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Engineering your Environment

Surface Water Drainage Verification Report – TESLA Unit 12A , Water Lane, Storrington

June 2026

Introduction

This Drainage Verification Report has been prepared to discharge Condition 8 of planning decision notice DC/25/0371 issued by Horsham District Council on 24th July 2025.

Condition 8 states:

Pre-Occupation Condition: Upon completion of the surface water drainage system, including any SuDS features, and prior to the first occupation of the development; a survey and report from an independent surveyor shall be submitted to and approved in writing by the Local Planning Authority. The survey and report shall demonstrate that the surface water drainage system has been constructed in accordance with the details approved pursuant to condition 1. Where necessary, details of corrective works to be carried out along with a timetable for their completion, shall be included for approval in writing by the Local Planning Authority. Any corrective works required shall be carried out in accordance with the approved timetable and subsequently re-surveyed with the findings submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the flood risk is adequately addressed, not increased and users remain safe for the lifetime of the development in accordance with NPPF and Policy 38 in the Horsham District Planning Framework.

The development is now complete, and a site visit has been made to inspect the as-built works to satisfy this condition.

Continued /



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Scheme Description

The scheme comprised the construction of a single storey extension to the existing Unit 12 on the site; this will provide a workshop with a small mezzanine area.

The site is situated on the northeast side of Water Lane, opposite the existing Water Lane Industrial Estate. On the site the extension is located to the north of Tesla's existing Unit 11 and west of Tesla's existing Unit 12. The site is centred on approximate grid reference 509617, 115747 as shown on Figure 1.

Drainage Design

The soils on the site were deemed unacceptable for infiltration during a site investigation for the construction of Unit 12. It was proposed therefore that surface water should be collected and discharged at a controlled rate into the watercourse running along the southwest boundary. A surface water drainage scheme was designed comprising permeable paved car park areas and attenuation crates. The scheme was designed to allow sufficient additional capacity for a future extension of the Unit 12 building.

When the Unit 12 A extension was brought forward it was assumed that a simple connection would be required to allow for discharge of the drainage, particularly as it was built on an area of existing hardstanding. However, the WSCC Flood Risk Management Team required the whole drainage scheme to be upgraded to accommodate the latest parameters; climate change was increased to 45%, MADD factor adjusted to 1.0 and the FEH 2022 rainfall set adopted. This resulted in an additional volume of storage being needed to accommodate the projected increase in surface water runoff against the limited outflow.

Hydraulic modelling using Innovyze MicroDrainage showed that the system could be balanced by providing the additional storage volume required within the car park, thus six new bays of permeable paving were created giving an extra area of 115.9m².

In general, to maintain the previous Unit 12 design methodology, the system was designed in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems and The SUDS Manual C753 by CIRIA.

As with any surface water drainage system, to maintain best performance, regular maintenance and cleaning are required.

Construction Verification

Copies of the approved drainage plan and the as-built drainage plan are attached to this note. They show that the scheme was built as intended.

A technical report produced by Sunninghill and dated 29th May 2026, appended to this note, contains a series of construction photographs for both Unit 12 and Unit 12A.

Appendix B of that report contains photographs showing construction of the attenuation tank, the permeable car park, various pipe and kerbdrain runs plus the installation of the petrol interceptor.

Appendix C moves onto the construction phase of Unit 12A and also includes photographs of the flow controls and car park extension.

A CCTV survey has also been supplied in video format which has demonstrated connectivity of the elements contained in this phase of work, and also that the pipework has been constructed to an acceptable standard.

All drainage appears to be operating satisfactorily, with no evidence of surcharges or blockages.

Conclusion

Having reviewed the information available, including the as-built drainage survey, we can confirm that the drainage systems were installed as specified on the design drainage drawings approved under Condition 5 of planning decision notice DC/25/0371.

A photographic record of the works is included within this report.

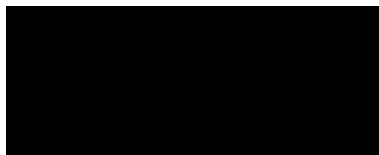
An updated SuDS maintenance schedule has also been appended to this document.

Supporting Documentation

Appended to this report is the following documentation:

- As Built drawing;
- Maintenance Schedule.

For and on behalf of Evans & Langford



Daniel McLeish
BEng, CEng, MICE, DMS, PGCE

Appendix 1 Drawings

Notes
This drawing is to be read in conjunction with all relevant Engineers and Architects drawings and the specification.



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9

Checked	Date
SB	26/11/25
SB	10/12/25
SB	01/06/26

Checked	Date	Revision
DPW	27/03/24	H.
DPW	26/03/24	J.
DPW	24/01/25	K.
DPW	13/02/25	
SB	01/05/25	
SB	26/06/25	
SB	30/09/25	

Revisions	
A.	Unit 12A amended.
B.	Length of Unit 12A
C.	Drainage layout amended
D.	Drawing's name updated
E.	Minor amendment
F.	6 No additional points
G.	Stage 3 Issue.

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Appendix 2
SuDS Maintenance Schedule



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Engineering your Environment

Unit 12 & 12A, TESLA

SuDS Maintenance Schedule

16185
June 2026



ISO 9001
Cert No GB01604

ISO 14001
Cert No GB01604

ISO 45001
Cert No GB01604



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1 INTRODUCTION

1.1 SCOPE OF DOCUMENT

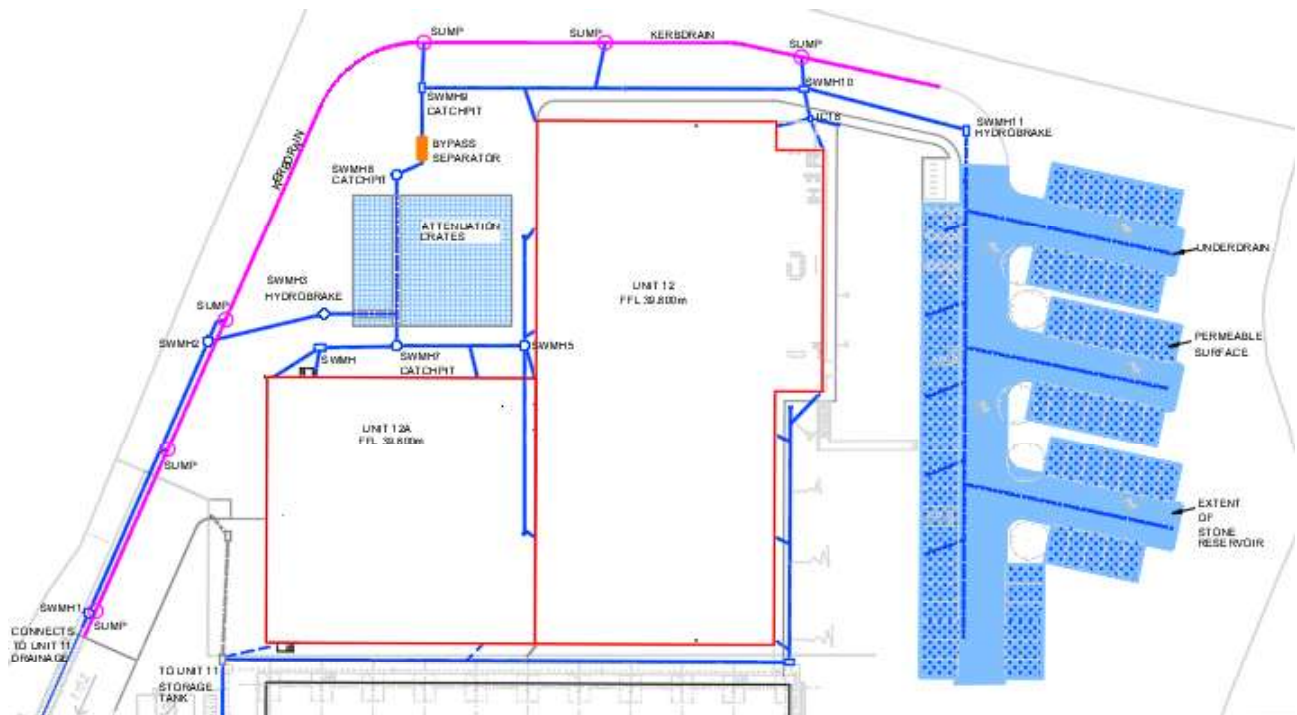
This document outlines the following elements: -

- The location of all surface water drainage elements on the site;
- A brief summary of how the techniques work, their purpose and how they can be damaged;
- Their maintenance requirements (a maintenance plan) and a maintenance record;
- Confirmation of who is responsible for maintenance of the system;
- Explanation of the consequences of not carrying out the maintenance that is specified;
- Identification of areas where certain activities are prohibited (for example stockpiling materials on pervious surfaces);
- An action plan for dealing with accidental spillages;
- Advice on what to do if alterations are to be made to a development, for example if service companies undertake excavations or other similar works carried out that could affect the drainage.

1.2 SuDS TECHNIQUES USED ON THIS SCHEME

- Geocellular Crate Soakaway
- Permeable Pavement
- Petrol Interceptor
- Silt traps and catchpits

The locations of the drainage features are shown on drawings 15367-102 rev M and 16185-02 rev K, and illustrated on the schematic below.



1.3 SUMMARY OF HOW THE TECHNIQUES WORK

The surface water drainage scheme works thus:

1. The car park to the east of Unit 12 is constructed as a permeable car park. The car park bays are surfaced with permeable tarmac which permits the passage of water through the surface into an underlying stone reservoir for storage. This stone extends under the full area of the car park although the circulation aisles are surfaced with a traditional asphalt concrete. Water within the stone is drained down via a series of perforated pipes and discharges into the main pipe system via a Hydrobrake in SWMH11 which limits the flow rate to 2 lps.
2. Additional access roads and hardstandings discharge into a combined kerb drain with sumped outfalls and then through a bypass separator, along with the 2 lps from upstream, before entering the attenuation storage crate system. The attenuation crates are wrapped in an impermeable membrane as the underlying soils have been deemed unsuitable for infiltration.
3. Most of the rainwater from the roofs of Unit 12 and 12A are collected from a series of rainwater downpipes and discharge into the storage crates, although these do not pass through the bypass separator.
4. The outflow from the tank then discharges through the Hydrobrake in manhole SWMH3 which limits the outflow to 6.3 lps. This outflow then discharges downstream into the sitewide system before ultimately discharging into the stream.
5. The remainder of the roof water from Units 12 & 12A discharges into the Unit 11 drainage system.

1.4 MAINTENANCE REQUIREMENTS

A suggested Maintenance Schedule has been prepared for the site managers, and it will be their responsibility to implement a suitable maintenance regime. A copy of this Maintenance Schedule is provided at Appendix A.

1.5 ACCESS FOR MAINTENANCE

Access to the site is via the entrance from Water Lane. All of the elements of the scheme to be maintained lie within areas accessible to vehicular traffic and so the necessary precautions should be taken with respect to operator safety.

1.6 WHO IS RESPONSIBLE FOR MAINTENANCE OF THE SUDS FEATURES USED FOR THIS SCHEME?

All drainage elements of the scheme located inside the site boundary will remain in the ownership of TESLA. These new elements will be added to the existing maintenance regime.

The current facilities manager is David Cracknell.

1.7 AREAS WHERE ACTIVITIES ARE PROHIBITED

The attenuation crates used are suitable for standard highway loading, but excessively heavy loads should not be allowed in areas where geo-cellular crates are located. Failure to do so may cause structural damage and collapse of the cellular units.

Permeable paving – No stock piling of materials should take place on areas of permeable paving as this will cause the surface to block and prevent the through flow of rainwater.

1.8 ACCIDENTAL SPILLAGES

Health and safety consideration are a priority and addressing accidental spillages should only be attempted if the nature of the spillage is known and the potential hazardous properties understood. The source of the spillage should be stopped, and excess surface spillage removed by suction tank or absorption mats. Silt traps and sumps should be emptied by suction tanker. Areas of affected permeable paving should have the surface and laying course removed. The surfacing blocks should be cleaned and re-laid on new bedding material. Heavy pollution of the sub-base will require removal and replacement of the sub-base.

1.9 ALTERATIONS

If any alterations are proposed to the development, the design engineer must be notified so that the impact/implications of the work can be assessed.

2 OPERATION AND MAINTENANCE ACTIVITY CATEGORIES

There are likely to be three categories of maintenance activities:

1. Regular maintenance (including inspections and monitoring).
2. Occasional maintenance.
3. Remedial maintenance.

Regular maintenance consists of basic tasks done on a frequent and predictable schedule, including vegetation management, litter and debris removal, and inspections.

Occasional maintenance comprises tasks that are likely to be required periodically, but on a much less frequent and predictable basis than the regular tasks (e.g., sediment removal or filter replacement). Appendix A summarises the required maintenance activities required for each component.

Remedial maintenance describes the intermittent tasks that may be required to rectify faults associated with the system, although the likelihood of such faults can be minimised by regular maintenance activities. Where remedial work is found to be necessary, it is likely to be due to site-specific characteristics or unforeseen events, and so timings are difficult to predict.

Remedial maintenance can comprise activities such as:

- inlet/outlet repairs
- erosion repairs
- infiltration surface rehabilitation
- replacement of blocked filter fabrics
- system rehabilitation immediately following a pollution event.

It is important to note that these remedial activities will not be required for all systems, but for the purpose of estimating whole life maintenance costs, a contingency sum of 15-20% should be added to the annual regular and occasional maintenance costs to cover the risk of these activities being required.

Manufacturer's recommendations for servicing should be included within the O&M Manuals, and these should be available for inspection in the site-specific Health and Safety File. The manufacturers recommendation should be adhered to.

The maintenance regime of a site also needs to consider the response to extreme pollution events. A response action plan should be developed and communicated to all those involved in the operation of a site, so that if a spillage occurs it can be prevented from causing pollution to receiving waters.

2.1 REGULAR MAINTENANCE ACTIVITIES

INSPECTIONS AND REPORTING

Regular SuDS scheme inspections will:

- help determine optimum future maintenance activities
- confirm hydraulic, water quality, amenity and ecological performance
- allow identification of potential system failures, e.g., blockage, poor infiltration, poor water quality etc.

Inspections can generally be required at monthly site visits (e.g., for grass cutting) for little additional cost, and should, therefore, be subsumed into regular maintenance requirements. During the first year of operation,

inspections should ideally be carried out after every significant storm event to ensure proper functioning, but in practice this may be difficult or impractical to arrange.

Typical routine inspection questions that will indicate when occasional or remedial maintenance activities are required, and/or when water quality requires investigation include:

- are inlets or outlets blocked?
- does any part of the system appear to be leaking?
- is there evidence of poor water quality (e.g. algae, oils, milky froth, odour, unusual colourings)?
- is there evidence of sediment build-up?
- is there evidence of ponding above an infiltration surface?
- is there any evidence of structural damage that requires repair?
- are there areas of erosion or channelling over vegetated surfaces?

LITTER/DEBRIS REMOVAL

This is an integral part of SuDS maintenance and reduces the risks of inlet and outlet blockages, retains amenity value and minimises pollution risks.

VACUUM SWEEPING AND BRUSHING

Pervious surfaces need to be regularly cleaned of silt and other sediments to preserve their infiltration capacity. Advice issued with permeable pre-cast concrete paving suggests a minimum of three sweepings per year.

2.2 IRREGULAR MAINTENANCE ACTIVITIES

SEDIMENT REMOVAL

To ensure long-term effectiveness, the sediment that accumulates in SuDS should be removed periodically. The required frequency of sediment removal is dependent on many factors including the characteristics of upstream catchment area (e.g., land use, level of imperviousness, upstream construction activities, erosion control management and effectiveness of upstream pre-treatment).

Sediment accumulation will typically be rapid for the entire construction period (including time required for the building, turfing and landscaping of all upstream development plots). Once a catchment is completely developed and all vegetation is well-established, sediment mobility and accumulation is likely to drop significantly.

OIL REMOVAL AND CLEANING OR REPLACING FILTERS IN PROPRIETY SYSTEMS

Oil removal from proprietary treatment systems should be undertaken at intervals recommended by the manufacturer.

2.3 REMEDIAL MAINTENANCE

There will come a time with most SuDS techniques when a major overhaul of the system is required to remove clogged filters, geotextiles, gravel etc. This will typically be between 10 and 25 years, depending on the technique and factors such as the type of catchment and sediment load.

Ideally this work should be possible without causing major disruption. For example, the use of geotextiles close to the surface in pervious surfaces traps the majority of sediment in a relatively easily accessible

location. Reconstruction of the surface layer and bedding layer is all that is required, rather than reconstruction of the whole pavement depth.

Major overhaul is most likely to be required on techniques that rely on filtration through soils or aggregates, such as sand filters and infiltration devices. Other SuDS techniques are unlikely to need major overhaul if routine maintenance is undertaken as required. Rehabilitation activities for each SuDS component are described in the individual component sections.

3 FREQUENCY OF MAINTENANCE TASKS

SuDS maintenance inspections are generally recommended to be carried out monthly; this should allow for an inspection of all SuDS features and checking all inlets and outlets.

Certain SuDS maintenance tasks however fall outside this monthly cycle and are itemised in Appendix A for guidance.

Tesla Unit 12 & 12A

APPENDIX A

MAINTENANCE SCHEDULE

GULLIES, CHANNELS, SILT TRAPS, MANHOLES, CATCHPITS & PIPEWORK

DESCRIPTION

Silt traps and catchpits are circular or rectangular manholes and /or chambers with a sump in them to collect suspended solids. Some chambers have removeable silt buckets to assist with the removal of accumulated silt deposits. Catchpits are usually concrete ring or segment structures and silt traps preformed plastic chambers.

OPERATION AND MAINTENANCE REQUIREMENTS

Regular inspection and maintenance are required to ensure the effective long-term operation of below ground silt traps and catchpits systems. Maintenance requirements are described in the table below.

Table 1: Silt traps and catchpits - operation and maintenance requirements

Maintenance Schedule	Required Action	Frequency
Regular Maintenance	Silt, litter and debris removal from gullies and channel drains.	Three monthly initially and then as required Remove autumn leaf fall
	Clean oils/other liquids from gullies and channel drains.	Immediately following spillages/incidents or as required
Monitoring	Open and inspect gullies and channel drains.	Monthly/after large storms

GEO-CELLULAR ATTENUATION TANKS

DESCRIPTION

Modular plastic geocellular systems with a high void ratio, that can be used to create a below ground infiltration (soakaway) or storage structure.

OPERATION AND MAINTENANCE REQUIREMENTS

Regular inspection and maintenance is required to ensure the effective long-term operation of below ground modular storage systems. Maintenance responsibility for systems should be placed with a responsible organization. Maintenance requirements for modular systems are described in the table below. Specific maintenance needs of the system should be monitored, and maintenance schedules adjusted to suit requirements

Occasional CCTV inspection may be needed to monitor the condition of the tanks. It is suggested that this is done at the end of the construction maintenance period and from then on, the pipework should be surveyed every 10 years or when unexpected flooding problems occur.

Table 2 : Modular systems - operation and maintenance requirements

Maintenance Schedule	Required Action	Frequency
Regular Maintenance	Inspect and identify any areas that are not operating correctly. If required, take remedial action.	Three monthly initially, then as required.
	Cleaning of gutters and any filters on downpipes.	Annually (or as required based on inspections).
	Debris removal from catchment surface (where this may cause risk to performance).	Monthly.
	Remove sediment and debris from pre-treatment structures (catchpit/silt traps/gullies)	Quarterly or as required.
Occasional Maintenance	Remove sediment and debris from the floor of the inspection tube/module.	As required based on inspections.
Remedial Action	Repair of inlets, outlet, overflows and vents.	As required.
Monitoring	Inspect and check all inlets, outlet, overflows and vents to ensure they are in good condition and operating as designed.	Annually.
	Survey inside of tank for sediment build-up, and remove if necessary.	Annually, after large storms or as required.

PETROL INTERCEPTORS

DESCRIPTION

Petrol interceptors (or oil separators) are designed to separate gross amounts of oil and large size suspended sediments from surface water. They do this by allowing light non-aqueous phase liquids to float and large sediment particles to sink.

OPERATION AND MAINTENANCE REQUIREMENTS

Regular inspection and maintenance is required to ensure the effective long-term operation of the interceptor. Maintenance requirements are described in the table below.

Petrol interceptors will need to be inspected on a regular basis. We suggest that this is done every three months during the first year of site operation. After this period, the frequency could be reduced to every six months or annually as the manufacturer might recommend.

Occasional CCTV inspection will be needed to monitor the condition of the tanks. It is suggested that this is done at the end of the maintenance period referred to above. From then on, the pipework should be surveyed every 5 years or when unexpected flooding problems occur.

The system is to be jetted clear if necessary and any defects to the pipework should be rectified in a reasonable timescale.

Any requirement for cleaning or maintenance of these features will need to be identified as part of the above inspections and action taken in reasonable time to prevent damage to the systems or the interceptors themselves.

Regular servicing of the petrol interceptors will also be needed to ensure efficient and problem free operation and to prevent damage to the systems or the interceptors themselves. Manufacturer's recommendations for servicing should be included within the O&M Manuals and these should be available for inspection in the site-specific Health and Safety File.

The manufacturers recommendation should be adhered to.

PERMEABLE PAVEMENTS

DESCRIPTION

Pervious pavements provide a pavement suitable for pedestrian and/or vehicular traffic, while allowing rainwater to infiltrate through the surface and into the underlying layers. The water is temporarily stored before infiltration to the ground, reuse, or discharge to a watercourse or other drainage system. Pavements with aggregate sub-bases can provide good water quality treatment.

OPERATION AND MAINTENANCE REQUIREMENTS

Regular inspection and maintenance are important for the effective operation of pervious pavements. Maintenance responsibility for a pervious pavement and its surrounding area should be placed with an appropriate responsible organisation. Before handing over the facility to the client, it should be inspected for clogging, litter, weeds and water ponding and all failures should be rectified. After handover, the facility should be inspected regularly, preferably during and after heavy rainfall to check effective operation and to identify any areas of ponding.

Pervious surfaces need to be regularly cleaned of silt and other sediments to preserve their infiltration capability. Experience in the UK is limited, but advice issued with permeable precast concrete paving has suggested a minimum of three surface sweepings per year. Manufacturers' recommendations should always be followed.

A brush and suction cleaner, which can be a lorry-mounted device or a smaller precinct sweeper, should be used and the sweeping regime should be as follows:

1. End of winter (April) – to collect winter debris.
2. Mid-summer (July/August) – to collect dust, flower and grass-type deposits.
3. After autumn leaf fall (November).

Care should be taken in adjusting vacuuming equipment to avoid removal of jointing material. Any lost material should be replaced.

The likely design life (or period before pavement rehabilitation is required) has yet to be established for the UK. However, it should be no different from standard paving assuming that an effective maintenance regime is in place to minimise risks of infiltration clogging.

If reconstruction is necessary, the following procedure should be followed:

- 1 Lift surface layer and laying course.
- 2 Remove any geotextile filter layer.
- 3 Inspect sub-base and remove, wash and replace if required.
- 4 Renew any geotextile layer.
- 5 Renew laying course, jointing material and concrete block paving.

The reconstruction of failed areas of concrete block pavement should be less costly and disruptive than the rehabilitation of continuous concrete or asphalt porous surfaces due to the reduced area that is likely to be affected. Materials removed from the voids or the layers below the surface may contain heavy metals and hydrocarbons and may need to be disposed of as controlled waste. Sediment testing should be carried out before disposal to confirm its classification and appropriate disposal methods.

Table 3: Pervious pavement - operation and maintenance requirements

Maintenance Schedule	Required Action	Frequency
Regular maintenance	Brushing and vacuuming.	Three times/year at end of winter, mid-summer, after autumn leaf fall, or as required based on site-specific observations of clogging or manufacturers' recommendations.
Occasional maintenance	Stabilise and mow contributing and adjacent areas.	As required.
	Removal of weeds.	As required
Remedial actions	Remediate any landscaping which, through vegetation maintenance or soil slip, has been raised to within 50mm of the level of the paving.	As required.
	Remedial work to any depressions, rutting and cracked or broken blocks considered detrimental to the structural performance or a hazard to users.	As required.
	Rehabilitation of surface and upper sub-structure.	As required (if infiltration performance is reduced because of significant clogging).
Monitoring	Initial inspection	Monthly for 3 months after installation.
	Inspect for evidence of poor operation and/or weed growth. If required, take remedial action.	3-monthly, 48h after large storms.
	Inspect silt accumulation rates and establish appropriate brushing frequencies.	Annually.
	Monitor inspection chambers.	Annually.

HYDROBRAKE

A Hydro-Brake, or vortex control, is a passive flow control device designed to manage the discharge rate of stormwater runoff within drainage systems. It operates based on fluid dynamics principles and does not rely on mechanical parts.

The hydrobrakes will need to be inspected on a regular basis. We suggest that this is done every three months during the first year of site operation. After this period, the frequency could be reduced to every six months or annually as the manufacturer might recommend.

Blockage of the hydrobrakes will potentially lead to flooding at the site.

The chamber itself should be inspected and maintained as detailed for manholes / catchpits above.

MONITORING AND MAINTENANCE RECORD

You need to keep a record of the checks you have completed that are set out in the checklist below along with any additional checks you have made.

If you have a maintenance contract with a contractor, keep a record of any work carried out on your pond system by them. If invoices state the work carried out, these will be sufficient. If you do the checks you should enter:

- The check or maintenance job
- Who did it;
- The result (for example when abnormal noise heard, called in specialist to investigate).

MONITORING AND MAINTENANCE RECORD			
Action	Date and Time	Carried out by	Result
For example, inlet and outlet pipes checked	XX.XX.XX @ X.XX	John Smith	Obstruction cleared

ACCIDENT AND INCIDENT RECORD

You should record any accidents, other incidents or near misses relating to the operation of the SUDS system for example untreated sewage being released into the ponds. The form could also be used to record health and safety incidents.

“Other incidents” covers impacts on the environment that are not accidents, such as failing to maintain the system, or vandals causing damage to the equipment.

ACCIDENT AND INCIDENT RECORD	
Date and time of the incident	
What happened, what was it about?	
Was anyone else aware of this – other witnesses? If so, who?	
What caused it?	
What action did you take to fix the problem?	
What have you done to make sure that it does not happen again?	
Was there any significant pollution – for example oil being discharged into a drain, river or stream? Yes/No If yes, what pollution?	
If there was significant pollution, then you must notify the Environment Agency on 0800 807060 as soon as possible. Have you done so?	Yes/No/Not Applicable At what time did you phone? EA Incident reference no.
You must also write or send an email to confirm this to the local office (see your accident management plan for the address). Have you done so?	Yes/No/Not Applicable
Please print your name, sign and date	

KEY SITE AND EMERGENCY CONTACTS

This table contains information and contacts you may need in an emergency

EMERGENCY CONTACT DETAILS		
SITE DETAILS		
SITE CONTACTS	Office Hours (specify)	Out of hours
Store manager:		
Store deputy manager:		
EMERGENCY SERVICES	Office Hours	Out of hours
Medical:		
Police:		
Fire:		
REGULATORS	Office Hours	Out of hours
Health and Safety Executive (HSE)		
West Sussex County Council		
Environment Agency	General number	
	24-hour emergency hotline	
OTHER KEY CONTACTS	Office Hours	Out of hours

DRAWINGS

1. This drawing should be read in conjunction with all relevant architects and engineers drawings and the specification.
2. Do not scale this drawing.
3. All dimensions are in millimetres unless otherwise stated.
4. All levels in metres AODN.
5. Machinery/plant to be suitable for use and not detrimental to adjacent and surrounding structures and features.



Canine Water Intake Calculator

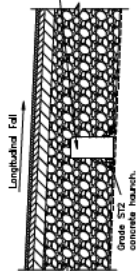


Diagram illustrating the components and layout of a modular container system for hazardous waste management:

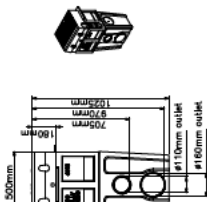
- SUIT COVERS WITH VENT HOLES HEIGHT TO SUIT**: Located at the top of the extension unit.
- SLUICED CONCRETE**: The base structure supporting the extension unit.
- EXTENSION SHAW 18200**: The central modular unit.
- SITE MIXED CONCRETE SUPPORT PILING**: The foundation for the entire system.
- DRAINAGE STORAGE / INFILTRATION MODULES**: Modules on the left side, designed for drainage and storage.
- INSPECTION ACCESS MODULE**: Module on the right side, providing access for inspection.
- SUBGRADE LAYER SAND OR GRAVEL min. DEPTH**: The layer beneath the modules.
- LOW LEVEL M.T.**: Minimum Thickness, indicating the required depth of the subgrade layer.

TYPICAL SECTION THROUGH SURFACE ATTENUATION TANK
(NTS)

ACO Rebuilt Unit HB303
Gully/Sump Unit (HB611)
NOT TO SCALE

ACO Kerbdrain HB305
Access Unit
NOT TO SCALE

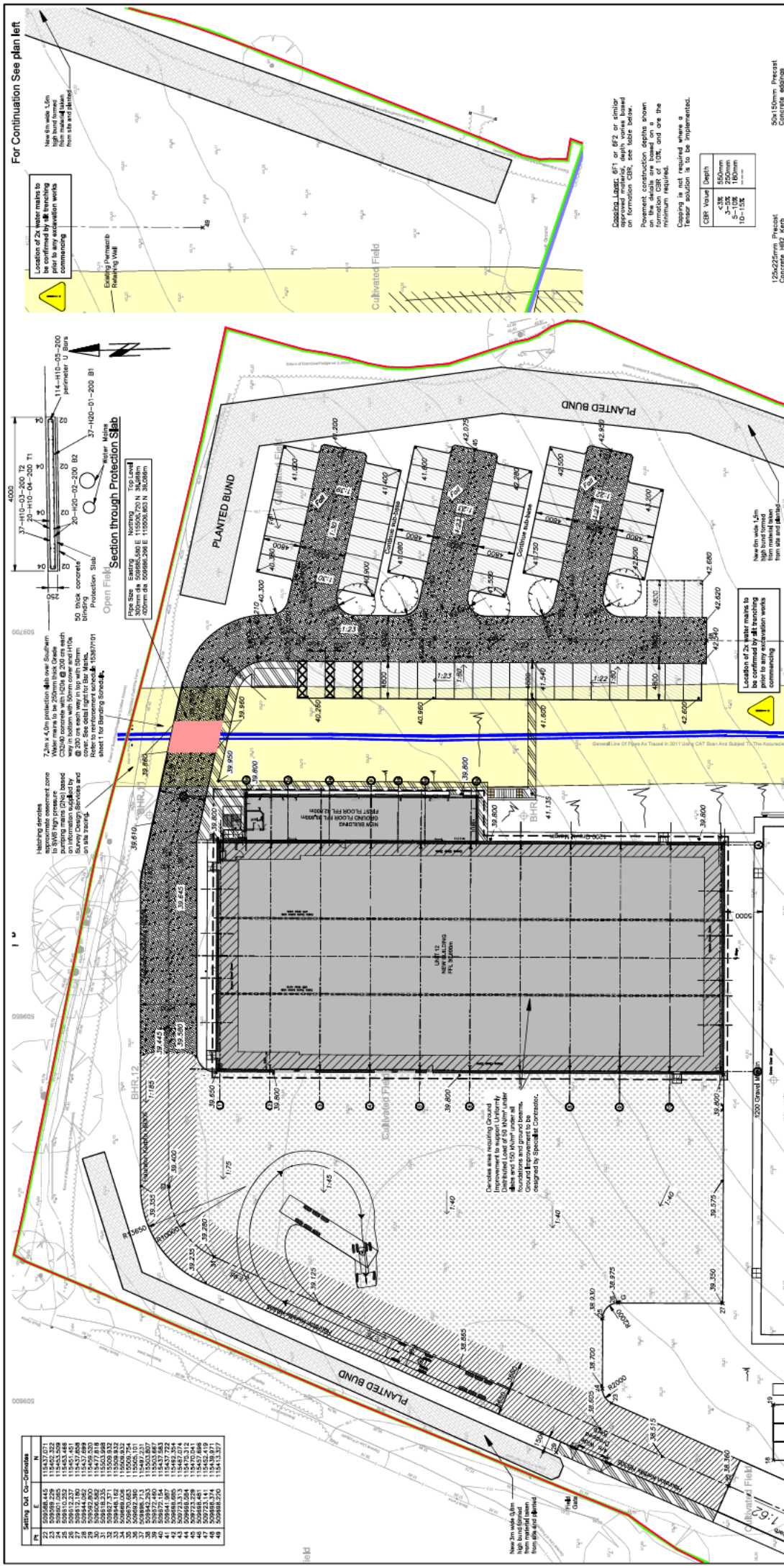
ACO Kerbdrain HB305
NOT TO SCALE



ACO Kerbdrain HB305
Gully/Sump Unit (HB611)
NOT TO SCALE

ACO Kerbdrain HB305
Access Unit
NOT TO SCALE

ACO Kerbdrain HB305
NOT TO SCALE

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Notes
This drawing is to be read in conjunction with all relevant Engineers and Architects drawings and the specification.



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Checked	Date
SB	26/11/25
SB	10/12/25
SB	01/06/26

Checked	Date	Revision
DPW	27/03/24	H.
DPW	26/03/24	J.
DPW	24/01/25	K.
DPW	13/02/25	
SB	01/05/25	
SB	26/06/25	
SB	30/09/25	

Revisions	
A.	Unit 12A amended.
B.	Length of Unit 12A
C.	Drainage layout amended
D.	Drawing's name updated
E.	Minor amendment
F.	6 No additional pages
G.	Stage 3 Issue.

Evans & Langford
Engineering your Environment

- Structural & Civil Engineers
- Land & Building Surveyors
- Geo-Environmental Engineers
- Planning Consultants
- Pollution Control Consultants
- Environmental Impact Assessments
- Archaeological Services
- Flood Risk Assessment
- Noise & Vibration Assessment
- Air Quality Assessment
- Traffic Engineering
- Transport Planning
- Urban Design
- Historic Buildings Conservation
- Heritage Assets Appraisal
- Tree Management
- Construction Management
- Project Management
- Quantity Surveying
- Cost Estimation
- Contract Administration
- Health & Safety
- Environmental Monitoring
- Environmental Auditing
- Environmental Impact Assessment
- Environmental Statement
- Environmental Management Plans
- Environmental Risk Assessment
- Environmental Due Diligence
- Environmental Compliance
- Environmental Remediation
- Environmental Restoration
- Environmental Rehabilitation
- Environmental Enhancement
- Environmental Stewardship
- Environmental Governance
- Environmental Policy Development
- Environmental Strategy Development
- Environmental Action Plan Development
- Environmental Improvement Plan Development
- Environmental Management System Development
- Environmental Audit Implementation
- Environmental Reporting
- Environmental Communication
- Environmental Training
- Environmental Awareness Raising
- Environmental Consultation
- Environmental Stakeholder Engagement
- Environmental Partnership Development
- Environmental Collaboration
- Environmental Networking
- Environmental Advocacy
- Environmental Campaigning
- Environmental Lobbying
- Environmental Pressure Group Work
- Environmental Campaign Strategy Development
- Environmental Campaign Implementation
- Environmental Campaign Evaluation
- Environmental Campaign Review
- Environmental Campaign Report Writing
- Environmental Campaign Presentation
- Environmental Campaign Fundraising
- Environmental Campaign Volunteer Recruitment
- Environmental Campaign Volunteer Training
- Environmental Campaign Volunteer Support
- Environmental Campaign Volunteer Motivation
- Environmental Campaign Volunteer Retention
- Environmental Campaign Volunteer Satisfaction
- Environmental Campaign Volunteer Feedback
- Environmental Campaign Volunteer Recognition
- Environmental Campaign Volunteer Appreciation
- Environmental Campaign Volunteer Incentives
- Environmental Campaign Volunteer Rewards
- Environmental Campaign Volunteer Gifts
- Environmental Campaign Volunteer Merchandise
- Environmental Campaign Volunteer Souvenirs
- Environmental Campaign Volunteer Memorabilia
- Environmental Campaign Volunteer Keepsakes
- Environmental Campaign Volunteer Mementos
- Environmental Campaign Volunteer Tokens
- Environmental Campaign Volunteer Badges
- Environmental Campaign Volunteer Buttons
- Environmental Campaign Volunteer Pins
- Environmental Campaign Volunteer Stickers
- Environmental Campaign Volunteer Posters
- Environmental Campaign Volunteer Flyers
- Environmental Campaign Volunteer Leaflets
- Environmental Campaign Volunteer Brochures
- Environmental Campaign Volunteer Booklets
- Environmental Campaign Volunteer Pamphlets
- Environmental Campaign Volunteer Tracts
- Environmental Campaign Volunteer Petitions
- Environmental Campaign Volunteer Signatures
- Environmental Campaign Volunteer Endorsements
- Environmental Campaign Volunteer Testimonials
- Environmental Campaign Volunteer Letters
- Environmental Campaign Volunteer Emails
- Environmental Campaign Volunteer Social Media
- Environmental Campaign Volunteer Website
- Environmental Campaign Volunteer Blog
- Environmental Campaign Volunteer Podcast
- Environmental Campaign Volunteer YouTube Channel
- Environmental Campaign Volunteer Facebook Page
- Environmental Campaign Volunteer Twitter Account
- Environmental Campaign Volunteer LinkedIn Profile
- Environmental Campaign Volunteer Instagram Account
- Environmental Campaign Volunteer Snapchat Account
- Environmental Campaign Volunteer TikTok Account
- Environmental Campaign Volunteer Twitch Channel
- Environmental Campaign Volunteer Discord Server
- Environmental Campaign Volunteer Slack Workspace
- Environmental Campaign Volunteer WhatsApp Group
- Environmental Campaign Volunteer Telegram Channel
- Environmental Campaign Volunteer Signal Messenger Group
- Environmental Campaign Volunteer WeChat Group
- Environmental Campaign Volunteer QQ Group
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- Environmental Campaign Volunteer Sina Weibo Account
- Environmental Campaign Volunteer Renren Account
- Environmental Campaign Volunteer Douban Account
- Environmental Campaign Volunteer Xinhuanet Account
- Environmental Campaign Volunteer People's Daily Account
- Environmental Campaign Volunteer China Daily Account
- Environmental Campaign Volunteer Global Times Account
- Environmental Campaign Volunteer South China Morning Post Account
- Environmental Campaign Volunteer Hong Kong Free Press Account
- Environmental Campaign Volunteer Apple Daily Account
- Environmental Campaign Volunteer Sun News Account
- Environmental Campaign Volunteer Newspaper Account
- Environmental Campaign Volunteer Magazine Account
- Environmental Campaign Volunteer Journal Account
- Environmental Campaign Volunteer Book Account
- Environmental Campaign Volunteer Film Account
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— **E** DENOTES ELECTRIC UNDERGROUND SERVICES (SUPPLY)
— **GAS** DENOTES GAS UNDERGROUND SERVICES
— **T** DENOTES WATER UNDERGROUND SERVICES
— **V** DENOTES VAULT UNDERGROUND SERVICES
— **E** DENOTES 100mm ELECTRIC SUPPLY TO PUMPING STATION
— **E** DENOTES 50mm LIGHTING FEED DUCTS
— **E** DENOTES FOUL WATER DRAINAGE



Evans & Langford Engineering your Environment • Structural & Civil Engineers • Project Managers • Land & Building Surveys • CDM Consultants • Geo-Environmental Engineers • Contract Administrators Evans & Langford Consultants Ltd, 118 Highgate, The Square, Leamington CV32 9PG www.evansandlangford.co.uk Tel: +44 (0) 1922 699 020 mail@evansandlangford.co.uk	Revisions				Checked		Date	Revisions		Checked	Date	Tesla Engineering Water Lane, Storrington West Sussex Proposed Unit 12A External Works Layout	Scale: 1:250 A1 Approved Date: 26.10.25	Drawn JAB July 23 Checked DPM July 24 Approved SP Date: 26.10.25		Site No. 16185 - 16 Rev. E
	A. Minor amendment to suit dim grid C-B increase by 400mm.				SB	01/05/24										
	B. 6 No additional parking spaces shown.				SB	26/06/25										
	C. Slope 3 issues.				SB	30/06/25										
	D. Slope 4 issues.				SB	25/10/25										
	E. As Built.				SB	01/06/26										



Car Park Aisle Construction

Base: Tensar Intermax Construction

30mm Thick PAVO (Heavy Duty)

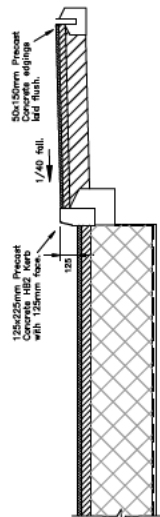
60mm Thick AC20 open bit

300mm min Type 3 Sub-base

Tensar Intermax Type A-68683

On impermeable membrane.

Binding/fabric requirement will depend on membrane specification.



Car Parking Bay Construction

Base: Tensar Intermax Construction

30mm Thick PAVO (Heavy Duty)

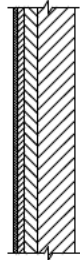
60mm Thick AC20 open bit

400mm min Type 3 Sub-base

Tensar Intermax Type A-68683

On impermeable membrane.

Binding/fabric requirement will depend on membrane specification.



Service Area Construction

30mm Thick AC 10 Surface 100/150 Rec.

50mm Thick AC 20 Dense Binder 40/60 Rec.

100mm Thick AC 32 Dense Base 40/60 Rec.

270mm Thick Type 1 Sub-base

150mm Thick Type 1 Sub-base over 300mm BF1/BF2



Slab Paving Construction

50mm Thick Concrete paving slabs, size, colour and texture to be advised.

30mm Thick Cement / Sand bedding.

150mm Type 1 Sub-base.

Formation to be treated with granular weed killer on prepared and rolled formation.

Coping Lateral BF1 or BF2 or similar to be provided on the formation on formation CRK, see table below.

Preparation construction details shown on the details are based on a formation CRK of 10%, and are the minimum CRK of 10%.

Grading is to be provided along a Tensar solution is to be implemented.

CRK Value	Depth
<3%	550mm
3-10%	250mm
10-15%	150mm