



# Flood Risk Statement

## Johnson Matthey Clitheroe works

### Johnson Matthey Davy Technologies Limited

5th Floor, 25 Farringdon Street, London, EC4A 4AB

Prepared by:

#### SLR Consulting Limited

Sir Henry Doulton House, Forge Lane, Stoke-on-Trent, Staffordshire, ST1 5BD

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| Revision | Date           | Prepared By | Checked By | Authorised By |
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| 01       | 20 August 2026 | TP          | BGG        | AD            |

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## Table of Contents

|                                                                            |           |
|----------------------------------------------------------------------------|-----------|
| <b>Basis of Report .....</b>                                               | <b>i</b>  |
| <b>Acronyms and Abbreviations .....</b>                                    | <b>iv</b> |
| <b>1.0 Introduction .....</b>                                              | <b>1</b>  |
| 1.1 Background .....                                                       | 1         |
| <b>2.0 Baseline .....</b>                                                  | <b>1</b>  |
| 2.1 Topography .....                                                       | 1         |
| 2.2 Hydrology .....                                                        | 2         |
| 2.2.1 Existing Site Drainage .....                                         | 2         |
| 2.2.2 Local Watercourses .....                                             | 2         |
| 2.3 Geology .....                                                          | 2         |
| 2.4 Hydrogeology .....                                                     | 2         |
| <b>3.0 Flood Risk Overview .....</b>                                       | <b>3</b>  |
| 3.1 Flood Risk to the Development .....                                    | 3         |
| 3.1.1 Fluvial and Tidal .....                                              | 3         |
| 3.1.2 Surface Water .....                                                  | 3         |
| 3.1.3 Groundwater .....                                                    | 6         |
| 3.1.4 Sewers and Water Mains .....                                         | 6         |
| 3.1.5 Flooding from Reservoirs, Canals, and Other Artificial Sources ..... | 6         |
| 3.1.6 Flooding from Infrastructure Failure .....                           | 6         |
| <b>4.0 Mitigation .....</b>                                                | <b>6</b>  |
| 4.1 Surface Water Flooding .....                                           | 6         |
| 4.2 Surface Water Runoff .....                                             | 8         |
| <b>5.0 Summary .....</b>                                                   | <b>9</b>  |

## Figures in Text

|                                                                                                                                                                  |   |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------|---|
| Figure 1: EA Surface Water Flood Map .....                                                                                                                       | 4 |
| Figure 2: EA Surface Water Flood Map Depth Mapping .....                                                                                                         | 5 |
| Figure 3: EA Surface Water Flood Map Velocity Mapping .....                                                                                                      | 5 |
| Figure 4: Flood Hazard Matrix for Saloon Car (Peugeot 307) (from Table 7.8 of EA / DEFRA<br>'Flood risks to people - phase 2: managing risks and dangers') ..... | 7 |
| Figure 5: Flood Hazard Matrix for Walking in Floodwater (from Figure 2.1 of EA / DEFRA<br>'Flood risks to people - phase 2: guidance document') .....            | 8 |

## Appendices

### Appendix A Layout Plans



**Appendix B     Existing Drainage**  
**Appendix B     Existing Drainage**



## Acronyms and Abbreviations

|       |                                  |
|-------|----------------------------------|
| BGS   | British Geology Survey           |
| DTM   | Digital Terrain Model            |
| EA    | Environment Agency               |
| LiDAR | Light Detection and Ranging      |
| LTFRI | Long Term Flood Risk Information |
| NGR   | National Grid Reference          |
| m aOD | Metres above Ordnance Datum      |
| SLR   | SLR Consulting Limited           |



## 1.0 Introduction

### 1.1 Background

Johnson Matthey Davy Technologies Limited are seeking retrospective planning permission for a 'contractor village' comprising demountable portacabin structures plus the associated existing access road off West Bradford Road, Clitheroe. The proposed development is located at Clitheroe Works Pimlico Industrial Area, West Bradford Road, Clitheroe, BB7 4QB, and is centred at National Grid Reference (NGR) SD 74551 43116.

For the purposes of this assessment, the contractor village is referred to as 'the development' and the wider Johnson Matthey Davey site is referred to as 'the site'.

The proposed layout plans are shown in Appendix A.

SLR Consulting Limited (SLR) has therefore been appointed by Johnson Matthey Davy Technologies Limited to prepare a short Flood Risk Statement to summarise and assess the relevant Environment Agency (EA) flood risk mapping for the proposed development located off West Bradford Road, Clitheroe (the site). This includes confirming the existing baseline risk to the development, confirming that the development will be unaffected by any flooding, and confirming that the development will remain safe for all operatives throughout the lifetime of the development.

The objective of this report is therefore to assess the flood risk posed to, and arising from, the proposed development and support the retrospective planning application submission.

## 2.0 Baseline

### 2.1 Topography

Topographic data from the site and regional area, gathered using Light Detection and Ranging (LiDAR) aerial photogrammetry, has been downloaded from the Environment Agency (EA) open data website<sup>1</sup>. The dataset comprises a 1m Digital Terrain Model (DTM), which excludes buildings and other features of the built environment.

The local topography indicates that the northern and central sections of the access road is relatively flat, with ground levels of between approximately 88.5 and 90 m above Ordnance Datum (m aOD). Elevations gradually decrease southwards along the southern section of the access road towards the portacabins, where ground levels are approximately 84.5 m aOD.

Ground levels continue to fall further to the south towards the undeveloped fields to the south, and west towards the River Ribble, with elevations along the riverbank decreasing to approximately 60.0 m aOD. Consequently, ground levels along the access road and at the portacabins are between 24.0 m and 29.0 m higher than the adjacent River Ribble floodplain.

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1 Environment Agency, National LIDAR Programme, Data.gov. Available from: [National LIDAR Programme - data.gov.uk](https://data.gov.uk) [Accessed: August 2026].



## 2.2 Hydrology

### 2.2.1 Existing Site Drainage

The Johnson Matthey site is primarily served by a private surface water drainage network as shown on Drawing No. SYNCL-00-62-07229 'Site Surface Water Drain Layout'. A public combined sewer extends south-westwards through the south-eastern portion of the site. Existing drainage plans are included in Appendix B.

The surface water drainage network comprises a series of gullies discharging to a piped drainage network. Based on Drawing No. SYNCL-00-62-07229, the majority of the network, including the northern and central sections of the access road, discharges to the public combined sewer with an emergency outfall to the River Ribble. Western parts of the site, including land around the contractor village drain to an area of open ground to disperse via infiltration.

### 2.2.2 Local Watercourses

The River Ribble is an EA Main River, and is located, at its closest point, approximately 340 m west of the site. The catchment<sup>2</sup> upstream of this point is approximately 398.6 km<sup>2</sup>, consisting of primarily rural land use within the uplands of the catchment.

The river flows southwest away from the site before flowing into the River Holder, approximately 5.9 km southwest of the site.

## 2.3 Geology

The National Soils Resources Institute, Soilscales website<sup>3</sup>, indicates that soils across the entirety of the site comprise of "*slowly permeable seasonally wet acid loamy and clayey soils*", however given the developed nature of the site, it is likely that the areas of the underlying ground will comprise Made Ground.

British Geology Survey (BGS) mapping<sup>4</sup> indicates that the underlying bedrock geology of the portacabins comprises of undifferentiated mudstone of the Clitheroe Limestone Formation and Hodder Mudstone Formation. Whereas the bedrock geology under the northern area of the existing access road is underlain by limestone of the Chatburn Limestone Formation. Both geologies are overlain by superficial deposits comprised of Till (Diamicton).

## 2.4 Hydrogeology

MAGIC mapping<sup>5</sup> indicates that the bedrock geology found at the site to be designated as a Secondary A aquifer, which can be defined as "*permeable layers that can support local water supplies, and may form an important source of base flow to rivers*".

The superficial deposits underneath the site are designated as a Secondary (undifferentiated) aquifer, which can be defined as "*aquifers where it is not possible to apply either a Secondary A or B definition because of the variable characteristics of the rock type*".

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2 Flood Estimation Handbook. Available at: <https://fehweb.ceh.ac.uk/Map> [Accessed: August 2026].

3 Soilscales online soil map. Cranfield Soil and Agrifood Institute, <http://www.landis.org.uk/soilscales/> [Accessed: August 2026].

4 BGS GeoIndex Onshore. Available at: <https://mapapps2.bgs.ac.uk/geoindex/home.html> [Accessed: August 2026].

5 DEFRA. Magic Mapping. Available at: <https://magic.defra.gov.uk/> [Accessed: August 2026]



## 3.0 Flood Risk Overview

### 3.1 Flood Risk to the Development

This section summarises the potential sources of flood risk relevant to the proposed development and assesses whether the site is susceptible to flooding from these sources, and whether the development will increase the risk of flooding from any of these throughout the development lifetime.

#### 3.1.1 Fluvial and Tidal

The EA Flood Map for Planning<sup>6</sup> indicates that the contractor village and access road are located entirely within Flood Zone 1. There is therefore a less than 0.1% annual probability of flooding from the river or sea. There are no small unmodelled watercourses which could affect this classification. The risk of flooding to the development from rivers is considered **Very Low**.

#### 3.1.2 Surface Water

Long Term Flood Risk Information (LTFRI)<sup>7</sup> provided by the EA includes mapping of surface water flood risk. Surface water modelling has been undertaken by the EA in order to establish areas at risk of surface water flooding based upon latest hydrological techniques and surface terrain data.

A review of the EA surface water mapping (included as Figure 1) indicates that the land where the demountable portacabin structures are located, and the majority of the existing access road, are located within areas at a Very Low at risk of surface water flooding.

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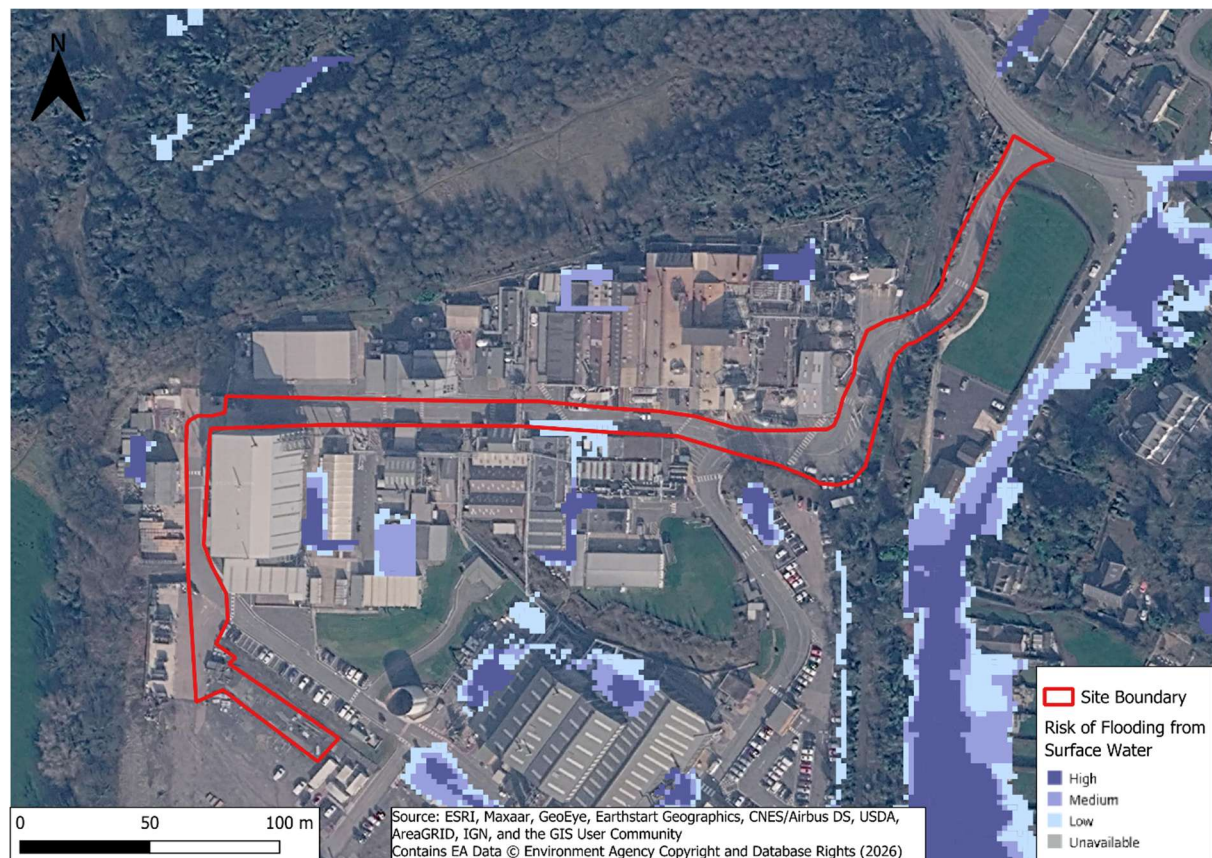
6 Environment Agency, Flood Map for Planning. Available at: <https://flood-map-for-planning.service.gov.uk/> [Accessed: August 2026]

7 Environment Agency, Long Term Flood Risk Information Service: <https://check-long-term-flood-risk.service.gov.uk/risk#> [Accessed: August 2026].





**Figure 1: EA Surface Water Flood Map**



There is, however, a small area along the central portion of the existing access road which is at a Low risk of flooding (between 0.1% to 1% annual probability of flooding). The mapping shows that this affects only the southern part of the road and does not extend across the full carriageway. The EA surface water flood depth and velocity mapping (included as Figure 2 and Figure 3) indicates that this would be less than 0.2 m in depth, with maximum water velocities of up to 0.25 m/s.

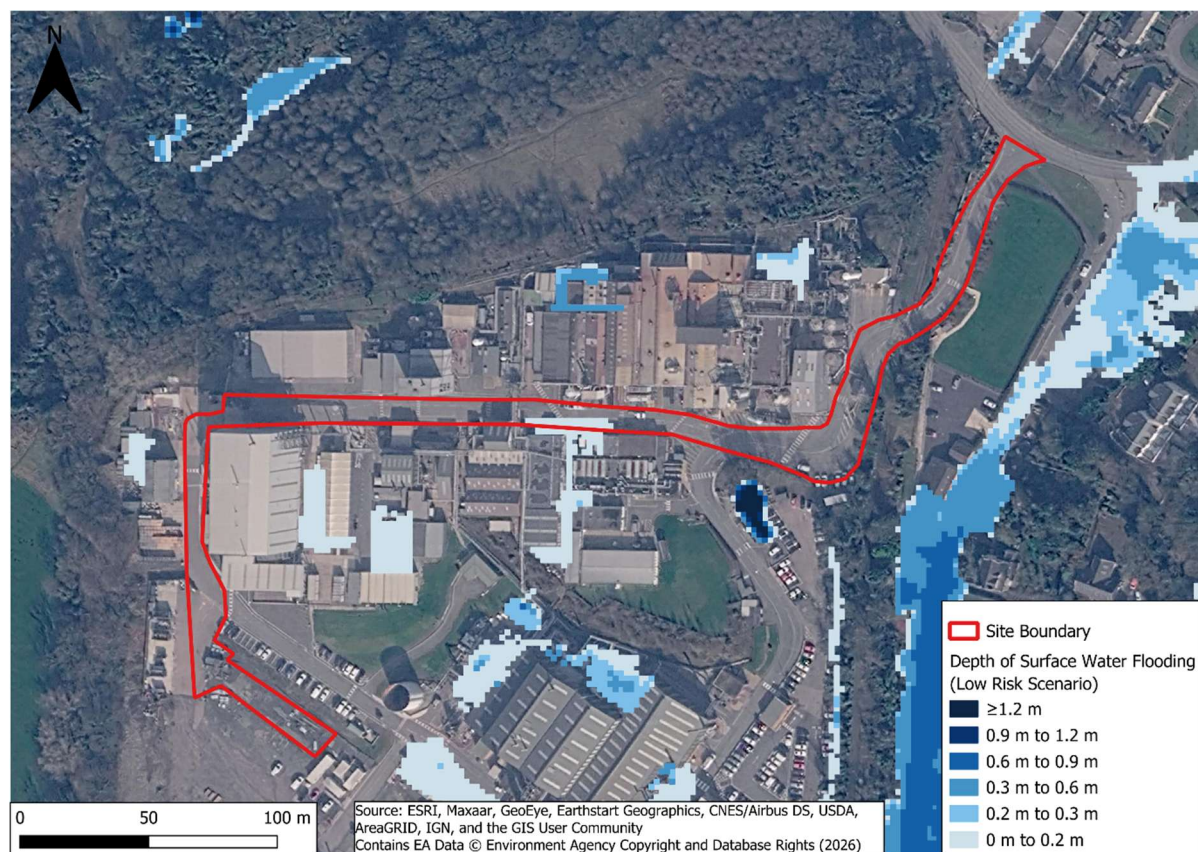
The surface water flooding is shown to be relatively isolated, part of a minor topographical depression and not part of a defined surface water stream flow route. Additionally, the surface water flood mapping is precautionary in nature, with the base modelling not including below ground infrastructure. As shown in Appendix B there is a significant existing surface water drainage network that has been designed to drain the site.

It is considered, therefore, that the overall risk of surface water flooding to the development is **Very Low**.

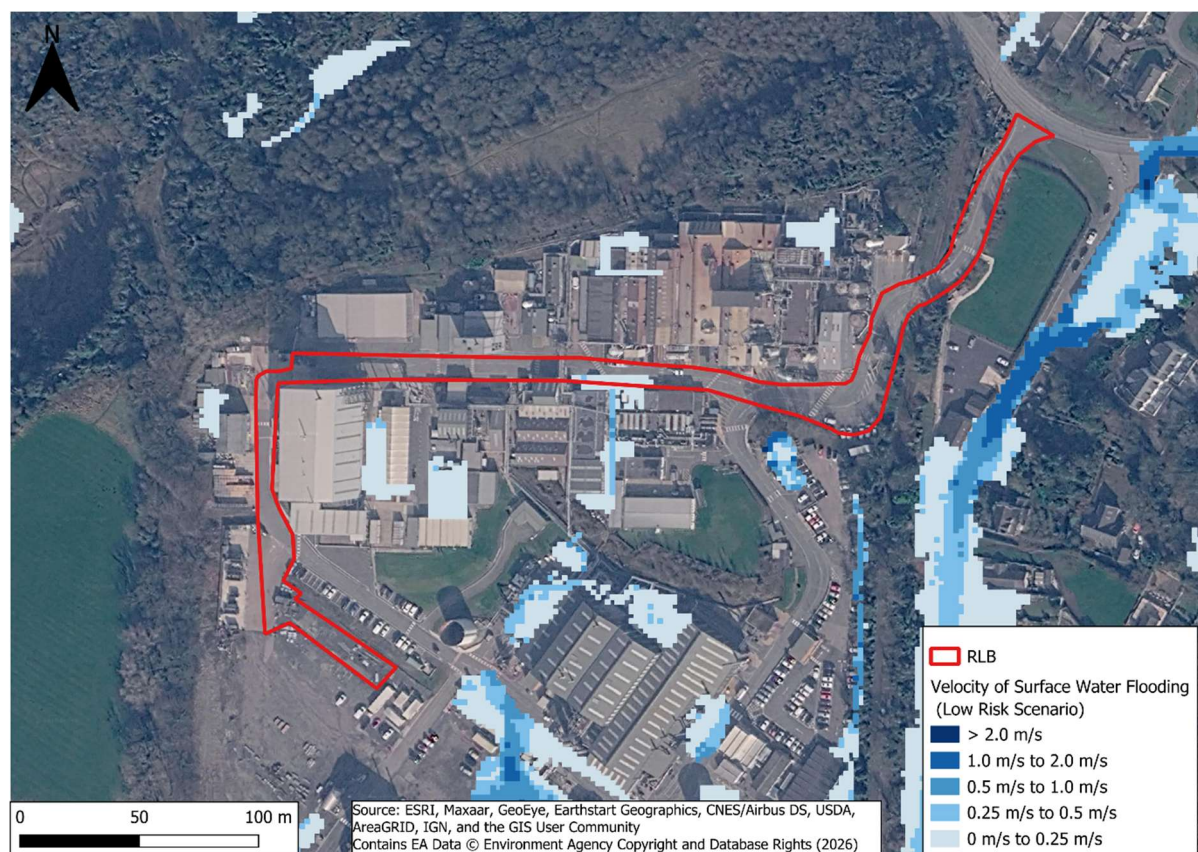




**Figure 2: EA Surface Water Flood Map Depth Mapping**



**Figure 3: EA Surface Water Flood Map Velocity Mapping**



### 3.1.3 Groundwater

As discussed in Section 2.4, the superficial deposits are classified as a secondary aquifer and site likely contains made ground which has significantly low permeability, indicating that groundwater presence will be minimal. Furthermore, the existing access road and adjacent areas are hard surfaced and there would be no pathway for groundwater to emerge above ground.

The risk of flooding to the development from groundwater is therefore considered to be **Low**.

### 3.1.4 Sewers and Water Mains

The capacity of the on-site private surface water drainage network is unconfirmed, however, it is assumed that the network will have been upgraded to manage any capacity issues over the lifetime of the site.

There are no public sewers in the vicinity of the contractor village and access road and the risk of flooding to the development from sewers is, therefore, considered to be **Low**.

### 3.1.5 Flooding from Reservoirs, Canals, and Other Artificial Sources

Environment Agency Reservoir Breach mapping<sup>7</sup> indicates that the site is not at risk of flooding from reservoirs. Additionally, there are no canals, or other artificial sources, which could arise in flooding, present in the vicinity of the site. The risk of flooding to the development from reservoirs, canals and artificial sources is therefore considered to be **Very Low**.

### 3.1.6 Flooding from Infrastructure Failure

The site is not located in an area considered to benefit from the presence of flood defences. As shown on Drawing No. SYNCL-00-62-07229 surface water flows are pumped to the public sewer network. The pump is located approximately 160 m to the south of the contractor village and at a lower elevation. There would, therefore, be no pathway for flooding from a pump failure to enter the development. The risk of flooding from infrastructure failure is therefore considered to be **Very Low**.

## 4.0 Mitigation

### 4.1 Surface Water Flooding

As shown in Figure 1 a small section of the existing access track is at risk of surface water flooding. The depth of flooding would be less than 0.2m during all storm events up to and including the 1 in 1000 annual probability rainfall event (the lowest flood depth increment). The velocity of flooding would be less than 0.25 m/s which is also the lowest increment, with the majority shown to have a velocity of 0 m/s.

Based on the 2005 EA/DEFRA<sup>8</sup> *'Flood risks to people - phase 2: managing risks and dangers'*, flood depths of less than 20 cm and a velocity of less than 0.25 m/s would be in the stable threshold for a saloon car (Peugeot 307) travelling through surface water flooding (see Figure 4 below). Access and egress through the existing access road by vehicle would be deemed viable for users during the 1 in 1000 annual probability rainfall event.

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8 DEFRA and Environment Agency. Flood risks to people - phase 2: managing risks and dangers. Available at: <https://www.gov.uk/flood-and-coastal-erosion-risk-management-research-reports/flood-risks-to-people-phase-2-managing-risks-and-dangers> [Accessed: August 2026]





**Figure 4: Flood Hazard Matrix for Saloon Car (Peugeot 307) (from Table 7.8 of EA / DEFRA 'Flood risks to people - phase 2: managing risks and dangers')**

|          |   | Depth |        |        |        |        |        |        |        |        |        |
|----------|---|-------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Velocity |   | 0.25  | 0.50   | 0.75   | 1.00   | 1.25   | 1.50   | 1.75   | 2.00   | 2.25   | 2.50   |
| 0.00     | s | s     | floats | floats | floats | floats | floats | floats | floats | floats | floats |
| 0.50     | s | s     | floats | floats | floats | floats | floats | floats | floats | floats | floats |
| 1.00     | s | s     | floats | floats | floats | floats | floats | floats | floats | floats | floats |
| 1.50     | s | u     | floats | floats | floats | floats | floats | floats | floats | floats | floats |
| 2.00     | s | u     | floats | floats | floats | floats | floats | floats | floats | floats | floats |
| 2.50     | s | u     | floats | floats | floats | floats | floats | floats | floats | floats | floats |
| 3.00     | s | u     | floats | floats | floats | floats | floats | floats | floats | floats | floats |
| 3.50     | s | u     | floats | floats | floats | floats | floats | floats | floats | floats | floats |
| 4.00     | s | u     | floats | floats | floats | floats | floats | floats | floats | floats | floats |
| 4.50     | s | u     | floats | floats | floats | floats | floats | floats | floats | floats | floats |
| 5.00     | s | u     | floats | floats | floats | floats | floats | floats | floats | floats | floats |

Note; s= stable, u= unstable

Since the area of flooding does not extend across the whole carriageway, access and egress on foot would also be viable. Furthermore, based on the EA/DEFRA guidance<sup>9</sup> a depth of flooding of 0.25m would be safe for all persons on foot.

<sup>9</sup> DEFRA and Environment Agency. Flood risks to people - phase 2: guidance document. Available at: [https://assets.publishing.service.gov.uk/media/602bbc3de90e07055f646148/Flood\\_risks\\_to\\_people\\_-\\_Phase\\_2\\_Guidance\\_Document\\_Technical\\_report.pdf](https://assets.publishing.service.gov.uk/media/602bbc3de90e07055f646148/Flood_risks_to_people_-_Phase_2_Guidance_Document_Technical_report.pdf) [Accessed: August 2026]



**Figure 5: Flood Hazard Matrix for Walking in Floodwater (from Figure 2.1 of EA / DEFRA 'Flood risks to people - phase 2: guidance document')**

| d * (v+0.5) + DF |      | Depth |      |      |      |      |      |       |       |       |      |
|------------------|------|-------|------|------|------|------|------|-------|-------|-------|------|
| Velocity         |      | 0.25  | 0.50 | 0.75 | 1.00 | 1.25 | 1.50 | 1.75  | 2.00  | 2.25  | 2.50 |
| 0.00             | 0.13 | 0.25  | 0.38 | 0.50 | 0.63 | 0.75 | 0.88 | 1.00  | 1.13  | 1.25  |      |
| 0.50             | 0.25 | 0.50  | 0.75 | 1.00 | 1.25 | 1.50 | 1.75 | 2.00  | 2.25  | 2.50  |      |
| 1.00             | 0.38 | 0.75  | 1.13 | 1.50 | 1.88 | 2.25 | 2.63 | 3.00  | 3.38  | 3.75  |      |
| 1.50             | 0.50 | 1.00  | 1.50 | 2.00 | 2.50 | 3.00 | 3.50 | 4.00  | 4.50  | 5.00  |      |
| 2.00             | 0.63 | 1.25  | 1.88 | 2.50 | 3.13 | 3.75 | 4.38 | 5.00  | 5.63  | 6.25  |      |
| 2.50             | 0.75 | 1.50  | 2.25 | 3.00 | 3.75 | 4.50 | 5.25 | 6.00  | 6.75  | 7.50  |      |
| 3.00             | 0.88 | 1.75  | 2.63 | 3.50 | 4.38 | 5.25 | 6.13 | 7.00  | 7.88  | 8.75  |      |
| 3.50             | 1.00 | 2.00  | 3.00 | 4.00 | 5.00 | 6.00 | 7.00 | 8.00  | 9.00  | 10.00 |      |
| 4.00             | 1.13 | 2.25  | 3.38 | 4.50 | 5.63 | 6.75 | 7.88 | 9.00  | 10.13 | 11.25 |      |
| 4.50             | 1.25 | 2.50  | 3.75 | 5.00 | 6.25 | 7.50 | 8.75 | 10.00 | 11.25 | 12.50 |      |
| 5.00             | 1.38 | 2.75  | 4.13 | 5.50 | 6.88 | 8.25 | 9.63 | 11.00 | 12.38 | 13.75 |      |

| Categories of flood hazard: |      |       |
|-----------------------------|------|-------|
|                             | From | To    |
| Class 1                     | 0.75 | 1.50  |
| Class 2                     | 1.50 | 2.50  |
| Class 3                     | 2.50 | 20.00 |

Danger for some  
Danger for most  
Danger for all

Note: The table gives values of flood hazard (= d.(v+0.5) +DF)

It is not proposed to modify the access road alignment or existing drainage as part of the contractor village development and there will be no impact on existing flood mechanisms which could affect the above conclusions.

## 4.2 Surface Water Runoff

Runoff from the contractor village cabins in the south-western portion of the site will drain to the aggregate surfacing within the compound area with no formal connection to the existing drainage systems. The existing access road drainage will be retained throughout the lifetime of the development. No additional drainage infrastructure will, therefore, be required to manage runoff generated within the development.



## 5.0 Summary

SLR Consulting Limited (SLR) has been appointed by Johnson Matthey Davy Technologies Limited to prepare a short Flood Risk Statement to summarise and assess the relevant flood risk for the proposed contractor village and associated existing access road off West Broadford Road, Clitheroe.

It is considered that the risk of flooding to the development from fluvial, groundwater, sewers, reservoirs and other artificial sources, and infrastructure failure, is **Very Low**.

The key potential flood risk to the development is surface water flooding, as this affects a section of the existing access road, with land along the central part of the route being at a **Low** risk of surface water flooding. Based on EA and DEFRA guidance, the shallow depth (less than 0.2 m) and low velocity (less than 0.25 m/s) during are within accepted thresholds for the safe passage of vehicles and persons on foot.

Furthermore, as runoff from the portacabin structures will disperse naturally within the aggregate in the compound area, and all drainage within the existing access road will be retained, it is considered that the development will also not increase flood risk elsewhere.

Therefore, the technical assessment of flood risk presented within this report demonstrates that the development is acceptable in terms of flood risk throughout the lifetime of the development.



# Appendix A    Layout Plans

## **Flood Risk Statement**

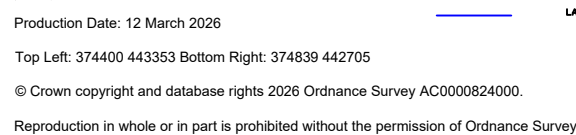
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20 August 2026



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|                                                                                                                                                                                                                                         |                       |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|
| DRAWING TITLE:                                                                                                                                                                                                                          |                       |
| OS MAP WITH PROPOSED<br>CONSTRUCTION VILLAGE                                                                                                                                                                                            |                       |
|                                                                                                                                                    |                       |
| THIS DRAWING IS THE PROPERTY OF Johnson Matthey Catalysts<br>IT MUST NOT BE COPIED OR LENT WITHOUT THE CONSENT OF Johnson Matthey AND MUST BE<br>RETURNED ON REQUEST TO Johnson Matthey PO BOX 1 BILLINGHAM CLEVELAND TS23 1LB ENGLAND. | DRG.SIZE<br><b>A4</b> |
| DRAWING No.                                                                                                                                                                                                                             | REV.                  |
| <b>SYNCL-00-01-27662</b>                                                                                                                                                                                                                | <b>P1</b>             |







# Appendix B Existing Drainage

## Flood Risk Statement

**Johnson Matthey Clitheroe works**

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20 August 2026

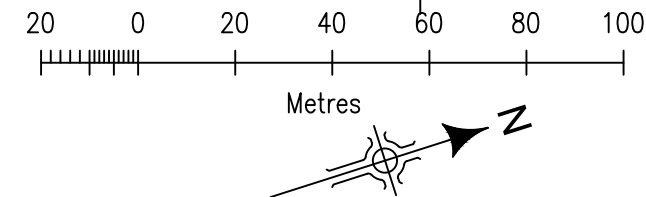


|     | A        | B              | C             | D         | E       | F        | G        | H              | J             |           |          |          |
|-----|----------|----------------|---------------|-----------|---------|----------|----------|----------------|---------------|-----------|----------|----------|
|     | M.H. No. | INVERT LEVEL m | COVER LEVEL m | GRID REF. | EASTING | NORTHING | M.H. No. | INVERT LEVEL m | COVER LEVEL m | GRID REF. | EASTING  | NORTHING |
| 1   | 2        | 87.374         |               | U7        |         |          | 227      | 80.829         |               | H9        | 1027.694 | 994.088  |
| 1   | 3        | 88.240         |               | V8        |         |          | 228      | 80.459         |               | H10       | 1045.890 | 994.050  |
| 3   | 4        | 87.788         |               | U7        |         |          | 229      |                |               | L6        |          |          |
| 5   | 5        | 87.148         |               | U7        |         |          | 230      |                |               | J6        |          |          |
| 5   | 6        | 86.648         |               | T8        |         |          | 231      |                |               | H5        |          |          |
| 6   | 6        | 85.856         |               | R8        |         |          | 232      |                |               | F8        |          |          |
| 7   | 8        | 85.182         |               | S10       |         |          | 233      |                |               | G8        |          |          |
| 8   | 8        | 84.444         |               | S11       |         |          | 234      |                |               | G8        |          |          |
| 11  | 11       | 86.716         | 88.982        | T11       |         |          | 247      | 82.343         | 83.460        | K7        |          |          |
| 12  | 12       | 86.566         |               | T11       |         |          | 248      | 82.038         | 83.400        | J6        |          |          |
| 13  | 13       | 87.953         |               | R5        |         |          | 254      |                |               | M7        |          |          |
| 14  | 14       | 87.282         | 88.852        | S6        |         |          | 258      | 83.400         | 86.060        | P7        |          |          |
| 19  | 19       | 87.404         |               | S8        |         |          | 259      | 83.540         | 85.100        | P7        |          |          |
| 20  | 20       | 87.227         |               | T9        |         |          | 260      | 84.650         | 85.600        | P7        |          |          |
| 22  | 22       | 83.466         |               | R12       |         |          | 281      | 85.000         | 86.060        | Q7        |          |          |
| 23  | 23       | 82.972         |               | Q13       |         |          | 262      | 85.630         | 86.060        | Q7        |          |          |
| 44  | 47       | 87.790         | 88.837        | R9        |         |          | 263      | 85.750         | 86.060        | Q7        |          |          |
| 48  | 48       | 87.640         |               | S8        |         |          | 264      |                |               | P7        |          |          |
| 49  | 49       | 87.620         |               | S7        |         |          | 268      |                |               | P7        |          |          |
| 75  | 75       |                |               | Q9        |         |          | 270      | 79.700         | 82.600 T.O.W. | E9        | 374581   | 442889   |
| 89  | 89       | 81.576         |               | N12       |         |          |          |                |               |           |          |          |
| 91  | 91       | 80.957         | 82.300        | L11       |         |          |          |                |               |           |          |          |
| 93  | 93       | 80.230         | 82.430        | F10       |         |          |          |                |               |           |          |          |
| 94  | 94       | 79.530         | 82.430        | F10       |         |          |          |                |               |           |          |          |
| 96  | 96       | 82.250         |               | P11       |         |          |          |                |               |           |          |          |
| 97  | 97       | 82.143         |               | P11       |         |          |          |                |               |           |          |          |
| 99  | 99       | 82.296         |               | P8        |         |          |          |                |               |           |          |          |
| 100 | 100      | 82.020         | 82.980        | N7        |         |          |          |                |               |           |          |          |
| 102 | 102      | 81.588         |               | N8        |         |          |          |                |               |           |          |          |
| 103 | 103      | 81.436         |               | M9        |         |          |          |                |               |           |          |          |
| 104 | 104      | 81.095         | 82.658        | M11       |         |          |          |                |               |           |          |          |
| 105 | 105      |                | 82.464        | L10       |         |          |          |                |               |           |          |          |
| 109 | 109      | 87.770         |               | R6        |         |          |          |                |               |           |          |          |
| 110 | 110      |                |               | Q6        |         |          |          |                |               |           |          |          |
| 111 | 111      |                |               | R6        |         |          |          |                |               |           |          |          |
| 112 | 112      |                |               | U11       |         |          |          |                |               |           |          |          |
| 113 | 113      |                |               | U12       |         |          |          |                |               |           |          |          |
| 115 | 115      | 85.525         | 86.650        | Q3        |         |          | 218      | 81.805         | 83.400        | K7        | 948.994  | 1032.543 |
| 117 | 117      |                |               | G2        |         |          | 219      | 81.510         | 83.025        | K8        | 979.301  | 1032.145 |
| 118 | 118      | 85.480         | 86.650        | P2        |         |          | 220      | 81.389         | 82.630        | J9        |          |          |
| 120 | 120      | 85.310         | 86.650        | F3        |         |          | 221      | 81.272         | 82.578        | J9        |          |          |
| 121 | 121      | 85.170         | 86.650        | N4        |         |          | 222      | 81.196         | 82.640        | J9        |          |          |
| 122 | 122      | 85.150         | 86.550        | N4        |         |          | 223      |                |               | J6        |          |          |
| 123 | 123      |                |               | P10       |         |          | 224      | 81.683         | 83.170        | H7        |          |          |
| 124 | 124      |                |               | N11       |         |          | 225      | 81.045         | 82.677        | H8        |          |          |
| 127 | 127      |                |               | M12       |         |          | 226      | 81.340         | 82.830        | J10       |          |          |
| 128 | 128      |                |               | M12       |         |          |          |                |               |           |          |          |

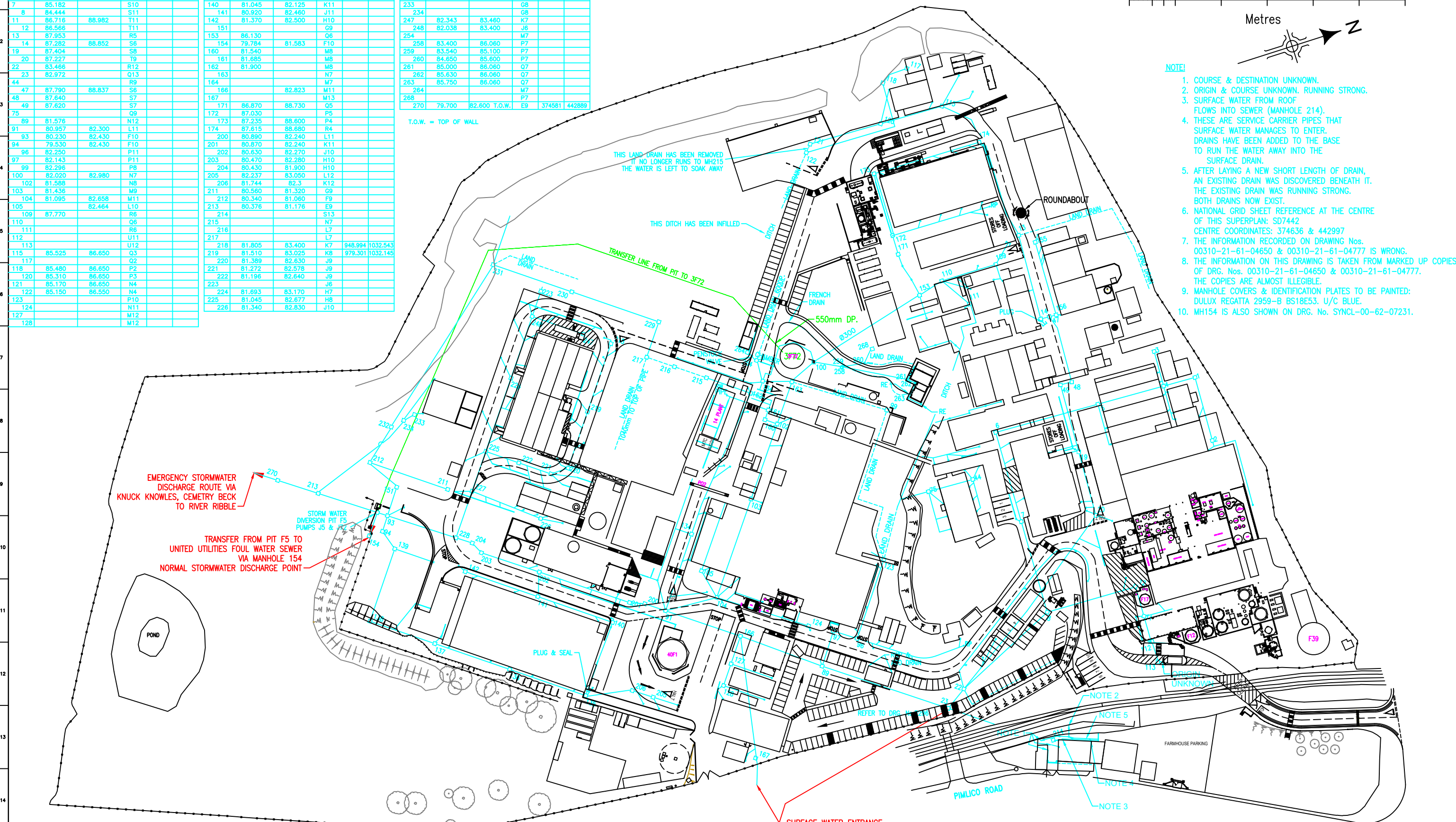
T.O.W. = TOP OF WALL

National Grid sheet reference at centre  
of this Superplan: SD7442  
Centre Coordinates: 374636 442997

|                   |     |
|-------------------|-----|
| DRAWING No.       | REV |
| SYNCL-00-62-07229 | S   |



- NOTE:
1. COURSE & DESTINATION UNKNOWN.
  2. ORIGIN & COURSE UNKNOWN. RUNNING STRONG.
  3. SURFACE WATER FROM ROOF FLOWS INTO SEWER (MANHOLE 214).
  4. THESE ARE SERVICE CARRIER PIPES THAT SURFACE WATER MANAGES TO ENTER. DRAINS HAVE BEEN ADDED TO THE BASE TO RUN THE WATER AWAY INTO THE SURFACE DRAIN.
  5. AFTER LAYING A NEW SHORT LENGTH OF DRAIN, AN EXISTING DRAIN WAS DISCOVERED BENEATH IT. THE EXISTING DRAIN WAS RUNNING STRONG. BOTH DRAINS NOW EXIST.
  6. NATIONAL GRID SHEET REFERENCE AT THE CENTRE OF THIS SUPERPLAN: SD7442  
CENTRE COORDINATES: 374636 & 442997
  7. THE INFORMATION RECORDED ON DRAWING Nos. 00310-21-61-04650 & 00310-21-61-04777 IS WRONG.
  8. THE INFORMATION ON THIS DRAWING IS TAKEN FROM MARKED UP COPIES OF DRG. Nos. 00310-21-61-04650 & 00310-21-61-04777. THE COPIES ARE ALMOST ILLEGIBLE.
  9. MANHOLE COVERS & IDENTIFICATION PLATES TO BE PAINTED: DULUX REGATTA 2959-B BS18E53. U/C BLUE.
  10. MH154 IS ALSO SHOWN ON DRG. No. SYNL-00-62-07231.



ALL REVISION UPDATES TO THIS DRAWING  
INFORM EHS DEPT. AND NEW COPIES MUST GO  
TO FARMHOUSE COMAH ROOM AND AN ELECTRONIC  
COPY TO CLITHEROE FIRE STATION.

✓ SURFACE WATER ENTRANCE  
SEWERS FROM PIMLICO INDUSTRIAL AREA  
MANHOLES 23 & 167

[illegible]



Issued to BGWBDA of Babbie (Water) on 03-Dec-03 NOT FOR RESALE OR  
NON-APPROVED USE

Centre: 374593,442875

Date: 03-12-2003

Scale Approx 1: 2058



## Extract from Map of Public Water Mains Water Mains in the ICI plant

**Do not Scale**

**Blue - Distribution Mains / Red or Mauve - Trunk Mains / Dark Green - Non Potable Mains**

**---X---X---X---X--- Disused Mains (These may still be live!)**

The position of the underground apparatus shown on this plan is approximate only and is given in accordance with the best information currently available. The actual positions may be different from those shown on the plan and private service pipes may be shown by a blue broken line. United Utilities Water will not accept any liability for any damage caused by the actual positions being different from those shown

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**United  
Utilities**



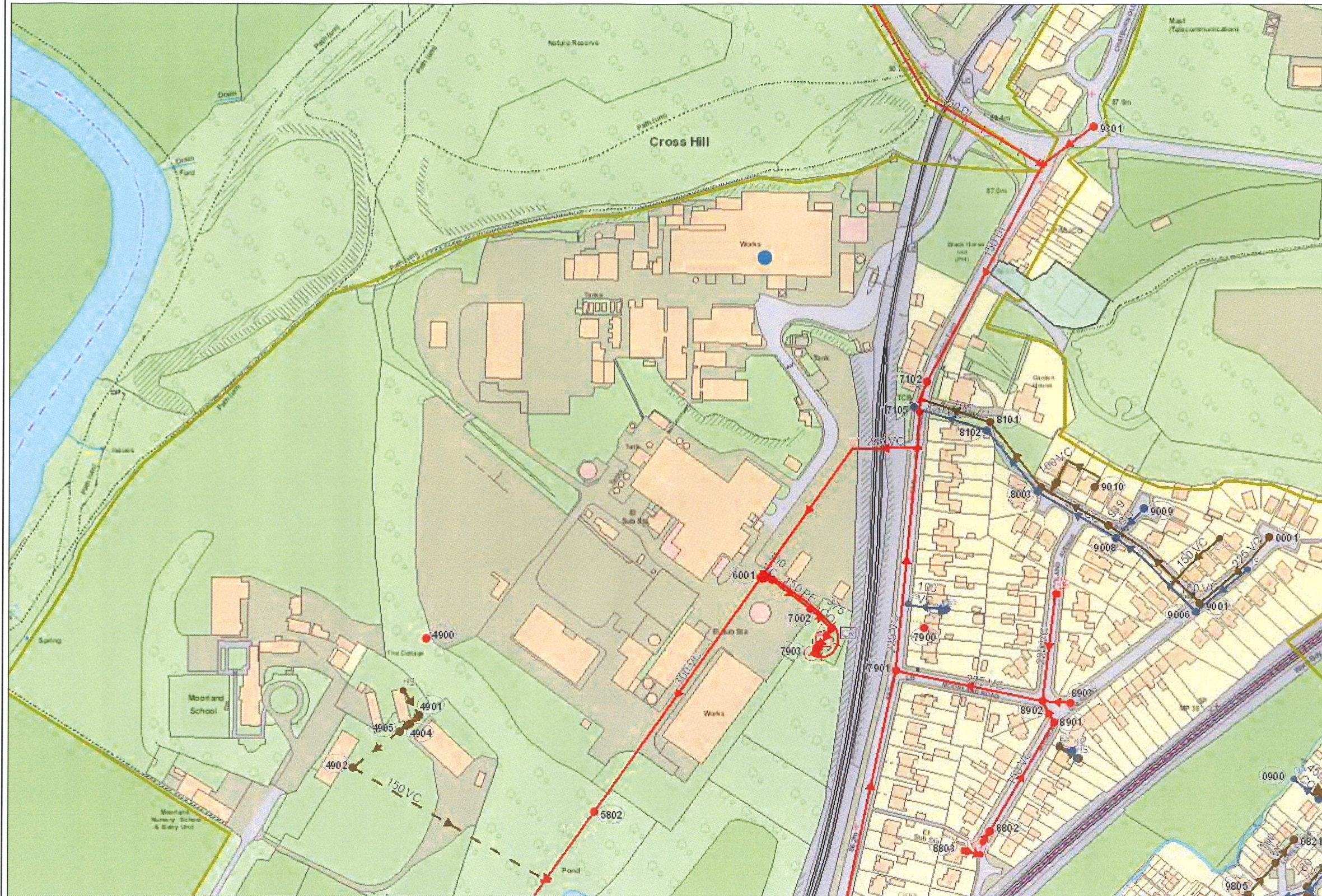
# Extract from Map from Public Sewer

Johnson Matthey

Centre : X : 374639 Y : 443107

Date : 20/11/2018

Scale Approx : 2500



## LEGEND

|                                                                                     |                                                                                     |                                                                                     |                                                                                     |               |
|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|---------------|
|  | Water Course                                                                        |                                                                                     |                                                                                     |               |
|  | Overflow Pipe                                                                       |                                                                                     |                                                                                     |               |
|  | Sludge Main                                                                         |                                                                                     |                                                                                     |               |
|  | Highway Drain                                                                       |                                                                                     |                                                                                     |               |
| <b>Combined</b>                                                                     | <b>Surface Water</b>                                                                | <b>Foul</b>                                                                         | <b>Abandoned</b>                                                                    |               |
|  |  |  |  | Public Sewer  |
|  |  |  |  | Private Sewer |
|  |  |  |  | Section 104   |
|  |  |  |  | Rising Main   |
|  |  |  |  | Channel       |

All point assets follow the colour convention as above

|  |                    |  |                          |
|--|--------------------|--|--------------------------|
|  | Manhole            |  | Side Entry Manhole       |
|  | Head of System     |  | Outfall                  |
|  | Extent of Survey   |  | Screen Chamber           |
|  | Rodding Eye        |  | Bifurcation Chamber      |
|  | Inlet              |  | WW Treatment Works       |
|  | Lamp Hole          |  | Sewer Overflow           |
|  | Inspection Chamber |  | Network Storage Tank     |
|  | Vortex             |  | Pumping Station          |
|  | Penstock           |  | Change of Characteristic |
|  | Washout Chamber    |  |                          |
|  | Air Valve          |  |                          |

**DO NOT SCALE**

Approximate Scale 1 : 2500



NOT FOR RESALE OR NON-APPROVED USE

The position of the underground apparatus shown on this plan is approximate only and is given in accordance with the best information currently available. United Utilities Water will not accept liability for any loss or damage caused by the actual position being different from those shown.

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