INITIAL ASSESSMENT OF IMPACT ON MOSELLE BROOK CULVERT

HORNSEY PARK ROAD

TRINITY INTERNATIONAL PROPERTIES LIMITED

MARCH 2024

SE2053-ISS-XX-XX-RP-S-0001

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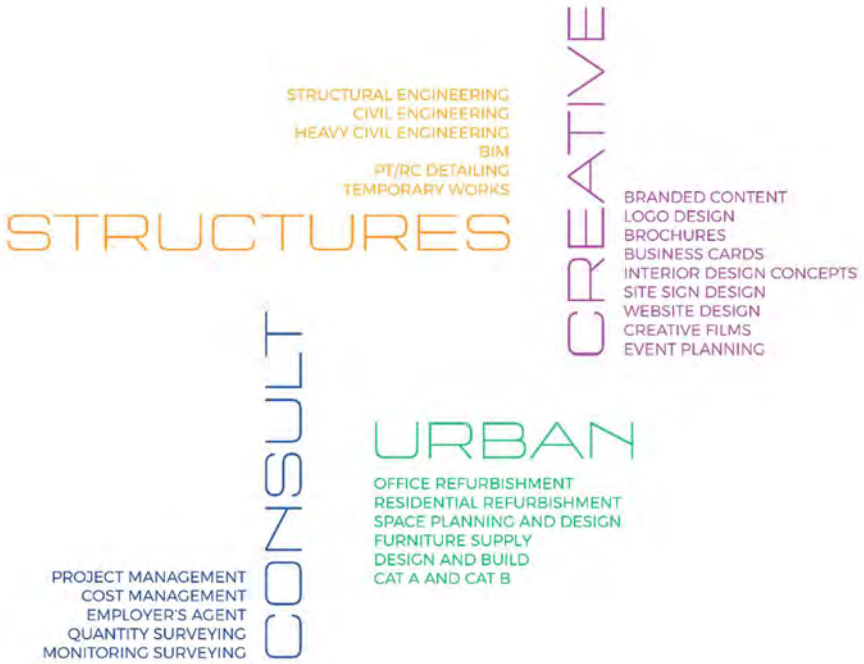

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IESISSTRUCTURES

REPORT ISSUE

Revision	Date	Notes
P01	22/03/2024	First Issue
P02	27/03/2024	Updated to include latest SI information

PREPARED BY

Tony Ruck March 2024

REVIEWED BY

John Simmonds March 2024

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1 BRIEF AND SCOPE

This report has been prepared for and on behalf of our client, Trinity International Properties Limited, to summarise the initial assessment on the possible impact on the existing Moselle Brook culvert from the proposed new structure located at 157-159 Hornsey Park Road. This report should be read in conjunction with the relevant architectural proposals, structural sketch drawings, and relevant site investigation reports.

The focus of this document is purely the structural engineering design and principles, and a detailed review of other aspects of the development is outside of the scope of this report.

2 THE SITE

2.1 SITE DESCRIPTION

The site is located at 157-159 Hornsey Park Road, London, N8 0JX, in the London Borough of Haringey and is accessed from Hornsey Park Road. The existing site is brown field, with existing offices/industry buildings, which comprise an overall area of approximately 1,840m². These single storey workshop buildings are generally in poor structural condition.

The Site sits behind a terrace of houses with the entrance from Hornsey Park Road. To the rear the site is bounded by two other sites that are being redeveloped, Clarendon Gas Works (St William Homes LLP) and the site off Brook Road and Mayes Road (Austringer Capital Ltd).

Location of site extracted from the project pre-application report

2.2 GROUND CONDITIONS

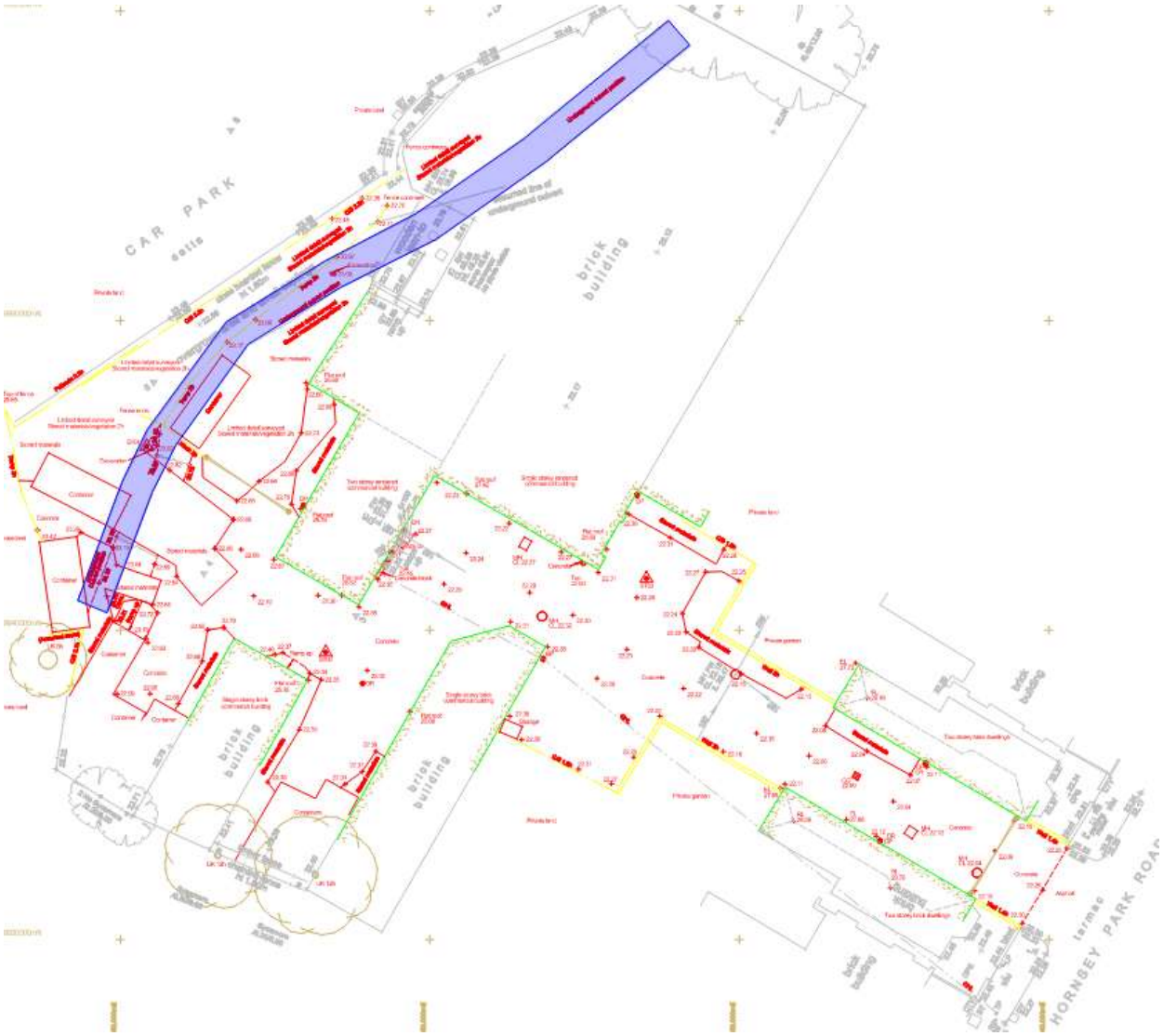
A Phase 1 & 2 desk study and ground investigation has been carried out on site by AG GeoConsultants Ltd, which indicates the ground conditions are Made Ground to a depth of between 0.6m and 1.7m above Drift Deposits and the London Clay formation.

2.3 MOSELLE BROOK CULVERT

The River Moselle, also referred to as Moselle Brook passes through the site within an existing masonry arch culvert and runs approximately Northeast to Southwest. The river flows through Tottenham towards the Lea Valley and was originally a tributary of the River Lea, but now flows into Pymmes Brook.

Moselle Brook. Until the 19th century, the whole of the river remained above ground, but in 1836 the stretch around Tottenham High Road and White Hart Lane was covered with more major culverting in 1906 and subsequent years.

The culvert is very shallow where it passes through the site with the top of the masonry arch visible at ground level in some areas.



Site survey with existing culvert highlighted in blue

The culvert passes beneath the existing workshop buildings in some areas which would currently make accessing the top of the culvert for repairs problematic.

A single small access manhole to the culvert is present on site, however, this is currently enclosed within the workshop yard which is primarily used as storage.

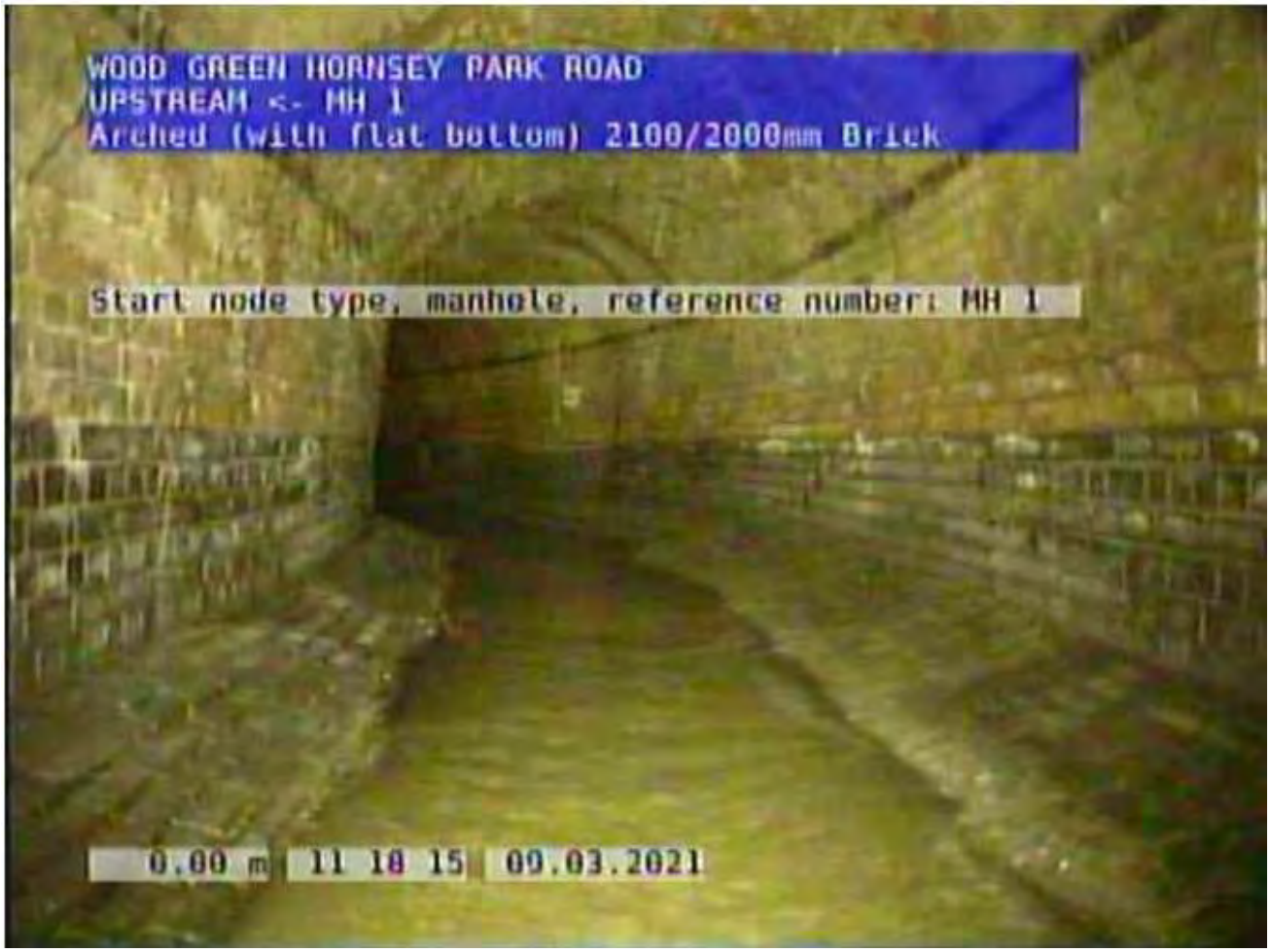


Image from the ADC CCTV survey of the existing culvert

A condition survey of the existing culvert has been carried out by ADC specialist drainage company, which determined that all inspected pipes were in an acceptable service condition (< grade 3). Further details refer to the report contained in Appendix A of this report.

3 DEVELOPMENT PROPOSALS

The proposals for the site include the demolition of the existing single story buildings with the new scheme proposals for the erection of 2 buildings part four and part five to six storeys in height. The buildings will provide 32 residential units and circa 96.5sqm commercial floorspace, together with associated landscaping.

Site proposal produced by Stephen Davey Architects

To improve access to the existing culvert for future maintenance the existing buildings sitting over the culvert are being removed and the new buildings are being located to the south of the culvert.

A proposed external cycle and refuse store is currently proposed to the north of the site, which extends into the proposed 3m exclusion zone. The roof structure in this area is proposed as being a lightweight demountable structure to allow full access to the covert in the event that future excavation is required above the culvert.

The new buildings are currently proposed as being located a minimum of 3m from the existing culvert to minimise impact.

Whilst an 8m clearance to the existing culvert is typically required by the Environment Agency, due the existing situation (with buildings above the culvert) and the available footprint of the site, it is considered a 3m exclusion zone from the sewer to the new foundations is a sensible approach and will need to be confirmed by the Environment Agency.

The below plan shows in red the extent of the site within an 8m exclusion zone for reference. This clearly excludes a large portion of the developable area within the site making the redevelopment of the land not viable.

It is also worth noting that the new development to the North of the site is being constructed within 8m of the culvert and in places is closer than 3m to the culvert.

3.1 STRUCTURAL PROPOSALS

The proposed new buildings on the site will be formed as a reinforced concrete frames 5 and 6 storeys in height with set backs at the penultimate floor level. The frames will be formed primarily with 225mm thick RC flat slabs supported on a mixture of blade and square columns and reinforced concrete core walls around the lift and stairs, which will also provide lateral stability for the building.

To minimise impact on the existing culvert it is proposed that CFA piled foundations will be utilised which are low impact and cause minimal vibration.

Where necessary to suit the architectural proposals cantilever ground beams will be utilised to maintain the 3m clearance between the new piled foundations and the existing culvert.

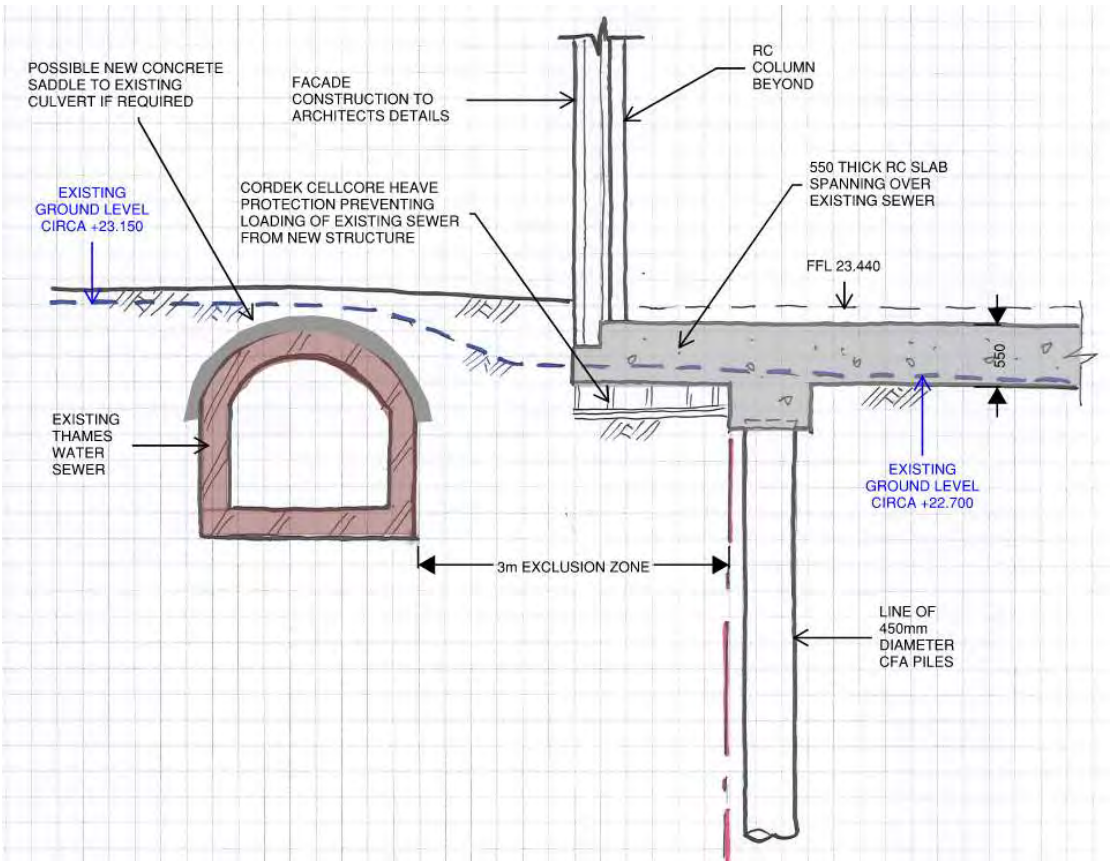
Compressible void former (i.e. Cordek Cellcore heave protection) will be provided beneath the cantilever ground beams adjacent to the existing culvert to minimise the additional stresses being exerted on the culvert.

Due to the shallow level of the existing culvert and the neighbouring site levels it is proposed to raise the level of the ground in this area of the site over the top of the culvert.

To ensure the ongoing stability and durability of the existing culvert, consideration has been given to installing a concrete saddle above the existing masonry arch to the area subject to potential increase in loading. This can be accommodated within the proposed increase in ground level above the culvert.

Widening of the existing manhole and the creation of new manholes to access the culvert could also be considered within the site.

To allow for the future maintenance of the existing culvert consideration will be given to the provision of permanent sheet piling at the edge of the proposed new substructure to allow for ease of any future excavation around the culvert.



Proposed section through existing culvert showing new building

4 SUMMARY OF POTENTIAL IMPACT ON CULVERT

Based on the discussion above the primary impacts on the existing Moselle Brook culvert of the proposed development are summarised below:

- Increased access to the sewer for future maintenance with the removal of the existing buildings that are located above the culvert.
- Increased access to the culvert itself by widening of the existing manhole and the potential creation of new manholes to access the culvert within the site.
- Potential strengthening of the culvert is proposed with a concrete saddle to ensure the ongoing stability and durability of the existing culvert.

5 RECOMMENDATIONS FOR THE NEXT STAGE

As part of the next stage of the project the following actions will be required to confirm the proposed structural design for the new buildings and any additional works required to the existing culvert:

- Further intrusive geotechnical site investigations will be carried out on site post demolition including deeper boreholes.
- A full ground movement analysis and culvert impact assessment will be carried out to determine the impact on the existing culvert of the proposed works. This will also determine the need for any additional mitigation measures required.
- Detailed design of the proposed new concrete saddle will be carried out for the existing culvert.
- An Emergency Preparedness Plan will be prepared for the development.
- Movement and vibration monitoring specifications will be prepared based on the ground movement analysis to monitor the culvert during the proposed construction works.

6 CONCLUSION

Based on the above summary it is considered that providing the recommendations in section 5 of this report are following the proposed development will have a positive impact on the existing Moselle Brook culvert.

APPENDIX A – ADC CULVERT CONDITION SURVEY

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Tel. 01945 450925
steve@adcdrainage.co.uk

Project

Project Name: HORNSEY PARK ROAD CULVERT

Project Date: 09/03/2021

Inspection Standard: MSCC4 Sewers & Drainage GB (SRM4 Scoring)

THE SPECIALIST DRAINAGE COMPANY

ADC East Anglia LTD
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HORNSEY PARK ROAD CULVERT		09/03/2021

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Project Information

Project Name	Project Number	Project Date
HORNSEY PARK ROAD CULVERT		09/03/2021

Client

Company:
Contact:
Street:
Town or City: Wood Green
County: London
Post Code: N80JX
Mobile:

Contractor

Company: ADC East Anglia LTD
Contact: Steve Paige
Department: Managing Director
Street: High Road
Town or City: Wisbech St Mary
County: Cambridgeshire
Post Code: PE13 4SW
Phone: 01945 450925
Mobile: 07740805972
Email: steve@adcdrainage.co.uk

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THE SPECIALIST DRAINAGE COMPANY

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Scoring Summary

Project Name	Project Number	Project Date
HORNSEY PARK ROAD CULVERT		09/03/2021

Structural Defects

Section	PLR	Grade	Description
All inspected pipes are in an acceptable structural condition (< grade 3).			

Service / Operational Condition

Section	PLR	Grade	Description
All inspected pipes are in an acceptable service condition (< grade 3).			

Information

These scoring summaries are based on the SRM grading from the WRc.

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Section Profile

Project Name	Project Number	Project Date
HORNSEY PARK ROAD CULVERT		09/03/2021

Arched (with flat bottom), 1500 mm, 2100 mm

Section	Upstream Node	Downstream Node	Date	Road	Pipe Material	Total Length	Inspected Length
2	MH 1	DOWNSTREAM	09/03/2021	HORNSEY PARK ROAD	Concrete	38.28 m	38.28 m

Total: 1 Inspection x Arched (with flat bottom) 1500 mm, 2100 mm = 38.28 m Total Length and 38.28 m Inspected Length

Arched (with flat bottom), 2100 mm, 2000 mm

Section	Upstream Node	Downstream Node	Date	Road	Pipe Material	Total Length	Inspected Length
1	UPSTREAM	MH 1	09/03/2021	HORNSEY PARK ROAD	Brick	37.87 m	37.87 m

Total: 1 Inspection x Arched (with flat bottom) 2100 mm, 2000 mm = 37.87 m Total Length and 37.87 m Inspected Length

Total: 2 Inspections = 76.14 m Total Length and 76.14 m Inspected Length

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Section Summary

Project Name	Project Number	Project Date
HORNSEY PARK ROAD CULVERT		09/03/2021

Number of sections	2
Total length of sewer network	76.14 m
Total length of inspections	76.14 m
Total length of abandoned inspections	0.00 m
Total abandoned inspections	0
Number of section inspection photos	20
Number of section inspection videos	0
Number of section inspection scans	0
Number of section inclination measurements	0

PLR:	UPSTREAMX	**Upstream Node:**	UPSTREAM
Inspection Direction:	Upstream	**Downstream Node:**	MH 1
Inspected Length:	37.87 m	**Dia/Height:**	2,100 mm
Total Length:	37.87 m	**Pipe Material:**	Brick

No.	m+	Code	Observation
1	0.00	MH	Start node type, manhole, reference number: MH 1
2	0.00	WL	Water level, 5% of the vertical dimension
3	5.15	LL	Line deviates left, start
4	7.82	H	Hole in drain or sewer at 12 o'clock
5	9.55	CN	Connection other than junction at 2 o'clock, diameter: 150mm
6	14.50	CN	Connection other than junction at 2 o'clock, diameter: 150mm
7	17.80	H	Hole in drain or sewer at 12 o'clock
8	20.74	H	Hole in drain or sewer at 12 o'clock
9	20.76	LL	Line deviates left, finish
10	28.93	H	Hole in drain or sewer at 12 o'clock
11	32.74	H	Hole in drain or sewer at 12 o'clock
12	37.86	H	Hole in drain or sewer at 12 o'clock
13	37.87	BRF	Finish node type, major connection without manhole, reference number: UPSTREAM

PLR:	MH 1X	**Upstream Node:**	MH 1
Inspection Direction:	Downstream	**Downstream Node:**	DOWNSTREAM
Inspected Length:	38.28 m	**Dia/Height:**	1,500 mm
Total Length:	38.28 m	**Pipe Material:**	Concrete

No.	m+	Code	Observation
1	0.00	MH	Start node type, manhole, reference number: MH 1
2	0.00	WL	Water level, 5% of the vertical dimension
3	5.79	ISJ	Infiltration, seeping at joint at 4 o'clock, start

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Section Summary

Project Name	Project Number	Project Date
HORNSEY PARK ROAD CULVERT		09/03/2021

No.	m+	Code	Observation
4	5.79	ISJ	Infiltration, seeping at joint at 8 o'clock, start
5	12.91	CN	Connection other than junction at 4 o'clock, diameter: 150mm
6	21.87	CN	Connection other than junction at 4 o'clock, diameter: 150mm
7	25.61	CN	Connection other than junction at 8 o'clock, diameter: 150mm
8	29.48	CN	Connection other than junction at 10 o'clock, diameter: 150mm
9	38.27	ISJ	Infiltration, seeping at joint at 4 o'clock, finish
10	38.27	ISJ	Infiltration, seeping at joint at 8 o'clock, finish
11	38.28	BRF	Finish node type, major connection without manhole, reference number: DOWNSTREAM

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Section Inspection - 09/03/2021 - UPSTREAMX

Section	Inspection	Date	Time	Client`s Job Ref	Weather	Pre Cleaned	PLR
1	1	09/03/21	10:01	Not Specified	No Rain Or Snow	No	UPSTREAMX

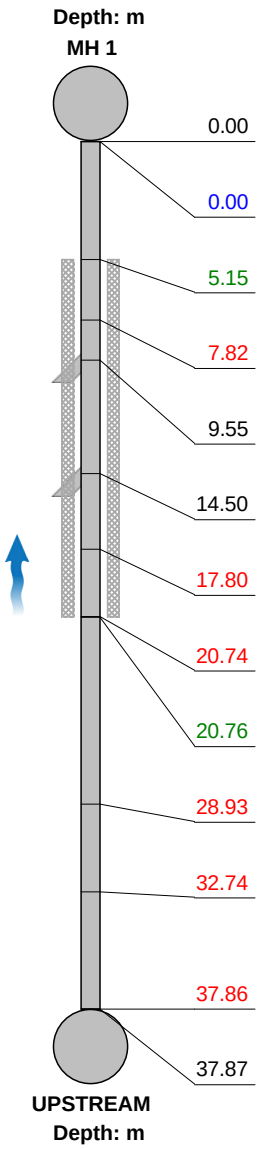
Operator	Vehicle	Camera	Preset Length	Legal Status	Alternative ID
J. GOWLER	SM16 UCV	Rx 400	Not Specified	Not Specified	Not Specified

Town or Village:	Wood Green	**Inspection Direction:**	Upstream	**Upstream Node:**	UPSTREAM
Road:	Hornsey Park Road	**Inspected Length:**	37.87 m	**Upstream Pipe Depth:**	
Location:	Property with buildings	**Total Length:**	37.87 m	**Downstream Node:**	MH 1
Surface Type:		**Joint Length:**	0.00 m	**Downstream Pipe Depth:**	

Use:	Culverted watercourse	**Pipe Shape:**	Arched (with flat bottom)		
Type of Pipe:	Gravity drain/sewer	**Dia/Height:**	2,100 mm	**Width:**	2,000 mm
Year Constructed:		**Pipe Material:**	Brick		
Flow Control:	No flow control	**Lining Type:**	No Lining		
Inspection Purpose:	Sample survey to determine asset condition	**Lining Material:**	No Lining		

Comments:
Recommendations:

Scale: 1:330



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0.00		MH	Start node type, manhole, reference number: MH 1	00:00:06	UPSTREAMX_625e3c2f-26b9-4	
0.00		WL	Water level, 5% of the vertical dimension	00:00:26		
5.15	S01	LL	Line deviates left, start	00:01:07	UPSTREAMX_5b201934-b47c-4	
7.82		H	Hole in drain or sewer at 12 o'clock	00:01:37	UPSTREAMX_97533b16-6b56-	
9.55		CN	Connection other than junction at 2 o'clock, diameter: 150mm	00:02:12	UPSTREAMX_45bb2ab4-73e5-	
14.50		CN	Connection other than junction at 2 o'clock, diameter: 150mm	00:03:20	UPSTREAMX_655af839-956a-	
17.80		H	Hole in drain or sewer at 12 o'clock	00:04:09	UPSTREAMX_ebf0cf0b-b186-4	
20.74		H	Hole in drain or sewer at 12 o'clock	00:05:16	UPSTREAMX_c8b58db8-52a7-	
20.76	F01	LL	Line deviates left, finish	00:05:28		
28.93		H	Hole in drain or sewer at 12 o'clock	00:07:15	UPSTREAMX_3fba5176-da68-	
32.74		H	Hole in drain or sewer at 12 o'clock	00:07:35	UPSTREAMX_a2f252b6-75a4-	
37.86		H	Hole in drain or sewer at 12 o'clock	00:08:33	UPSTREAMX_c54c113a-7116-	
37.87		BRF	Finish node type, major connection without manhole, reference number: UPSTREAM: PAST THE BOUNDARY	00:08:47	UPSTREAMX_36f34b9c-64cf-4	

Construction Features					Miscellaneous Features				
Structural Defects					Service & Operational Observations				
STR No. Def	**STR Peak**	**STR Mean**	**STR Total**	**STR Grade**	**SER No. Def**	**SER Peak**	**SER Mean**	**SER Total**	**SER Grade**
0	0.0	0.0	0.0	1.0	0	0.0	0.0	0.0	1.0

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Section Pictures - 09/03/2021 - UPSTREAMX

Section	Inspection Direction	PLR	Client`s Job Ref	Contractor`s Job Ref
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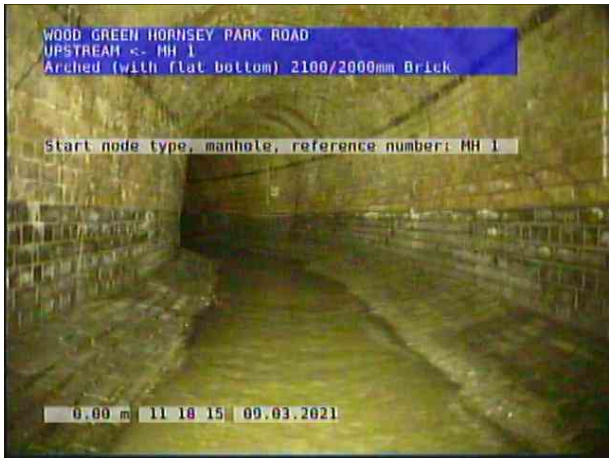

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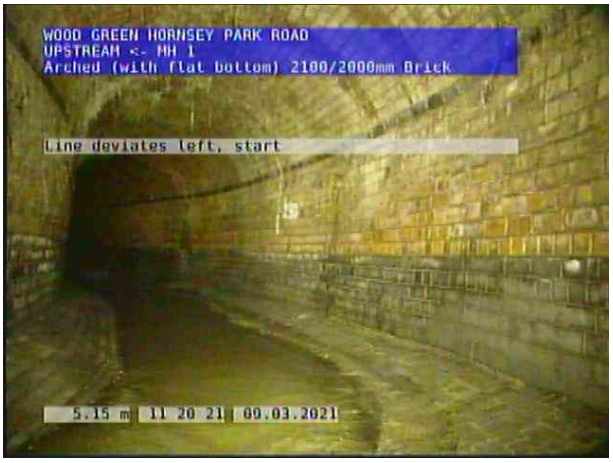
Start node type, manhole, reference number: MH 1



UPSTREAMX_5b201934-b47c-46fc-9021-347512e923ea_202 10309_104212_397.jpg, 00:01:07, 5.15 m
Line deviates left, start

UPSTREAMX_97533b16-6b56-4491-9e1d-ecb5631f65b8_202 10309_104417_545.jpg, 00:01:37, 7.82 m
Hole in drain or sewer at 12 o'clock

UPSTREAMX_45bb2ab4-73e5-4ea2-927f-f8e55e86a298_2021 0309_104456_554.jpg, 00:02:12, 9.55 m
Connection other than junction at 2 o'clock, diameter: 150mm

UPSTREAMX_655af839-956a-49f4-943b-748f83a6e1ee_2021 0309_104607_212.jpg, 00:03:20, 14.50 m
Connection other than junction at 2 o'clock, diameter: 150mm

UPSTREAMX_ebf0cf0b-b186-4e34-bd19-61e4eebf7932_2021 0309_104657_981.jpg, 00:04:09, 17.80 m
Hole in drain or sewer at 12 o'clock

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Section Pictures - 09/03/2021 - UPSTREAMX

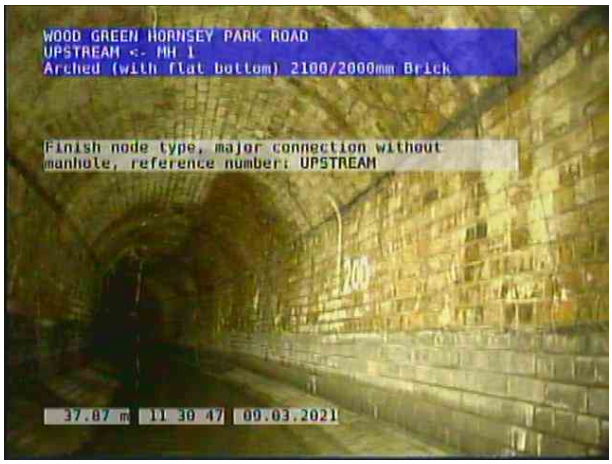
Section	Inspection Direction	PLR	Client`s Job Ref	Contractor`s Job Ref
1	Upstream	UPSTREAMX		ADC REF:15747

UPSTREAMX_c8b58db8-52a7-4e2b-8fd5-6262f0450b53_20210309_104807_254.jpg, 00:05:16, 20.74 m
Hole in drain or sewer at 12 o'clock

UPSTREAMX_3fba5176-da68-4bbc-8166-2f2a25bb571e_20210309_105013_277.jpg, 00:07:15, 28.93 m
Hole in drain or sewer at 12 o'clock

UPSTREAMX_a2f252b6-75a4-48dc-b2a9-b59ba8588e07_20210309_105033_695.jpg, 00:07:35, 32.74 m
Hole in drain or sewer at 12 o'clock

UPSTREAMX_c54c113a-7116-4f96-a14d-6015040e94f1_20210309_105148_022.jpg, 00:08:33, 37.86 m
Hole in drain or sewer at 12 o'clock



UPSTREAMX_36f34b9c-64cf-49ac-bf42-50f04595dab5_20210309_105239_277.jpg, 00:08:47, 37.87 m
Finish node type, major connection without manhole, reference

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THE SPECIALIST DRAINAGE COMPANY

Section Rehab - 09/03/2021 - UPSTREAMX

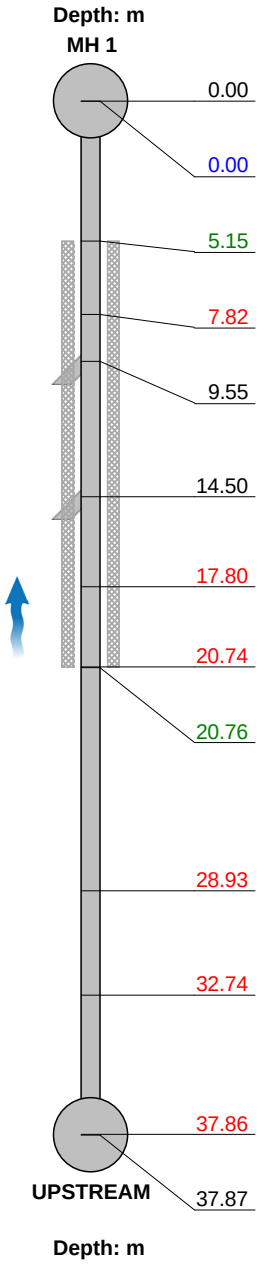
Section	Inspection	Date	Time	Client`s Job Ref	Weather	Pre Cleaned	PLR
1	1	09/03/21	10:01	Not Specified	No Rain Or Snow	No	UPSTREAMX

Operator	Vehicle	Camera	Preset Length	Legal Status	Alternative ID
J. GOWLER	SM16 UCV	Rx 400	Not Specified	Not Specified	Not Specified

Town or Village:	Wood Green	**Inspection Direction:**	Upstream	**Upstream Node:**	UPSTREAM
Road:	Hornsey Park Road	**Inspected Length:**	37.87 m	**Upstream Pipe Depth:**	
Location:	Property with buildings	**Total Length:**	37.87 m	**Downstream Node:**	MH 1
Surface Type:		**Joint Length:**	0.00 m	**Downstream Pipe Depth:**	

Comments:
Recommendations:

Scale: 1:277



Position [m]		Code	Observation	MPEG	Photo	Grade
0.00		MH	Start node type, manhole, reference number: MH 1	00:00:06		
0.00		WL	Water level, 5% of the vertical dimension	00:00:26		
5.15	S01	LL	Line deviates left, start	00:01:07		
7.82		H	Hole in drain or sewer at 12 o'clock	00:01:37		
9.55		CN	Connection other than junction at 2 o'clock, diameter: 150mm	00:02:12		
14.50		CN	Connection other than junction at 2 o'clock, diameter: 150mm	00:03:20		
17.80		H	Hole in drain or sewer at 12 o'clock	00:04:09		
20.74		H	Hole in drain or sewer at 12 o'clock	00:05:16		
20.76	F01	LL	Line deviates left, finish	00:05:28		
28.93		H	Hole in drain or sewer at 12 o'clock	00:07:15		
32.74		H	Hole in drain or sewer at 12 o'clock	00:07:35		
37.86		H	Hole in drain or sewer at 12 o'clock	00:08:33		
37.87		BRF	Finish node type, major connection without manhole, reference number: UPSTREAM: PAST THE BOUNDARY	00:08:47		

Construction Features					Miscellaneous Features				
Structural Defects					Service & Operational Observations				
STR No. Def	STR Peak	STR Mean	STR Total	STR Grade	SER No. Def	SER Peak	SER Mean	SER Total	SER Grade
0	0.0	0.0	0.0	1.0	0	0.0	0.0	0.0	1.0

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THE SPECIALIST DRAINAGE COMPANY

Section Inspection - 09/03/2021 - MH 1X

Section	Inspection	Date	Time	Client`s Job Ref	Weather	Pre Cleaned	PLR
2	1	09/03/21	10:56	Not Specified	No Rain Or Snow	No	MH 1X

Operator	Vehicle	Camera	Preset Length	Legal Status	Alternative ID
J. GOWLER	SM16 UCV	Rx 400	Not Specified	Not Specified	Not Specified

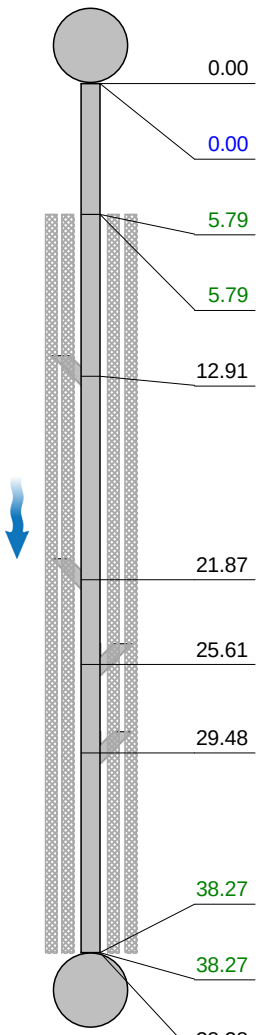
Town or Village:	Wood Green	**Inspection Direction:**	Downstream	**Upstream Node:**	MH 1
Road:	Hornsey Park Road	**Inspected Length:**	38.28 m	**Upstream Pipe Depth:**	
Location:	Property with buildings	**Total Length:**	38.28 m	**Downstream Node:**	DOWNSTREAM
Surface Type:		**Joint Length:**	0.00 m	**Downstream Pipe Depth:**	

Use:	Culverted watercourse	**Pipe Shape:**	Arched (with flat bottom)		
Type of Pipe:	Gravity drain/sewer	**Dia/Height:**	1,500 mm	**Width:**	2,100 mm
Year Constructed:		**Pipe Material:**	Concrete		
Flow Control:	No flow control	**Lining Type:**	No Lining		
Inspection Purpose:	Sample survey to determine asset condition	**Lining Material:**	No Lining		

Comments:
Recommendations:

Scale: 1:333

Depth: m
MH 1



DOWNSTREAM
Depth: m

Position [m]		Code	Observation	MPEG	Photo	Grade
0.00		MH	Start node type, manhole, reference number: MH 1	00:00:06	MH 1X_35c8b 33b-58ec-4	
0.00		WL	Water level, 5% of the vertical dimension: RUNNING	00:00:24		
5.79	S01	ISJ	Infiltration, seeping at joint at 4 o'clock, start	00:01:13	MH 1X_c7968 454-51b7-	
5.79	S02	ISJ	Infiltration, seeping at joint at 8 o'clock, start	00:01:22	MH 1X_b95ee 343-99f3-4	
12.91		CN	Connection other than junction at 4 o'clock, diameter: 150mm	00:02:21	MH 1X_e72ac 1fd-28bc-4	
21.87		CN	Connection other than junction at 4 o'clock, diameter: 150mm	00:03:24	MH 1X_aba28 135-c8e7-4	
25.61		CN	Connection other than junction at 8 o'clock, diameter: 150mm	00:03:53	MH 1X_7b7b8 63d-7e2a-	
29.48		CN	Connection other than junction at 10 o'clock, diameter: 150mm	00:04:25	MH 1X_54f964 14-441c-4b	
38.27	F01	ISJ	Infiltration, seeping at joint at 4 o'clock, finish	00:05:36		
38.27	F02	ISJ	Infiltration, seeping at joint at 8 o'clock, finish	00:05:36		
38.28		BRF	Finish node type, major connection without manhole, reference number: DOWNSTREAM: OUT OF BOUNDARY	00:05:37	MH 1X_13d8a 655-21d2-	

Construction Features					Miscellaneous Features				
Structural Defects					Service & Operational Observations				
STR No. Def	**STR Peak**	**STR Mean**	**STR Total**	**STR Grade**	**SER No. Def**	**SER Peak**	**SER Mean**	**SER Total**	**SER Grade**
0	0.0	0.0	0.0	1.0	0	0.0	0.0	0.0	1.0

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Section Pictures - 09/03/2021 - MH 1X

Section	Inspection Direction	PLR	Client`s Job Ref	Contractor`s Job Ref
2	Downstream	MH 1X		ADC REF:15747

MH
1X_35c8b33b-58ec-4ab0-94ba-c3e795734ec3_20210309_110009_134.jpg, 00:00:06, 0.00 m

MH
1X_c7d91d9e-772c-4280-acc0-5af5e243cb22_20210309_111422_073.jpg, 00:00:06, 0.00 m

MH
1X_c7968454-51b7-4912-8cd9-fe15a63c66be_20210309_110126_277.jpg, 00:01:13, 5.79 m

MH
1X_b95ee343-99f3-482e-8e7f-f246e075a91f_20210309_110140_422.jpg, 00:01:22, 5.79 m

MH
1X_e72ac1fd-28bc-4a9a-8567-6e11b5655571_20210309_110430_583.jpg, 00:02:21, 12.91 m

MH
1X_aba28135-c8e7-4f38-ad7c-0fa3eff9668c_20210309_110558_079.jpg, 00:03:24, 21.87 m

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Section Pictures - 09/03/2021 - MH 1X

Section	Inspection Direction	PLR	Client`s Job Ref	Contractor`s Job Ref
2	Downstream	MH 1X		ADC REF:15747

MH
1X_7b7b863d-7e2a-49c5-84a9-295d175c4c4a_20210309_110647_703.jpg, 00:03:53, 25.61 m

MH
1X_54f96414-441c-4b09-ad37-61042a155a61_20210309_110724_079.jpg, 00:04:25, 29.48 m

MH
1X_13d8a655-21d2-4558-8ef0-58e2d1250136_20210309_110856_302.jpg, 00:05:37, 38.28 m

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Section Rehab - 09/03/2021 - MH 1X

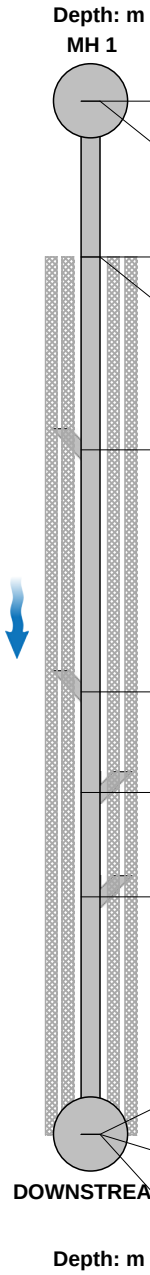
Section	Inspection	Date	Time	Client`s Job Ref	Weather	Pre Cleaned	PLR
2	1	09/03/21	10:56	Not Specified	No Rain Or Snow	No	MH 1X

Operator	Vehicle	Camera	Preset Length	Legal Status	Alternative ID
J. GOWLER	SM16 UCV	Rx 400	Not Specified	Not Specified	Not Specified

Town or Village:	Wood Green	**Inspection Direction:**	Downstream	**Upstream Node:**	MH 1
Road:	Hornsey Park Road	**Inspected Length:**	38.28 m	**Upstream Pipe Depth:**	
Location:	Property with buildings	**Total Length:**	38.28 m	**Downstream Node:**	DOWNSTREAM
Surface Type:		**Joint Length:**	0.00 m	**Downstream Pipe Depth:**	

Comments:
Recommendations:

Scale: 1:280



Position [m]		Code	Observation	MPEG	Photo	Grade
0.00		MH	Start node type, manhole, reference number: MH 1	00:00:06		
0.00		WL	Water level, 5% of the vertical dimension: RUNNING	00:00:24		
5.79	S01	ISJ	Infiltration, seeping at joint at 4 o'clock, start	00:01:13		
5.79	S02	ISJ	Infiltration, seeping at joint at 8 o'clock, start	00:01:22		
12.91		CN	Connection other than junction at 4 o'clock, diameter: 150mm	00:02:21		
21.87		CN	Connection other than junction at 4 o'clock, diameter: 150mm	00:03:24		
25.61		CN	Connection other than junction at 8 o'clock, diameter: 150mm	00:03:53		
29.48		CN	Connection other than junction at 10 o'clock, diameter: 150mm	00:04:25		
38.27	F01	ISJ	Infiltration, seeping at joint at 4 o'clock, finish	00:05:36		
38.27	F02	ISJ	Infiltration, seeping at joint at 8 o'clock, finish	00:05:36		
38.28		BRF	Finish node type, major connection without manhole, reference number: DOWNSTREAM: OUT OF BOUNDARY	00:05:37		

Construction Features					Miscellaneous Features				
Structural Defects					Service & Operational Observations				
STR No. Def	STR Peak	STR Mean	STR Total	STR Grade	SER No. Def	SER Peak	SER Mean	SER Total	SER Grade
0	0.0	0.0	0.0	1.0	0	0.0	0.0	0.0	1.0

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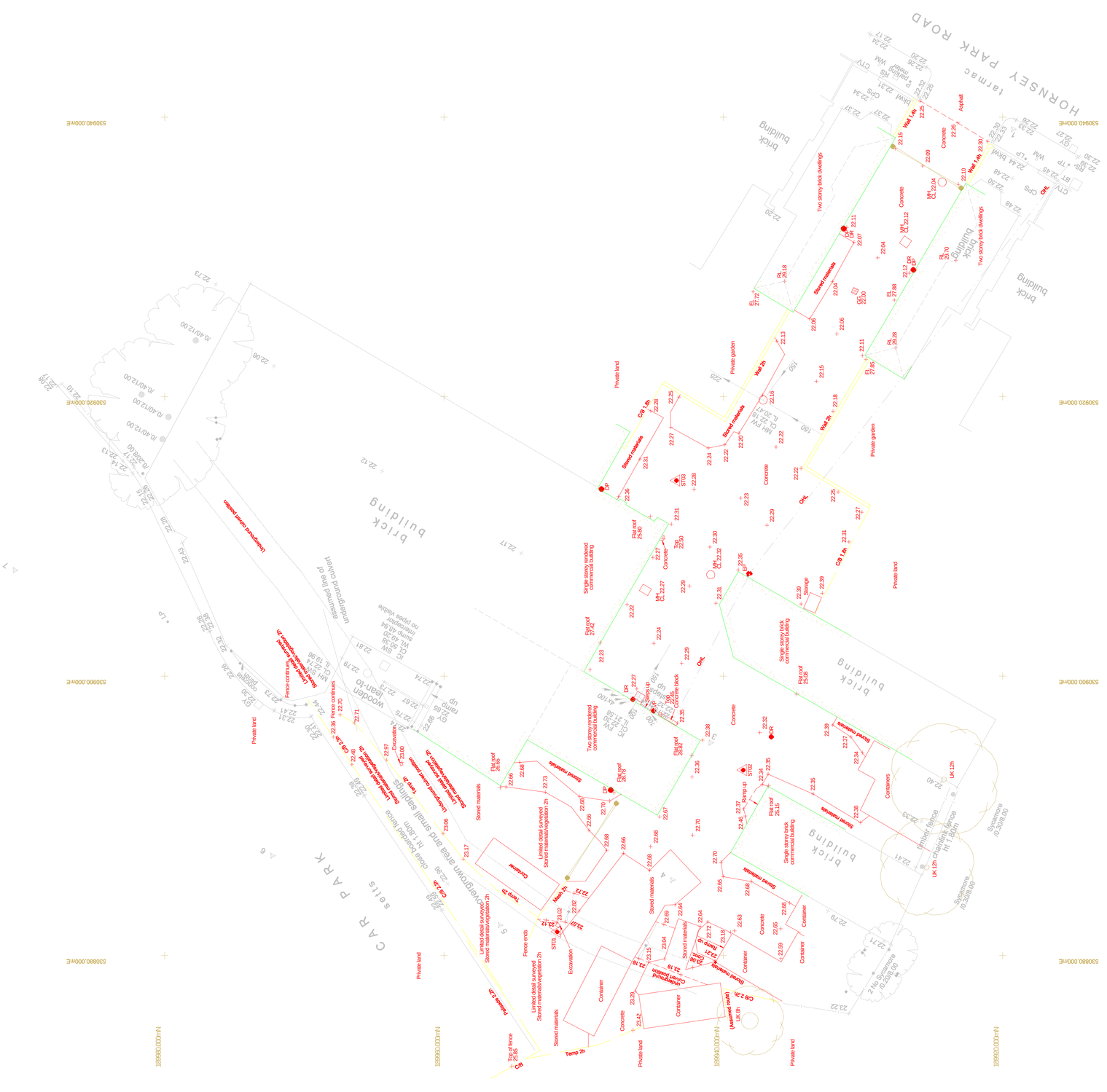
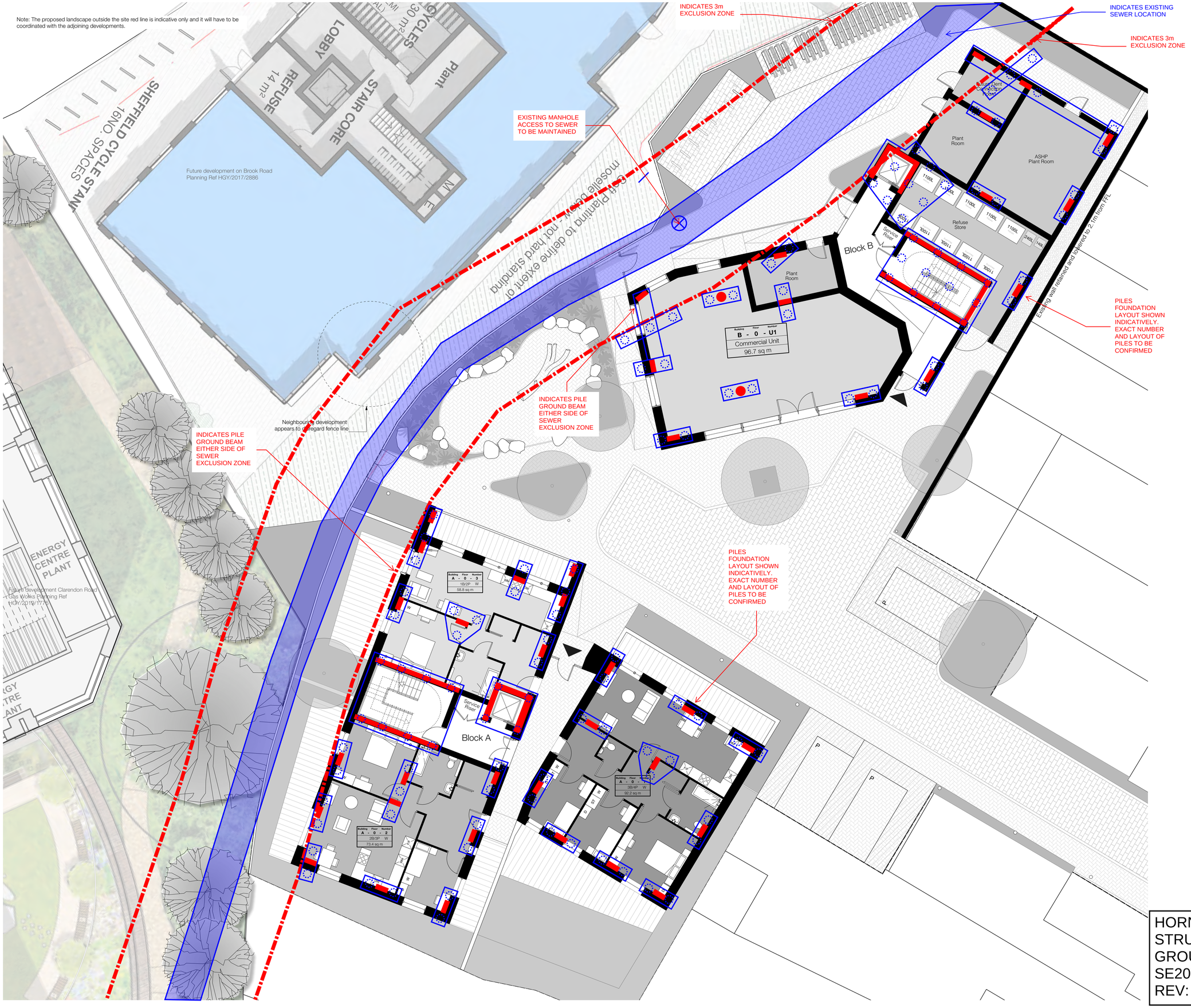

HORNSEY PARK ROAD
CAR PARK
Brick building
Two storey brick dwellings
Single storey rendered commercial building
Single storey brick commercial building
Two storey rendered commercial building
Private land
Private garden
Stored materials
Concrete
Asphalt
Containers
Container
Temp 2h
Temp 4h
Temp 8h
Temp 3h
Temp 6h
Temp 5h
Temp 1h
Temp 12h
Temp 24h
Temp 48h
Wall 1.4h
Wall 1.8h
Wall 2h
Wall 3h
Wall 5h
Wall 6h
Wall 12h
Wall 24h
Wall 48h
Wall 72h
Wall 96h
Wall 120h
Fence 2h
Fence 3h
Fence 12h
Fence 24h
Fence 48h
Fence 72h
Fence 96h
Fence 120h
Fence 144h
Fence 168h
Fence 192h
Fence 216h
Fence 240h
Fence 264h
Fence 288h
Fence 312h
Fence 336h
Fence 360h
Fence 384h
Fence 408h
Fence 432h
Fence 456h
Fence 480h
Fence

APPENDIX B – PROPOSED STRUCTURAL SCHEME

Note: The proposed landscape outside the site red line is indicative only and it will have to be coordinated with the adjoining developments.



HORNSEY PARK ROAD
STRUCTURAL PROPOSALS
GROUND FLOOR LEVEL
SE2053-ISS-XX-00-SK-S-1000
REV: D DATE: 27/02/24

iesis STRUCTURES

Note: The proposed landscape outside the site red line is indicative only and it will have to be coordinated with the adjoining developments.

HORNSEY PARK ROAD
STRUCTURAL PROPOSALS
FIRST FLOOR LEVEL
SE2053-ISS-XX-01-SK-S-0900
REV: D DATE: 27/02/24

iesisSTRUCTURES

Note: The proposed landscape outside the site red line is indicative only and it will have to be coordinated with the adjoining developments.

HORNSEY PARK ROAD
STRUCTURAL PROPOSALS
SECOND FLOOR LEVEL
SE2053-ISS-XX-02-SK-S-1200
REV: D DATE: 27/02/24

iesisSTRUCTURES

Note: The proposed landscape outside the site red line is indicative only and it will have to be coordinated with the adjoining developments.

HORNSEY PARK ROAD
STRUCTURAL PROPOSALS
THIRD FLOOR LEVEL
SE2053-ISS-XX-03-SK-S-1300
REV: D DATE: 27/02/24

iesis STRUCTURES

Note: The proposed landscape outside the site red line is indicative only and it will have to be coordinated with the adjoining developments.

HORNSEY PARK ROAD
STRUCTURAL PROPOSALS
FOURTH FLOOR LEVEL
SE2053-ISS-XX-04-SK-S-1300
REV: D DATE: 27/02/24

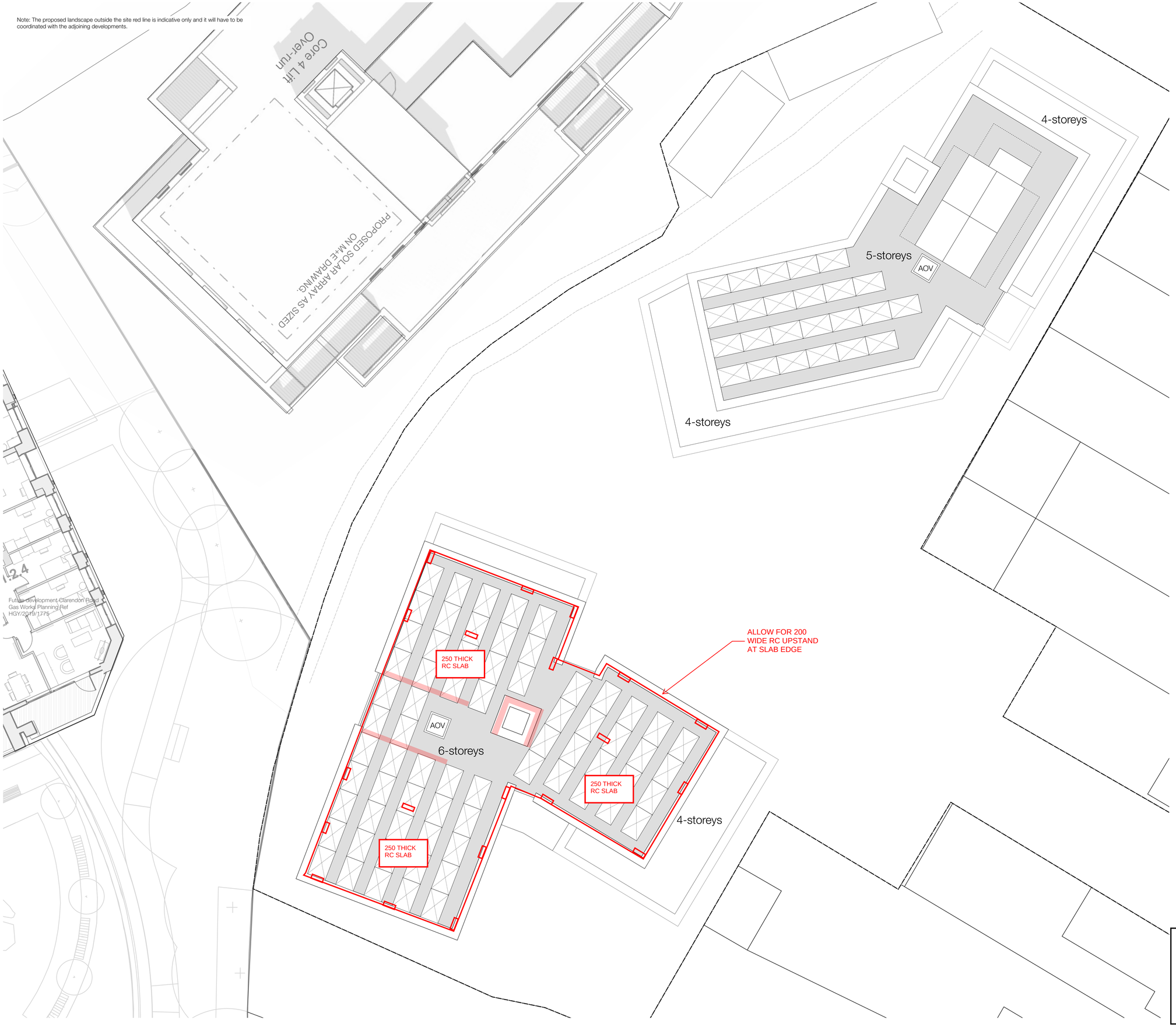
ISSIESSTRUCTURES

Note: The proposed landscape outside the site red line is indicative only and it will have to be coordinated with the adjoining developments.

HORNSEY PARK ROAD
STRUCTURAL PROPOSALS
FIFTH FLOOR LEVEL
SE2053-ISS-XX-05-SK-S-1400
REV: D DATE: 27/02/24

iesis STRUCTURES

Note: The proposed landscape outside the site red line is indicative only and it will have to be coordinated with the adjoining developments.



HORNSEY PARK ROAD
STRUCTURAL PROPOSALS
SIXTH FLOOR LEVEL
SE2053-ISS-XX-06-SK-S-1400
REV: D DATE: 27/02/24

iesis STRUCTURES