S54 | 15 Winter | 1 | +0% | | | | | 67.925 | -0.075 | 0.000 | 0.14 | | 0.7 |
| S24.001 | S54 | 15 Winter | 1 | +0% | 100/15 Summer | | | | 67.674 | -0.061 | 0.000 | 0.32 | | 1.4 |
| S1.006 | SSWMH04 | 15 Winter | 1 | +0% | 30/15 Summer | | | | 66.458 | -0.075 | 0.000 | 0.78 | | 46.0 |
| S26.000 | S57 | 15 Winter | 1 | +0% | 100/15 Winter | | | | 68.145 | -0.190 | 0.000 | 0.23 | | 7.5 |
| S26.001 | S58 | 15 Winter | 1 | +0% | | | | | 67.790 | -0.262 | 0.000 | 0.05 | | 7.5 |
| S1.007 | S7 | 120 Winter | 1 | +0% | 30/30 Winter | | | | 66.143 | -0.213 | 0.000 | 0.00 | | 0.0 |
| S27.000 | SSWMH12 | 15 Winter | 1 | +0% | | | | | 67.828 | -0.122 | 0.000 | 0.08 | | 1.4 |
| S27.001 | SSWMH13 | 15 Winter | 1 | +0% | | | | | 67.547 | -0.110 | 0.000 | 0.16 | | 2.8 |
| S27.002 | SSWMH14 | 15 Winter | 1 | +0% | 100/15 Summer | | | | 67.314 | -0.102 | 0.000 | 0.22 | | 4.0 |
| S27.003 | SSWMH15 | 15 Winter | 1 | +0% | 100/480 Winter | | | | 67.067 | -0.181 | 0.000 | 0.08 | | 4.0 |
| S27.004 | S66 | 1440 Winter | 1 | +0% | 30/960 Winter | - | | | 66.872 | -0.158 | 0.000 | 0.00 | | 0.0 |

| | US/MH | | Level |
|----------|---------|-------------|----------|
| PN | Name | Status | Exceeded |
| \$23.000 | S49 | FLOOD RISK* | |
| \$23.001 | S50 | OK | |
| S24.000 | S53 | OK* | |
| S25.000 | S54 | OK* | |
| S24.001 | S54 | OK | |
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| 240 Blackfriars Road | Begbroke | |
| London | Surface Car Park | |
| SE1 8NW | | Micro |
| Date 26/08/2021 11:52 | Designed by AT | Drainage |
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| Micro Drainage | Network 2018.1 | |

| <u>1 year Return Pe</u> : | | | | | , | |
|---------------------------|---------|---------|-------------|----------|-------|--|
| | | | | | | |
| | | US/MH | | Level | | |
| | PN | Name | Status | Exceeded | | |
| | S1.006 | SSWMH04 | OK | | | |
| | S26.000 | S57 | FLOOD RISK* | | | |
| | S26.001 | S58 | OK | | | |
| | S1.007 | S7 | OK | | | |
| | | SSWMH12 | OK | | | |
| | S27.001 | SSWMH13 | OK | | | |
| | S27.002 | SSWMH14 | OK | | | |
| | | SSWMH15 | OK | | | |
| | S27.004 | S66 | OK | | | |
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| 40 Blackfriars Road | | : | Begbroke | | | | | |
| ondon | | | Surface Car Park | | | | The. | |
| E1 8NW | | | | | | | Micro | |
| ate 26/08/2021 11:52 | | | Designed by AT | | | | Drain | Contraction of the second |
| ile sw car park design | .MDX | | Checked by LF | | | | DIGILI | aye |
| icro Drainage | |] | Network 2018.1 | | | | | |
| <u>30 year</u> | r Return Peri | od Summary of C: | ritical Results by | Maximum Level | (Rank 1) for | <u>Storm</u> | | |
| | | | Simulation Criteria | | | | | |
| Areal Reduct | ion Factor 1.00 | | ss Coeff (Global) 0.5 | 00 MADD Fac | ctor * 10m³/ha S | torage 2.00 | 0 | |
| | | | per hectare (l/s) 0.0 | | Inlet Coeffi | | | |
| Hot Start I | Level (mm) | 0 Additional Flow · | - % of Total Flow 0.0 | 00 Flow per Perso | on per Day (l/pe | r/day) 0.00 | 00 | |
| | | | er of Offline Control of Storage Structure | | | | | |
| | | | | | | | | |
| | | Svn | thetic Bainfall Detai | ls | | | | |
| | Rainfa | <u>Syn</u> ll Model | <u>thetic Rainfall Detai</u> FSR M5-60 (mm) 2 | | 0.750 | | | |
| | Rainfa | ll Model | | 0.000 Cv (Summer) | | | | |
| | | ll Model Region England an | FSR M5-60 (mm) 2 nd Wales Ratio R | 0.000 Cv (Summer) 0.400 Cv (Winter) | 0.840 | | | |
| | | ll Model Region England ar ood Risk Warning (mr | FSR M5-60 (mm) 2 nd Wales Ratio R | 0.000 Cv (Summer) 0.400 Cv (Winter) 300.0 | 0.840 DVD Status ON | | | |
| | | ll Model Region England ar ood Risk Warning (mr | FSR M5-60 (mm) 2 nd Wales Ratio R n) ep 2.5 Second Increme | 0.000 Cv (Summer) 0.400 Cv (Winter) 300.0 | 0.840 DVD Status ON | | | |
| | | ll Model Region England ar ood Risk Warning (mr Analysis Timeste DTS Statu | FSR M5-60 (mm) 2 nd Wales Ratio R n) ep 2.5 Second Increme is | 0.000 Cv (Summer) 0.400 Cv (Winter) 300.0 nt (Extended) Ine OFF | 0.840 DVD Status ON ertia Status ON | | | |
| | | ll Model Region England ar ood Risk Warning (mr Analysis Timeste DTS Statu Profile(s | FSR M5-60 (mm) 2 nd Wales Ratio R n) ep 2.5 Second Increme is | 0.000 Cv (Summer) 0.400 Cv (Winter) 300.0 nt (Extended) Ine OFF Summer and W | 0.840 DVD Status ON ertia Status ON Jinter | | | |
| | Margin for Flc | ll Model Region England ar ood Risk Warning (mr Analysis Timeste DTS Statu Profile(s Duration(s) (mins cn Period(s) (years) | FSR M5-60 (mm) 2 nd Wales Ratio R n) ep 2.5 Second Increme us) 15, 30, 60, 120, 24 | 0.000 Cv (Summer) 0.400 Cv (Winter) 300.0 nt (Extended) Ine OFF Summer and W 0, 360, 480, 960, 1, 30 | 0.840 DVD Status ON ertia Status ON Vinter 1440 0, 100 | | | |
| | Margin for Flc | ll Model Region England ar ood Risk Warning (mr Analysis Timeste DTS Statu Profile(s Duration(s) (mins | FSR M5-60 (mm) 2 nd Wales Ratio R n) ep 2.5 Second Increme us) 15, 30, 60, 120, 24 | 0.000 Cv (Summer) 0.400 Cv (Winter) 300.0 nt (Extended) Ine OFF Summer and W 0, 360, 480, 960, 1, 30 | 0.840 DVD Status ON ertia Status ON Vinter 1440 | | | |
| | Margin for Flc | ll Model Region England ar ood Risk Warning (mr Analysis Timeste DTS Statu Profile(s Duration(s) (mins cn Period(s) (years) | FSR M5-60 (mm) 2 nd Wales Ratio R n) ep 2.5 Second Increme us) 15, 30, 60, 120, 24 | 0.000 Cv (Summer) 0.400 Cv (Winter) 300.0 nt (Extended) Ine OFF Summer and W 0, 360, 480, 960, 1, 30 0, | 0.840 DVD Status ON ertia Status ON Vinter 1440 0, 100 0, 40 | | Disc | |
| US/MH | Margin for Flc Retur | ll Model Region England ar ood Risk Warning (mr Analysis Timeste DTS Statu Profile(s Duration(s) (mins cn Period(s) (years Climate Change (%) | FSR M5-60 (mm) 2 nd Wales Ratio R n) ep 2.5 Second Increme is)) 15, 30, 60, 120, 24) | 0.000 Cv (Summer) 0.400 Cv (Winter) 300.0 nt (Extended) Ine OFF Summer and W 0, 360, 480, 960, 1, 30 0, Water Surcharge | 0.840 DVD Status ON ertia Status ON Vinter 1440 0, 100 0, 40 d Flooded | / Overflow | Pipe Flow | |
| | Margin for Flc Retur Return Climate | ll Model Region England ar ood Risk Warning (mr Analysis Timeste DTS Statu Profile(s Duration(s) (mins cn Period(s) (years Climate Change (%) | FSR M5-60 (mm) 2 nd Wales Ratio R n) ep 2.5 Second Increme us)) 15, 30, 60, 120, 24)) First (Z) Overflow | 0.000 Cv (Summer) 0.400 Cv (Winter) 300.0 nt (Extended) Ine OFF Summer and W 0, 360, 480, 960, 1, 30 0, Water Surcharge | 0.840 DVD Status ON ertia Status ON Vinter 1440 0, 100 0, 40 d Flooded | • | - | tatus |
| • | Margin for Flc Retur Return Climate | ll Model Region England ar ood Risk Warning (mr Analysis Timeste DTS Statu Profile(s Duration(s) (mins Climate Change (%) First (X) First (Y | FSR M5-60 (mm) 2 nd Wales Ratio R n) ep 2.5 Second Increme us)) 15, 30, 60, 120, 24)) First (Z) Overflow | 0.000 Cv (Summer) 0.400 Cv (Winter) 300.0 nt (Extended) Ine OFF Summer and W 0, 360, 480, 960, 1, 30 0, Water Surcharge Level Depth | 0.840 DVD Status ON ertia Status ON Jinter 1440 0, 100 0, 40 d Flooded Volume Flow (m ³) Cap. | (1/s) | Flow | tatus |

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| 240 Blackfriars Road | Begbroke | |
| London | Surface Car Park | |
| SE1 8NW | | Micro |
| Date 26/08/2021 11:52 | Designed by AT | Drainage |
| File sw car park design.MDX | Checked by LF | Diamage |
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| US/MH Level PN Name Exceeded | |
|---------------------------------|--|
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| S1.000 S1 S1.001 S2 | |
| 51.001 52 | |
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| 240 Blackfriars Road | Begbroke | |
| London | Surface Car Park | |
| SE1 8NW | | Micro |
| Date 26/08/2021 11:52 | Designed by AT | |
| File sw car park design.MDX | Checked by LF | Drainage |
| Micro Drainage | Network 2018.1 | |

| | US/MH | | Return | Climate | First (X) | First (Y) | First (Z) | Overflow | | Surcharged Depth | Flooded Volume | Flow / | Overflow | Pipe Flow |
|---------|-----------|-----------|--------|---------|---------------|-----------|-----------|----------|--------|---------------------|-------------------|--------|----------|--------------|
| PN | Name | Storm | Period | Change | Surcharge | Flood | Overflow | Act. | (m) | (m) | (m³) | Cap. | (1/s) | (l/s) |
| S2.000 | S3 1 | L5 Winter | 30 | +0% | | | | | 67.637 | -0.063 | 0.000 | 0.60 | | 7.5 |
| S2.001 | S4 1 | L5 Winter | 30 | +0% | | | | | 67.380 | -0.084 | 0.000 | 0.40 | | 5.6 |
| S1.002 | SSWMH01 1 | L5 Winter | 30 | +0% | 100/15 Summer | | | | 67.333 | -0.083 | 0.000 | 0.41 | | 5.4 |
| S3.000 | S26 1 | L5 Winter | 30 | +0읭 | | | | | 67.710 | 0.000 | 0.000 | 1.04 | | 13.0 |
| S3.001 | S28 1 | L5 Winter | 30 | +0% | 100/15 Summer | | | | 67.335 | -0.045 | 0.000 | 0.70 | | 12.9 |
| S4.000 | S16 6 | 50 Winter | 30 | +0% | | | | | 68.060 | -0.285 | 0.000 | 0.00 | | 0.0 |
| S4.001 | S17 6 | 50 Winter | 30 | +0% | | | | | 67.772 | -0.285 | 0.000 | 0.00 | | 0.0 |
| S1.003 | SSWMH06 1 | L5 Winter | 30 | +0읭 | 30/15 Summer | | | | 67.281 | 0.054 | 0.000 | 1.14 | | 16.4 |
| S5.000 | S4 6 | 60 Winter | 30 | +0% | | | | | 67.990 | -0.285 | 0.000 | 0.00 | | 0.0 |
| S5.001 | S5 6 | 60 Winter | 30 | +0% | | | | | 67.624 | -0.285 | 0.000 | 0.00 | | 0.0 |
| S6.000 | S8 6 | 60 Winter | 30 | +0읭 | | | | | 67.610 | 0.000 | 0.000 | 1.11 | | 4.7 |
| S6.001 | S9 1 | L5 Winter | 30 | +0% | 100/15 Summer | | | | 67.311 | -0.022 | 0.000 | 0.96 | | 4.7 |
| S7.000 | S10 1 | L5 Winter | 30 | +0% | | | | | 67.593 | -0.027 | 0.000 | 0.87 | | 4.2 |
| S7.001 | S11 1 | L5 Winter | 30 | +0% | | | | | 67.496 | -0.046 | 0.000 | 0.56 | | 2.7 |
| S1.004 | SSWMH02 1 | L5 Winter | 30 | +0% | 100/15 Summer | | | | 66.936 | -0.102 | 0.000 | 0.57 | | 23.0 |
| S8.000 | S7 1 | L5 Winter | 30 | +0% | | | | | 68.110 | -0.185 | 0.000 | 0.24 | | 7.9 |
| S8.001 | S8 1 | L5 Winter | 30 | +0% | | | | | 67.810 | -0.188 | 0.000 | 0.33 | | 7.8 |
| S9.000 | S15 3 | 30 Winter | 30 | +0% | | | | | 67.630 | 0.000 | 0.000 | 1.22 | | 5.2 |
| S9.001 | S16 1 | L5 Winter | 30 | +0% | 100/15 Winter | | | | 67.382 | -0.030 | 0.000 | 0.83 | | 4.1 |
| S1.005 | SSWMH03 1 | L5 Winter | 30 | +0% | 30/15 Summer | | | | 66.831 | 0.091 | 0.000 | 0.50 | | 32.2 |
| S10.000 | S6 1 | L5 Winter | 30 | +0% | | | | | 68.113 | -0.242 | 0.000 | 0.07 | | 2.1 |
| S10.001 | S7 1 | L5 Winter | 30 | +0% | | | | | 68.037 | -0.242 | 0.000 | 0.09 | | 2.1 |
| S11.000 | S20 1 | L5 Winter | 30 | +0% | | | | | 67.648 | -0.052 | 0.000 | 0.45 | | 1.9 |
| S11.001 | S21 1 | L5 Winter | 30 | +0% | | | | | 67.621 | -0.031 | 0.000 | 0.39 | | 1.9 |
| S10.002 | SSWMH11 1 | L5 Winter | 30 | +0% | 30/15 Winter | | | | 67.615 | 0.023 | 0.000 | 0.74 | | 3.6 |
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| 240 Blackfriars Road | Begbroke | |
| London | Surface Car Park | |
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| <u>30 year Return Period Summary</u> | of C | | l Results k | oy Maximum Level (Rank 1) for Storm |
|--------------------------------------|-------|----------|-------------|-------------------------------------|
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| | | US/MH | | Level |
| | PN | Name | Status | Exceeded |
| | | rome | blacab | |
| S2 | .000 | S3 | OK* | |
| S2 | .001 | S4 | OK* | |
| SI | .002 | SSWMH01 | OK | |
| S | .000 | S26 | SURCHARGED* | |
| S | .001 | S28 | OK | |
| S4 | .000 | S16 | OK | |
| S4 | .001 | S17 | OK | |
| | | SSWMH06 | SURCHARGED | |
| | .000 | S4 | OK | |
| | .001 | S5 | OK | |
| | 5.000 | | SURCHARGED* | |
| | 5.001 | S9 | OK* | |
| | .000 | S10 | OK* | |
| | .001 | S11 | OK* | |
| | | SSWMH02 | OK | |
| | .000 | | FLOOD RISK* | |
| | .001 | S8 | OK | |
| | .000 | | SURCHARGED* | |
| | .001 | S16 | OK* | |
| | | SSWMH03 | SURCHARGED | |
| | .000 | | FLOOD RISK* | |
| | .001 | S7 | OK | |
| | .000 | S20 | OK* | |
| S11 | .001 | S21 | OK* | |
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| 240 Blackfriars Road | Begbroke | |
| London | Surface Car Park | |
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|-------------|----------------|--------|--------|------------|------------|------------|------------|---------|----------|-------|--------------|--|
| | <u>30 year</u> | Return | Period | Summary of | Critical | Results | by Maximum | n Level | (Rank 1) | for S | <u>Storm</u> | |
| | | | | | US/MH | | Level | | | | | |
| | | | | PN | Name | Status | Exceeded | | | | | |
| | | | | S10.0 | 02 SSWMH11 | SURCHARGEI |) | | | | | |
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| 240 Blackfriars Road | Begbroke | |
| London | Surface Car Park | |
| SE1 8NW | | Micro |
| Date 26/08/2021 11:52 | Designed by AT | |
| File sw car park design.MDX | Checked by LF | Drainage |
| Micro Drainage | Network 2018.1 | L |

| | US/MH | | Return | Climate | First (X) | First (Y) | First (Z) | Overflow | Water Level | Surcharged Depth | | Flow / | Overflow | Pipe Flow |
|---------|---------|-----------|--------|---------|---------------|-----------|-----------|----------|----------------|---------------------|-------|--------|----------|--------------|
| PN | Name | Storm | Period | Change | Surcharge | Flood | Overflow | Act. | (m) | (m) | (m³) | Cap. | (l/s) | (l/s) |
| S12.000 | S13 | 15 Winter | 30 | +0% | | | | | 68.222 | -0.163 | 0.000 | 0.34 | | 11.1 |
| S12.001 | S14 | 15 Winter | 30 | +0% | | | | | 68.037 | -0.165 | 0.000 | 0.43 | | 11.0 |
| S13.000 | S19 | 15 Winter | 30 | +0% | | | | | 67.725 | -0.015 | 0.000 | 0.99 | | 4.2 |
| S13.001 | S20 | 15 Winter | 30 | +0% | 100/15 Summer | | | | 67.575 | -0.046 | 0.000 | 0.54 | | 2.7 |
| S10.003 | SSWMH10 | 15 Winter | 30 | +0읭 | 30/15 Summer | | | | 67.566 | 0.209 | 0.000 | 1.03 | | 14.3 |
| S14.000 | SSWMH09 | 60 Winter | 30 | +0% | | | | | 68.000 | -0.100 | 0.000 | 0.00 | | 0.0 |
| S15.000 | S18 | 15 Winter | 30 | +0% | | | | | 68.268 | -0.147 | 0.000 | 0.38 | | 12.5 |
| S15.001 | S19 | 15 Winter | 30 | +0% | | | | | 67.800 | -0.154 | 0.000 | 0.53 | | 12.6 |
| S16.000 | S25 | 15 Winter | 30 | +0% | | | | | 67.691 | -0.069 | 0.000 | 0.55 | | 6.9 |
| S16.001 | S26 | 15 Winter | 30 | +0% | | | | | 67.503 | -0.082 | 0.000 | 0.42 | | 4.8 |
| S17.000 | S29 | 15 Winter | 30 | +0% | | | | | 67.696 | -0.024 | 0.000 | 0.95 | | 11.8 |
| S17.001 | S30 | 15 Winter | 30 | +0% | 100/15 Summer | | | | 67.392 | -0.064 | 0.000 | 0.63 | | 9.0 |
| S10.004 | SSWMH08 | 15 Winter | 30 | +0읭 | 30/15 Summer | | | | 67.364 | 0.251 | 0.000 | 1.78 | | 37.8 |
| S18.000 | S19 | 15 Winter | 30 | +0% | | | | | 68.054 | -0.231 | 0.000 | 0.09 | | 3.1 |
| S18.001 | S20 | 15 Winter | 30 | +0% | | | | | 67.951 | -0.231 | 0.000 | 0.12 | | 3.1 |
| S19.000 | S36 | 15 Winter | 30 | +0% | | | | | 67.564 | -0.056 | 0.000 | 0.40 | | 3.1 |
| S19.001 | S37 | 15 Winter | 30 | +0% | 100/15 Winter | | | | 67.361 | -0.055 | 0.000 | 0.43 | | 2.1 |
| S10.005 | Sdummy | 15 Winter | 30 | +0% | 30/15 Summer | | | | 67.220 | 0.159 | 0.000 | 0.94 | | 39.6 |
| S20.000 | S24 | 15 Winter | 30 | +0% | | | | | 68.320 | -0.115 | 0.000 | 0.51 | | 14.6 |
| S20.001 | S25 | 15 Winter | 30 | +0% | | | | | 67.935 | -0.140 | 0.000 | 0.62 | | 14.4 |
| S21.000 | S45 | 60 Winter | 30 | +0읭 | | | | | 67.730 | 0.000 | 0.000 | 1.23 | | 5.2 |
| S21.001 | S46 | 15 Winter | 30 | +0읭 | 30/15 Winter | | | | 67.394 | 0.001 | 0.000 | 1.05 | | 5.1 |
| S10.006 | SSWMH05 | 15 Winter | 30 | +0% | 30/15 Summer | | | | 66.899 | 0.202 | 0.000 | 0.96 | | 54.7 |
| S22.000 | S47 | 15 Winter | 30 | +0% | | | | | 68.543 | -0.222 | 0.000 | 0.14 | | 3.9 |
| S22.001 | S48 | 15 Winter | 30 | +0% | | | | | 68.479 | -0.222 | 0.000 | 0.17 | | 3.9 |
| | | | | | | ©1982-201 | 18 Innovy | ze | | | | | | |

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| 240 Blackfriars Road | Begbroke | |
| London | Surface Car Park | |
| SE1 8NW | | Micro |
| Date 26/08/2021 11:52 | Designed by AT | Drainage |
| File sw car park design.MDX | Checked by LF | Diamaye |
| Micro Drainage | Network 2018.1 | L. |

| 30 year Return Period Summary o | of Cri | tical | . Results k | oy Maximum Level (Rank 1) for Storm |
|---------------------------------|--------|-------|-----------------|-------------------------------------|
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| | | | | |
| | U | S/MH | | Level |
| PI | 1 1 | Name | Status | Exceeded |
| S12. | 000 | S13 | FLOOD RISK* | |
| S12. | | S14 | OK | |
| S13. | 000 | S19 | OK* | |
| S13. | 001 | S20 | OK* | |
| S10. | 003 ss | WMH10 | SURCHARGED | |
| S14. | 000 ss | WMH09 | OK | |
| S15. | 000 | S18 | FLOOD RISK* | |
| S15. | 001 | S19 | OK | |
| S16. | 000 | S25 | OK* | |
| S16. | 001 | S26 | OK* | |
| S17. | 000 | S29 | OK* | |
| S17. | 001 | S30 | OK* | |
| S10. | 004 SS | WMH08 | SURCHARGED | |
| S18. | | | FLOOD RISK* | |
| S18. | | S20 | OK | |
| S19. | 000 | S36 | OK* | |
| S19. | | S37 | OK* | |
| S10. | | - | SURCHARGED* | |
| S20. | | | FLOOD RISK* | |
| S20. | | S25 | OK | |
| S21. | | S45 | SURCHARGED* | |
| S21. | | | SURCHARGED* | |
| | 006 SS | | SURCHARGED | |
| S22. | 000 | S47 | FLOOD RISK* | |
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| 240 Blackfriars Road | Begbroke | |
| London | Surface Car Park | |
| SE1 8NW | | Micro |
| Date 26/08/2021 11:52 | Designed by AT | Drainage |
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| Micro Drainage | Network 2018.1 | |

| <u>30 year Return Perio</u> | d Summary of Crit | tical Results | by Maximum Level (Rank 1) for Storm |
|-----------------------------|-------------------|--------------------|-------------------------------------|
| | | :/MH ame Status | Level Exceeded |
| | S22.001 | S48 FLOOD RISK* | |
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| 240 Blackfriars Road | Begbroke | |
| London | Surface Car Park | |
| SE1 8NW | | Micro |
| Date 26/08/2021 11:52 | Designed by AT | |
| File sw car park design.MDX | Checked by LF | Drainage |
| Micro Drainage | Network 2018.1 | |

| PN | US/MH Name | Storm | | Climate Change | First (X) Surcharge | First (Y) Flood | First (Z) Overflow | Overflow Act. | Water Level (m) | Surcharged Depth (m) | Flooded Volume (m³) | Flow / Cap. | Overflow (1/s) | Pipe Flow (l/s) |
|---------|---------------|------------|-------|-------------------|------------------------|--------------------|-----------------------|------------------|-----------------------|----------------------------|---------------------------|----------------|-------------------|-----------------------|
| s23.000 | S49 | 15 Winte | er 30 | +0% | | | | | 68.283 | -0.212 | 0.000 | 0.16 | | 4.9 |
| S23.001 | S50 | 15 Winte | er 30 | +0읭 | | | | | 68.211 | -0.213 | 0.000 | 0.21 | | 4.9 |
| S24.000 | S53 | 15 Winte | er 30 | +0% | | | | | 67.752 | -0.058 | 0.000 | 0.36 | | 1.8 |
| S25.000 | S54 | 15 Winte | er 30 | +0% | | | | | 67.941 | -0.059 | 0.000 | 0.35 | | 1.7 |
| S24.001 | S54 | 15 Winte | er 30 | +0% | 100/15 Summer | | | | 67.704 | -0.032 | 0.000 | 0.80 | | 3.5 |
| S1.006 | SSWMH04 | 15 Winte | er 30 | +0% | 30/15 Summer | | | | 66.749 | 0.217 | 0.000 | 1.51 | | 89.1 |
| S26.000 | S57 | 15 Winte | er 30 | +0% | 100/15 Winter | | | | 68.224 | -0.111 | 0.000 | 0.56 | | 18.2 |
| S26.001 | S58 | 15 Winte | er 30 | +0% | | | | | 67.807 | -0.245 | 0.000 | 0.12 | | 18.1 |
| S1.007 | S7 | 240 Winte | er 30 | +0% | 30/30 Winter | | | | 66.610 | 0.254 | 0.000 | 0.00 | | 0.0 |
| S27.000 | SSWMH12 | 15 Winte | er 30 | +0% | | | | | 67.845 | -0.105 | 0.000 | 0.19 | | 3.4 |
| S27.001 | SSWMH13 | 15 Winte | er 30 | +0% | | | | | 67.578 | -0.079 | 0.000 | 0.44 | | 7.7 |
| S27.002 | SSWMH14 | 15 Winte | er 30 | +0% | 100/15 Summer | | | | 67.355 | -0.062 | 0.000 | 0.63 | | 11.1 |
| S27.003 | SSWMH15 | 15 Winte | er 30 | +0% | 100/480 Winter | | | | 67.098 | -0.151 | 0.000 | 0.24 | | 11.2 |
| S27.004 | S66 | 1440 Winte | er 30 | +0% | 30/960 Winter | | | | 67.097 | 0.066 | 0.000 | 0.00 | | 0.0 |

| PN | US/MH Name | Status | Level Exceeded |
|----------|---------------|-------------|-------------------|
| \$23.000 | S49 | FLOOD RISK* | |
| S23.001 | S50 | OK | |
| S24.000 | S53 | OK* | |
| S25.000 | S54 | OK* | |
| S24.001 | S54 | OK | |
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| 240 Blackfriars Road | Begbroke | |
| London | Surface Car Park | |
| SE1 8NW | | Micro |
| Date 26/08/2021 11:52 | Designed by AT | Drainage |
| File sw car park design.MDX | Checked by LF | Drainage |
| Micro Drainage | Network 2018.1 | |

| | US/MH | | Level | | |
|---------|---------|-------------|----------|--|--|
| PN | Name | Status | Exceeded | | |
| S1 006 | SSWMH04 | SURCHARGED | | | |
| S1.000 | | FLOOD RISK* | | | |
| S26.001 | | OK | | | |
| S1.007 | | | | | |
| | SSWMH12 | | | | |
| | SSWMH13 | OK | | | |
| S27.002 | SSWMH14 | OK | | | |
| S27.003 | SSWMH15 | OK | | | |
| S27.004 | S66 | SURCHARGED | | | |
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| 40 Blac | kfriars R | load | | | | В | segbroke | | | | | | | | |
| ondon | | | | | | S | Surface Ca | ar Park | | | | | | 1 | - |
| El 8NW | | | | | | | | | | | | | | Micr | The second secon |
| ate 26/0 | 08/2021 1 | 1:52 | | | | D | esigned b | y AT | | | | | | and a second second | nage |
| ile sw d | car park | design | . MDX | | | C | hecked by | / LF | | | | | | Diai | nage |
| icro Dra | ainage | | | | | N | letwork 20 | 18.1 | | | | | | | |
| | <u>1</u> | <u>00 yea</u> | <u>r Ret</u> | <u>urn Per</u> | iod Summ | ary of Ci | citical Re | <u>esults b</u> | y Maxir | num Level | (Rank 1 | L) for | Storm | | |
| | | | | | | | | | | | | | | | |
| | | | | | | _ | Simulation | | | | | | | | |
| | Areal | | | ctor 1.00 ins) | | | | | | MADD Fact | | | orage 2.00 cient 0.80 | | |
| | Hot | | (| - / | | 2 1 | er hectare % of Total | | | per Person | | | | | |
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| | | | | | | | | | | mber of Tim | | 5 | | | |
| | | NU | amber c | or Online | 2 Controls | 2 Number | of Storage | Structure | s II Nui | mber of Rea | I Time C | ontrols | 0 | | |
| | | | | | | Synt | hetic Rainf | | | | | | | | |
| | | | | Rainfa | all Model | | | | | v (Summer) | | | | | |
| | | | | | Region i | sngland and | 1 Wales | Ratio R | 0.400 C | v (Winter) | 0.840 | | | | |
| | | | Margir | n for Fla | ood Risk Wa | | | | | | DVD Stati | | | | |
| | | | | | Analys | is Timester DTS Status | | nd Increme | nt (Exte | ended) Iner | tia Statı | is ON | | | |
| | | | | | | DTS Statu: | 3 | | | OFF | | | | | |
| | | | | | | Profile(s) | | | Sur | mmer and Wi | nter | | | | |
| | | | | | | | |), 120, 24 | 0, 360, | 480, 960, | | | | | |
| | | | | Retu | rn Period(: | s) (years) Change (%) | | | | 1, 30, 0, 0 | | | | | |
| | | | | | GIIMACC | change (8) | | | | 0, 0, | , 10 | | | | |
| | | | | | | | | | Water | Surcharged | Flooded | | | Pipe | |
| | US/MH | | | | | | First (Z) | Overflow | Level | Depth | Volume | | Overflow | Flow | |
| PN | Name St | torm I | Period | Change | Surcharge | Flood | Overflow | Act. | (m) | (m) | (m³) | Cap. | (l/s) | (1/s) | Status |
| S1.000 | S1 60 1 | Winter | 100 | +40% | | | | | 68.050 | -0.285 | 0.000 | 0.00 | | 0.0 | OF |
| S1.001 | S2 60 1 | Winter | 100 | +40% | | | | | 67.701 | -0.285 | 0.000 | 0.00 | | 0.0 | OK |
| | | | | | | | 982-2018 | | | | | | | | |

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| 240 Blackfriars Road | Begbroke | |
| London | Surface Car Park | |
| SE1 8NW | | Micro |
| Date 26/08/2021 11:52 | Designed by AT | Dealpage |
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| Micro Drainage | Network 2018.1 | L. |

| 100 year Return Period Summary of Critic | cal Results by Maximum Level (Rank 1) for Storm |
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| | |
| PN | US/MH Level Name Exceeded |
| S1.000 S1.001 | S1 S2 |
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| 240 Blackfriars Road | Begbroke | |
| London | Surface Car Park | |
| SE1 8NW | | Micro |
| Date 26/08/2021 11:52 | Designed by AT | |
| File sw car park design.MDX | Checked by LF | Drainage |
| Micro Drainage | Network 2018.1 | |

| | US/MH | | Return | Climate | First (X) | First (Y) | First (Z) | Overflow | Water Level | Surcharged Depth | Flooded Volume | Flow / | Overflow | Pipe Flow |
|---------|---------|------------|--------|---------|---------------|-----------|------------|----------|----------------|---------------------|-------------------|--------|----------|--------------|
| PN | Name | Storm | Period | Change | Surcharge | Flood | Overflow | Act. | (m) | (m) | (m³) | Cap. | (1/s) | (1/s) |
| S2.000 | S3 | 15 Winter | 100 | +40% | | | | | 67.700 | 0.000 | 0.000 | 1.06 | | 13.3 |
| S2.001 | S4 | 15 Winter | 100 | +40% | | | | | 67.462 | -0.002 | 0.000 | 0.68 | | 9.4 |
| S1.002 | SSWMH01 | 15 Winter | 100 | +40% | 100/15 Summer | | | | 67.466 | 0.050 | 0.000 | 0.75 | | 10.0 |
| S3.000 | S26 | 15 Winter | 100 | +40% | | | | | 67.710 | 0.000 | 0.000 | 1.62 | | 20.2 |
| S3.001 | S28 | 15 Winter | 100 | +40% | 100/15 Summer | | | | 67.643 | 0.264 | 0.000 | 0.99 | | 18.2 |
| S4.000 | S16 | 60 Winter | 100 | +40% | | | | | 68.060 | -0.285 | 0.000 | 0.00 | | 0.0 |
| S4.001 | S17 | 60 Winter | 100 | +40% | | | | | 67.772 | -0.285 | 0.000 | 0.00 | | 0.0 |
| S1.003 | SSWMH06 | 15 Winter | 100 | +40% | 30/15 Summer | | | | 67.492 | 0.265 | 0.000 | 1.30 | | 18.6 |
| S5.000 | S4 | 60 Winter | 100 | +40% | | | | | 67.990 | -0.285 | 0.000 | 0.00 | | 0.0 |
| S5.001 | s5 | 60 Winter | 100 | +40% | | | | | 67.624 | -0.285 | 0.000 | 0.00 | | 0.0 |
| S6.000 | S8 | 15 Winter | 100 | +40% | | | | | 67.610 | 0.000 | 0.000 | 2.41 | | 10.2 |
| S6.001 | S9 | 360 Winter | 100 | +40% | 100/15 Summer | | | | 67.390 | 0.057 | 0.000 | 0.38 | | 1.9 |
| S7.000 | S10 | 15 Winter | 100 | +40% | | | | | 67.620 | 0.000 | 0.000 | 1.54 | | 7.5 |
| S7.001 | S11 | 15 Winter | 100 | +40% | | | | | 67.522 | -0.021 | 0.000 | 0.98 | | 4.8 |
| S1.004 | SSWMH02 | 360 Winter | 100 | +40% | 100/15 Summer | | | | 67.421 | 0.382 | 0.000 | 0.20 | | 8.1 |
| S8.000 | S7 | 15 Winter | 100 | +40% | | | | | 68.157 | -0.138 | 0.000 | 0.44 | | 14.4 |
| S8.001 | S8 | 15 Winter | 100 | +40% | | | | | 67.856 | -0.142 | 0.000 | 0.61 | | 14.2 |
| S9.000 | S15 | 15 Winter | 100 | +40% | | | | | 67.630 | 0.000 | 0.000 | 2.19 | | 9.3 |
| S9.001 | S16 | 15 Winter | 100 | +40% | 100/15 Winter | | | | 67.417 | 0.005 | 0.000 | 1.09 | | 5.4 |
| S1.005 | SSWMH03 | 360 Winter | 100 | +40% | 30/15 Summer | | | | 67.430 | 0.689 | 0.000 | 0.16 | | 10.5 |
| S10.000 | S6 | 15 Winter | 100 | +40% | | | | | 68.132 | -0.223 | 0.000 | 0.12 | | 3.8 |
| S10.001 | S7 | 15 Winter | 100 | +40% | | | | | 68.055 | -0.224 | 0.000 | 0.16 | | 3.8 |
| S11.000 | S20 | 15 Winter | 100 | +40% | | | | | 67.700 | 0.000 | 0.000 | 0.73 | | 3.1 |
| S11.001 | S21 | 15 Winter | 100 | +40% | | | | | 67.651 | 0.000 | 0.000 | 0.45 | | 2.2 |
| S10.002 | SSWMH11 | 15 Winter | 100 | +40% | 30/15 Winter | | | | 67.916 | 0.325 | 0.000 | 0.85 | | 4.1 |
| | | | | | (| D1982-201 | .8 Innovy: | ze | | | | | | |

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|-----------------------------|------------------|----------|
| 240 Blackfriars Road | Begbroke | |
| London | Surface Car Park | |
| SE1 8NW | | Micro |
| Date 26/08/2021 11:52 | Designed by AT | Drainage |
| File sw car park design.MDX | Checked by LF | Diamage |
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| 00 vear Return Period Summary o | E Critica | al Results | by Maximum Level (Rank 1) for Storm |
|---------------------------------|-----------|-------------|-------------------------------------|
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| | | | |
| | US/MH | | Level |
| PN | Name | Status | Exceeded |
| S2.0 | 10 53 | SURCHARGED* | |
| S2.0 | | | |
| | 2 SSWMH01 | | |
| S3.0 | | SURCHARGED* | |
| S3.0 | | | |
| S4.0 | | | |
| S4.0 |)1 S17 | OK | |
| S1.0 | 3 SSWMH06 | SURCHARGED | |
| S5.0 | 00 S4 | OK | |
| S5.0 |)1 S5 | OK | |
| S6.0 | 00 S8 | SURCHARGED* | |
| S6.0 |)1 S9 | SURCHARGED* | |
| S7.0 | 00 S10 | SURCHARGED* | |
| S7.0 |)1 S11 | OK* | |
| S1.0 | 4 SSWMH02 | SURCHARGED | |
| S8.0 | 00 S7 | FLOOD RISK* | |
| S8.0 |)1 S8 | OK | |
| \$9.0 | | SURCHARGED* | |
| S9.0 | | SURCHARGED* | |
| | 5 SSWMH03 | | |
| S10.0 | | FLOOD RISK* | |
| S10.0 | | | |
| S11.0 | | SURCHARGED* | |
| S11.0 | 91 S21 | SURCHARGED* | |
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| 240 Blackfriars Road | Begbroke | |
| London | Surface Car Park | |
| SE1 8NW | | Micro |
| Date 26/08/2021 11:52 | Designed by AT | Drainage |
| File sw car park design.MDX | Checked by LF | Diamage |
| Micro Drainage | Network 2018.1 | |

| <u>100 year</u> | Return i | Period | Summa | ary of | <u>Critica</u> | <u>l Results</u> | by Maximum I | evel (Ran | <u>k 1) for</u> | Storm | |
|-----------------|----------|--------|-------|---------|----------------|------------------|--------------|-----------|-----------------|-------|--|
| | | | | | | | | | | | |
| | | | | | US/MH | | Level | | | | |
| | | | | PN | Name | Status | Exceeded | | | | |
| | | | | S10.002 | SSWMH11 | SURCHARGED | | | | | |
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| 240 Blackfriars Road | Begbroke | |
| London | Surface Car Park | |
| SE1 8NW | | Micro |
| Date 26/08/2021 11:52 | Designed by AT | |
| File sw car park design.MDX | Checked by LF | Drainage |
| Micro Drainage | Network 2018.1 | |

| | US/MH | | Return | Climate | First (X) | First (Y) | First (Z) | Overflow | | Surcharged Depth | | Flow / | Overflow | Pipe Flow |
|---------|---------|------------|--------|---------|---------------|-----------|-----------|----------|--------|---------------------|-------|--------|----------|--------------|
| PN | Name | Storm | Period | Change | Surcharge | Flood | Overflow | Act. | (m) | (m) | (m³) | Cap. | (l/s) | (l/s) |
| S12.000 | S13 | 15 Winter | 100 | +40% | | | | | 68.286 | -0.099 | 0.000 | 0.61 | | 20.2 |
| S12.001 | S14 | 15 Winter | 100 | +40% | | | | | 68.099 | -0.103 | 0.000 | 0.78 | | 20.0 |
| S13.000 | S19 | 15 Winter | 100 | +40% | | | | | 67.740 | 0.000 | 0.000 | 1.62 | | 6.9 |
| S13.001 | S20 | 15 Winter | 100 | +40% | 100/15 Summer | | | | 67.691 | 0.070 | 0.000 | 1.33 | | 6.5 |
| S10.003 | SSWMH10 | 15 Winter | 100 | +40% | 30/15 Summer | | | | 67.779 | 0.423 | 0.000 | 1.05 | | 14.7 |
| S14.000 | SSWMH09 | 60 Winter | 100 | +40% | | | | | 68.000 | -0.100 | 0.000 | 0.00 | | 0.0 |
| S15.000 | S18 | 15 Winter | 100 | +40% | | | | | 68.342 | -0.073 | 0.000 | 0.70 | | 22.8 |
| S15.001 | S19 | 15 Winter | 100 | +40% | | | | | 67.870 | -0.084 | 0.000 | 0.97 | | 23.0 |
| S16.000 | S25 | 15 Winter | 100 | +40% | | | | | 67.747 | -0.013 | 0.000 | 0.98 | | 12.3 |
| S16.001 | S26 | 15 Winter | 100 | +40% | | | | | 67.564 | -0.021 | 0.000 | 0.84 | | 9.4 |
| S17.000 | S29 | 15 Winter | 100 | +40% | | | | | 67.720 | 0.000 | 0.000 | 1.54 | | 19.3 |
| S17.001 | S30 | 15 Winter | 100 | +40% | 100/15 Summer | | | | 67.547 | 0.091 | 0.000 | 1.30 | | 18.7 |
| S10.004 | SSWMH08 | 15 Winter | 100 | +40% | 30/15 Summer | | | | 67.557 | 0.443 | 0.000 | 1.94 | | 41.4 |
| S18.000 | S19 | 15 Winter | 100 | +40% | | | | | 68.080 | -0.205 | 0.000 | 0.17 | | 5.7 |
| S18.001 | S20 | 15 Winter | 100 | +40% | | | | | 67.977 | -0.205 | 0.000 | 0.22 | | 5.7 |
| S19.000 | S36 | 15 Winter | 100 | +40% | | | | | 67.584 | -0.036 | 0.000 | 0.72 | | 5.7 |
| S19.001 | S37 | 15 Winter | 100 | +40% | 100/15 Winter | | | | 67.429 | 0.013 | 0.000 | 0.98 | | 4.8 |
| S10.005 | Sdummy | 15 Winter | 100 | +40% | 30/15 Summer | | | | 67.459 | 0.397 | 0.000 | 0.99 | | 41.6 |
| S20.000 | S24 | 15 Winter | 100 | +40% | | | | | 68.427 | -0.008 | 0.000 | 0.93 | | 26.6 |
| S20.001 | S25 | 15 Winter | 100 | +40% | | | | | 68.058 | -0.016 | 0.000 | 1.00 | | 23.4 |
| S21.000 | S45 | 15 Winter | 100 | +40% | | | | | 67.730 | 0.000 | 0.000 | 2.46 | | 10.4 |
| S21.001 | S46 | 30 Winter | 100 | +40% | 30/15 Winter | | | | 67.446 | 0.053 | 0.000 | 1.44 | | 7.1 |
| S10.006 | SSWMH05 | 360 Winter | 100 | +40% | 30/15 Summer | | | | 67.438 | 0.742 | 0.000 | 0.35 | | 19.8 |
| S22.000 | S47 | 15 Winter | 100 | +40% | | | | | 68.573 | -0.192 | 0.000 | 0.25 | | 7.1 |
| S22.001 | S48 | 15 Winter | 100 | +40% | | | | | 68.509 | -0.192 | 0.000 | 0.31 | | 7.2 |
| | | | | | (| ©1982-201 | 8 Innovy | ze | | | | | | |
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| 240 Blackfriars Road | Begbroke | |
| London | Surface Car Park | |
| SE1 8NW | | Micro |
| Date 26/08/2021 11:52 | Designed by AT | Drainage |
| File sw car park design.MDX | Checked by LF | Drainacje |
| Micro Drainage | Network 2018.1 | |

| 100 year Return Period Summary of | Critica | l Results | <u>by Maximum Level (Rank 1) for Storm</u> |
|-----------------------------------|---------|-------------|--|
| | | | |
| | | | |
| | | | |
| | | | |
| | US/MH | | Level |
| PN | Name | Status | Exceeded |
| S12.000 | S13 | FLOOD RISK* | |
| S12.003 | S14 | OK | |
| \$13.000 | S19 | SURCHARGED* | |
| \$13.00 | s20 | SURCHARGED* | |
| \$10.003 | SSWMH10 | SURCHARGED | |
| S14.000 | SSWMH09 | OK | |
| S15.000 | S18 | FLOOD RISK* | |
| S15.001 | S19 | OK | |
| S16.000 | S25 | OK* | |
| S16.001 | S26 | OK* | |
| S17.000 | S29 | SURCHARGED* | |
| S17.001 | S30 | SURCHARGED* | |
| S10.004 | SSWMH08 | SURCHARGED | |
| S18.000 | S19 | FLOOD RISK* | |
| S18.001 | | OK | |
| S19.000 | | OK* | |
| S19.003 | | SURCHARGED* | |
| S10.005 | - | SURCHARGED* | |
| S20.000 | | FLOOD RISK* | |
| S20.003 | | OK | |
| S21.000 | | SURCHARGED* | |
| S21.003 | | SURCHARGED* | |
| | SSWMH05 | | |
| \$22.000 | S47 | FLOOD RISK* | |
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| 240 Blackfriars Road | Begbroke | |
| London | Surface Car Park | |
| SE1 8NW | | Micro |
| Date 26/08/2021 11:52 | Designed by AT | Drainage |
| File sw car park design.MDX | Checked by LF | Diamaye |
| Micro Drainage | Network 2018.1 | |

| <u>100 year Return Perio</u> d | l Summary of C | <u>ritica</u> | l Results | by Maximum Level (Rank 1) for Storm |
|--------------------------------|----------------|---------------|-------------|-------------------------------------|
| | PN | US/MH Name | Status | Level Exceeded |
| | S22.001 | S48 | FLOOD RISK* | |
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|-----------------------------|------------------|----------|
| 240 Blackfriars Road | Begbroke | |
| London | Surface Car Park | |
| SE1 8NW | | Micro |
| Date 26/08/2021 11:52 | Designed by AT | |
| File sw car park design.MDX | Checked by LF | Drainage |
| Micro Drainage | Network 2018.1 | L. |

| PN | US/MH Name | Sto | orm | | Climate Change | First (X) Surcharge | First (Y) Flood | First (Z) Overflow | Overflow Act. | Water Level (m) | Surcharged Depth (m) | Flooded Volume (m³) | Flow / Cap. | Overflow (l/s) | Pipe Flow (l/s) |
|---------|---------------|--------|--------|-----|-------------------|------------------------|--------------------|-----------------------|------------------|-----------------------|----------------------------|---------------------------|----------------|-------------------|-----------------------|
| s23.000 | S49 | 15 W | Vinter | 100 | +40% | | | | | 68.316 | -0.179 | 0.000 | 0.29 | | 8.9 |
| S23.001 | S50 | 15 W | Vinter | 100 | +40% | | | | | 68.245 | -0.179 | 0.000 | 0.38 | | 8.9 |
| S24.000 | S53 | 15 W | Vinter | 100 | +40% | | | | | 67.801 | -0.009 | 0.000 | 0.62 | | 3.1 |
| S25.000 | S54 | 15 W | Vinter | 100 | +40% | | | | | 67.959 | -0.041 | 0.000 | 0.64 | | 3.1 |
| S24.001 | S54 | 15 W | linter | 100 | +40% | 100/15 Summer | | | | 67.771 | 0.035 | 0.000 | 1.37 | | 6.0 |
| S1.006 | SSWMH04 | 360 W | Vinter | 100 | +40% | 30/15 Summer | | | | 67.435 | 0.903 | 0.000 | 0.56 | | 32.9 |
| S26.000 | S57 | 15 W | Vinter | 100 | +40% | 100/15 Winter | | | | 68.338 | 0.003 | 0.000 | 0.99 | | 32.5 |
| S26.001 | S58 | 15 W | Vinter | 100 | +40% | | | | | 67.823 | -0.230 | 0.000 | 0.22 | | 32.6 |
| S1.007 | S7 | 360 W | Vinter | 100 | +40% | 30/30 Winter | | | | 67.433 | 1.077 | 0.000 | 0.00 | | 0.0 |
| S27.000 | SSWMH12 | 15 W | Vinter | 100 | +40% | | | | | 67.861 | -0.089 | 0.000 | 0.34 | | 6.1 |
| S27.001 | SSWMH13 | 15 W | Vinter | 100 | +40% | | | | | 67.613 | -0.044 | 0.000 | 0.80 | | 14.1 |
| S27.002 | SSWMH14 | 15 W | Vinter | 100 | +40% | 100/15 Summer | | | | 67.460 | 0.044 | 0.000 | 1.09 | | 19.4 |
| S27.003 | SSWMH15 | 1440 W | Vinter | 100 | +40% | 100/480 Winter | | | | 67.421 | 0.173 | 0.000 | 0.02 | | 0.9 |
| S27.004 | S66 | 1440 W | linter | 100 | +40% | 30/960 Winter | | | | 67.421 | 0.391 | 0.000 | 0.00 | | 0.0 |

| PN | US/MH Name | Status | Level Exceeded |
|----------|---------------|-------------|-------------------|
| S23.000 | 0 S49 | FLOOD RISK* | |
| \$23.001 | 1 S50 | OK | |
| S24.000 | 0 S53 | OK* | |
| \$25.000 | 0 S54 | OK* | |
| \$24.001 | 1 S54 | SURCHARGED | |
| | ©1982-2 | 018 Innovyz | ze |

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| 240 Blackfriars Road | Begbroke | |
| London | Surface Car Park | |
| SE1 8NW | | Micro |
| Date 26/08/2021 11:52 | Designed by AT | Drainage |
| File sw car park design.MDX | Checked by LF | Drainacje |
| Micro Drainage | Network 2018.1 | |

| | US/MH | | Level | |
|---------|---------|-------------|----------|--|
| PN | Name | Status | Exceeded | |
| S1.006 | SSWMH04 | SURCHARGED | | |
| S26.000 | S57 | FLOOD RISK* | | |
| | S58 | OK | | |
| S1.007 | | SURCHARGED | | |
| S27.000 | | OK | | |
| S27.001 | | OK | | |
| | SSWMH14 | | | |
| | SSWMH15 | SURCHARGED | | |
| S27.004 | | SURCHARGED | | |
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| 240 Blackfriars Road | Begbroke | |
| London | Surface Car park | |
| SE1 8NW | | Micro |
| Date 26/08/2021 12:02 | Designed by AT | Drainage |
| File Half Drain Time Surface Carpark.SRCX | Checked by LF | Drainage |
| Micro Drainage | Source Control 2018.1 | I |

Half Drain Time : 347 minutes.

| | Storm | | Max | Max | Max | Max | Max | Max | Status |
|-----|---------|-----|--------|-------|--------------|---------|-----------|--------|--------|
| | Event | | Level | Depth | Infiltration | Control | Σ Outflow | Volume | |
| | | | (m) | (m) | (1/s) | (1/s) | (1/s) | (m³) | |
| 15 | min Sum | mer | 66 476 | 0 576 | 4.1 | 0.0 | 4.1 | 128.7 | ОК |
| | min Sum | | | | 4.1 | 0.0 | 4.1 | 170.5 | ОК |
| 60 | min Sum | mer | 66.846 | 0.946 | 4.1 | 0.0 | 4.1 | 211.2 | ΟK |
| 120 | min Sum | mer | 67.006 | 1.106 | 4.1 | 0.0 | 4.1 | 246.9 | ΟK |
| 180 | min Sum | mer | 67.076 | 1.176 | 4.1 | 0.0 | 4.1 | 262.6 | ΟK |
| 240 | min Sum | mer | 67.189 | 1.289 | 5.5 | 0.0 | 5.5 | 269.1 | ΟK |
| 360 | min Sum | mer | 67.202 | 1.302 | 5.7 | 0.0 | 5.7 | 269.4 | ΟK |
| 480 | min Sum | mer | 67.149 | 1.249 | 4.9 | 0.0 | 4.9 | 268.3 | ΟK |

| Storm Event | | Rain (mm/hr) | Flooded Volume (m³) | Discharge Volume (m ³) | Time-Peak (mins) |
|----------------|-------|-----------------|---------------------------|--|---------------------|
| 15 min S | ummer | 138.153 | 0.0 | 133.1 | 26 |
| 30 min S | ummer | 90.705 | 0.0 | 177.7 | 41 |
| 60 min S | ummer | 56.713 | 0.0 | 224.4 | 70 |
| 120 min S | ummer | 34.246 | 0.0 | 272.9 | 128 |
| 180 min S | ummer | 25.149 | 0.0 | 301.4 | 186 |
| 240 min S | ummer | 20.078 | 0.0 | 321.2 | 244 |
| 360 min S | ummer | 14.585 | 0.0 | 350.4 | 348 |
| 480 min S | ummer | 11.622 | 0.0 | 372.6 | 438 |
| | © | 1982-20 |)18 Inn | ovyze | |

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|---|-----------------------|----------|
| 240 Blackfriars Road | Begbroke | |
| London | Surface Car park | |
| SE1 8NW | | Micro |
| Date 26/08/2021 12:02 | Designed by AT | |
| File Half Drain Time Surface Carpark.SRCX | Checked by LF | Drainage |
| Micro Drainage | Source Control 2018.1 | |

| | Storm Event | Max Level (m) | Max Depth (m) | Max Infiltration (l/s) | Max Control (1/s) | Max Σ Outflow (l/s) | Max Volume (m³) | Status |
|------|----------------|---------------------|---------------------|------------------------------|-------------------------|---------------------------|-----------------------|--------|
| 600 | min Summ | er 67.080 | 1.180 | 4.1 | 0.0 | 4.1 | 263.5 | ΟK |
| 720 | min Summ | er 67.052 | 1.152 | 4.1 | 0.0 | 4.1 | 257.1 | ΟK |
| 960 | min Summ | er 66.997 | 1.097 | 4.1 | 0.0 | 4.1 | 244.8 | ΟK |
| 1440 | min Summ | er 66.900 | 1.000 | 4.1 | 0.0 | 4.1 | 223.2 | ΟK |
| 2160 | min Summ | er 66.766 | 0.866 | 4.1 | 0.0 | 4.1 | 193.3 | ΟK |
| 2880 | min Summ | er 66.640 | 0.740 | 4.1 | 0.0 | 4.1 | 165.2 | ΟK |
| 4320 | min Summ | er 66.418 | 0.518 | 4.1 | 0.0 | 4.1 | 115.7 | ΟK |
| 5760 | min Summ | er 66.240 | 0.340 | 4.1 | 0.0 | 4.1 | 75.9 | ΟK |
| 7200 | min Summ | er 66.108 | 0.208 | 4.1 | 0.0 | 4.1 | 46.5 | O K |

| | Stor Ever | | Rain (mm/hr) | Flooded Volume (m³) | Discharge Volume (m³) | Time-Peak (mins) | |
|------|--------------|--------|-----------------|---------------------------|-----------------------------|---------------------|--|
| 600 | min | Summer | 9.738 | 0.0 | 390.2 | 544 | |
| 720 | min | Summer | 8.424 | 0.0 | 405.1 | 600 | |
| 960 | min | Summer | 6.697 | 0.0 | 429.2 | 722 | |
| 1440 | min | Summer | 4.839 | 0.0 | 464.3 | 986 | |
| 2160 | min | Summer | 3.490 | 0.0 | 500.9 | 1388 | |
| 2880 | min | Summer | 2.766 | 0.0 | 527.4 | 1792 | |
| 4320 | min | Summer | 1.989 | 0.0 | 565.2 | 2552 | |
| 5760 | min | Summer | 1.573 | 0.0 | 591.8 | 3240 | |
| 7200 | min | Summer | 1.311 | 0.0 | 612.1 | 3904 | |
| | | © | 1982-20 | 18 Inno | ovyze | | |

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| 240 Blackfriars Road | Begbroke | |
| London | Surface Car park | |
| SE1 8NW | | Micro |
| Date 26/08/2021 12:02 | Designed by AT | |
| File Half Drain Time Surface Carpark.SRCX | Checked by LF | Drainage |
| Micro Drainage | Source Control 2018.1 | |

| | Storm Event | Max Level (m) | Max Depth (m) | Max Infiltration (l/s) | Max Control (1/s) | Max Σ Outflow (l/s) | Max Volume (m³) | Status |
|-------|----------------|---------------------|---------------------|------------------------------|-------------------------|---------------------------|-----------------------|--------|
| 8640 | min Summer | 66.018 | 0.118 | 4.1 | 0.0 | 4.1 | 26.4 | ΟK |
| 10080 | min Summer | 65.966 | 0.066 | 4.1 | 0.0 | 4.1 | 14.8 | ΟK |
| 15 | min Winter | 66.553 | 0.653 | 4.1 | 0.0 | 4.1 | 145.7 | ΟK |
| 30 | min Winter | 66.764 | 0.864 | 4.1 | 0.0 | 4.1 | 192.9 | ΟK |
| 60 | min Winter | 66.971 | 1.071 | 4.1 | 0.0 | 4.1 | 239.2 | ΟK |
| 120 | min Winter | 67.362 | 1.462 | 8.3 | 0.0 | 8.3 | 277.5 | ΟK |
| 180 | min Winter | 67.471 | 1.571 | 10.0 | 0.0 | 10.0 | 287.0 | ΟK |
| 240 | min Winter | 67.483 | 1.583 | 10.2 | 0.0 | 10.2 | 288.2 | O K |
| 360 | min Winter | 67.477 | 1.577 | 10.1 | 0.0 | 10.1 | 287.6 | ΟK |

| | Storm Event | Rain (mm/hr) | | Discharge Volume (m³) | Time-Peak (mins) |
|-------|----------------|-----------------|---------|-----------------------------|---------------------|
| 8640 | min Summer | 1.129 | 0.0 | 628.2 | 4584 |
| 10080 | min Summer | 0.994 | 0.0 | 641.4 | 5152 |
| 15 | min Winter | 138.153 | 0.0 | 150.2 | 26 |
| 30 | min Winter | 90.705 | 0.0 | 200.1 | 40 |
| 60 | min Winter | 56.713 | 0.0 | 252.5 | 68 |
| 120 | min Winter | 34.246 | 0.0 | 306.8 | 124 |
| 180 | min Winter | 25.149 | 0.0 | 338.7 | 178 |
| 240 | min Winter | 20.078 | 0.0 | 361.0 | 228 |
| 360 | min Winter | 14.585 | 0.0 | 393.8 | 284 |
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| 240 Blackfriars Road | Begbroke | |
| London | Surface Car park | |
| SE1 8NW | | Micro |
| Date 26/08/2021 12:02 | Designed by AT | |
| File Half Drain Time Surface Carpark.SRCX | Checked by LF | Drainage |
| Micro Drainage | Source Control 2018.1 | • |

| | Storm Event | | Max Level (m) | Max Depth (m) | Max Infiltration (l/s) | Max Control (1/s) | Max Σ Outflow (l/s) | Max Volume (m³) | Status |
|------|----------------|------|---------------------|---------------------|------------------------------|-------------------------|---------------------------|-----------------------|--------|
| 480 | min Wi | nter | 67.462 | 1.562 | 9.9 | 0.0 | 9.9 | 286.0 | ΟK |
| 600 | min Wi | nter | 67.432 | 1.532 | 9.4 | 0.0 | 9.4 | 283.2 | ΟK |
| 720 | min Wi | nter | 67.394 | 1.494 | 8.8 | 0.0 | 8.8 | 279.9 | ΟK |
| 960 | min Wi | nter | 67.306 | 1.406 | 7.4 | 0.0 | 7.4 | 273.8 | ΟK |
| 1440 | min Wi | nter | 67.057 | 1.157 | 4.1 | 0.0 | 4.1 | 258.4 | ΟK |
| 2160 | min Wi | nter | 66.856 | 0.956 | 4.1 | 0.0 | 4.1 | 213.5 | ΟK |
| 2880 | min Wi | nter | 66.664 | 0.764 | 4.1 | 0.0 | 4.1 | 170.6 | ΟK |
| 4320 | min Wi | nter | 66.332 | 0.432 | 4.1 | 0.0 | 4.1 | 96.5 | ΟK |
| 5760 | min Wi | nter | 66.088 | 0.188 | 4.1 | 0.0 | 4.1 | 42.0 | O K |

| | Storm Event | | Flooded Volume (m³) | Discharge Volume (m³) | Time-Peak (mins) |
|------|----------------|--------|---------------------------|-----------------------------|---------------------|
| 480 | min Winter | 11.622 | 0.0 | 418.6 | 362 |
| 600 | min Winter | 9.738 | 0.0 | 438.5 | 440 |
| 720 | min Winter | 8.424 | 0.0 | 455.1 | 520 |
| 960 | min Winter | 6.697 | 0.0 | 482.2 | 684 |
| 1440 | min Winter | 4.839 | 0.0 | 521.9 | 1074 |
| 2160 | min Winter | 3.490 | 0.0 | 563.1 | 1516 |
| 2880 | min Winter | 2.766 | 0.0 | 593.1 | 1936 |
| 4320 | min Winter | 1.989 | 0.0 | 636.1 | 2684 |
| 5760 | min Winter | 1.573 | 0.0 | 666.6 | 3344 |
| | | | 18 Inno | | |

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| 240 Blackfriars Road | Begbroke | |
| London | Surface Car park | |
| SE1 8NW | | Micro |
| Date 26/08/2021 12:02 | Designed by AT | |
| File Half Drain Time Surface Carpark.SRCX | Checked by LF | Drainage |
| Micro Drainage | Source Control 2018.1 | |

| Storm | Max | Max | Max | Max | Max | Max | Status |
|------------------|--------|-------|--------------|---------|-----------|--------|--------|
| Event | Level | Depth | Infiltration | Control | Σ Outflow | Volume | |
| | (m) | (m) | (1/s) | (1/s) | (1/s) | (m³) | |
| 7200 min Winter | 65.956 | 0.056 | 4.1 | 0.0 | 4.1 | 12.5 | ОК |
| 8640 min Winter | 65.944 | 0.044 | 3.6 | 0.0 | 3.6 | 9.8 | ОК |
| 10080 min Winter | 65.939 | 0.039 | 3.2 | 0.0 | 3.2 | 8.6 | ΟK |

| Storm Event | Rain (mm/hr) | | Discharge Volume (m³) | Time-Peak (mins) |
|-----------------|-----------------|-----|-----------------------------|---------------------|
| 7200 min Winter | 1.311 | 0.0 | 690.0 | 3752 |

| 1200 | 111 - 11 | WINCEL | T. JII | 0.0 | 0.00.0 | 5752 |
|-------|----------|--------|--------|-----|--------|------|
| 8640 | min | Winter | 1.129 | 0.0 | 708.9 | 4400 |
| 10080 | min | Winter | 0.994 | 0.0 | 724.3 | 5136 |

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| 240 Blackfriars Road | Begbroke | |
| London | Surface Car park | |
| SE1 8NW | | Micro |
| Date 26/08/2021 12:02 | Designed by AT | |
| File Half Drain Time Surface Carpark.SRCX | Checked by LF | Drainage |
| Micro Drainage | Source Control 2018.1 | |
| Rainfall Model Return Period (years) | Rainfall Details FSR Ratio R 0.400 Cv (Winter) 0.840 100 Summer Storms Yes Shortest Storm (mins) 15 | |
| Region England and | I Wales Winter StormsYesLongest Storm (mins)1020.000Cv (Summer)0.750Climate Change %+40 | |
| | <u>Time Area Diagram</u> | |
| | Total Area (ha) 0.550 | |
| | Time (mins) Area Time (mins) Area From: To: (ha) From: To: (ha) | |
| 0 4 0.183 | 4 8 0.183 8 12 0.183 | |
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| 240 Blackfriars Road | Begbroke | |
| London | Surface Car park | |
| SE1 8NW | | Micro |
| Date 26/08/2021 12:02 | Designed by AT | Drainage |
| File Half Drain Time Surface Carpark.SRCX | Checked by LF | brainage |
| Micro Drainage | Source Control 2018.1 | |
| | Model Details | |
| Stor | ge is Online Cover Level (m) 68.350 | |
| | <u>Complex Structure</u> | |
| | | |
| | <u>Cellular Storage</u> | |
| Invert Level (m) Infiltration Coefficient Base (m/hr) | 65.900 Infiltration Coefficient Side (m/hr) 0.00000 P 0.12500 Safety Factor 2.0 | Porosity 0.95 |
| Depth (m) Area (m²) Inf. Area (m²) D | with (m) Area (m ²) Inf. Area (m ²) Depth (m) Area (m ²) I | nf. Area (m²) |
| 0.000 235.0 235.0 0.400 235.0 259.5 | 0.800 235.0 284.1 1.201 0.0 1.200 235.0 308.6 | 308.6 |
| | <u>Porous Car Park</u> | |
| Infiltration Coefficient Base (m/ Membrane Percolation (mm/ Max Percolation (l Safety Fac | r) 1000 Invert Level (m) 67.100 Depression Storage s) 507.3 Width (m) 4.6 Evaporation (mm/o | day) 3 |
| | Pump Outflow Control | |
| | Invert Level (m) 66.056 | |
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| 240 Blackfriars Road | Begbroke | |
| London | Surface Car park | |
| SE1 8NW | | Micro |
| Date 26/08/2021 12:02 | Designed by AT | Drainago |
| File Half Drain Time Surface Carpark.SRCX | Checked by LF | Drainage |
| Micro Drainage | Source Control 2018.1 | |
| | Pump Outflow Control | |
| Depth (m) Flow (1/s) Depth | (m) Flow (l/s) Depth (m) Flow (l/s) Depth (m) Flow (l/s) | |
| 1.000 0.0000 2. | .000 0.0000 3.000 0.0000 4.000 0.0000 | |
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