

**Proposed Jet Wash, Vacuum, Laundrette, Dog-Wash & Vending Development
311 Kingsways,
Rochdale OL16 5BX**

**Flood Risk Assessment and Drainage Strategy Report
PI5789-DSR-01 rev -**

Client: Moonbeam Car Wash

Date: 20 February 2026

Project No: PI5789

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Revision: –		Signature	Date
Prepared by:			20/2/2026
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1.0 Introduction

Goodson Associates (Leeds) Ltd have been appointed by Moonbeam Car Wash to prepare a Drainage Strategy for a proposed new jet wash development to be located on the site of the former Paul Price car dealers at 311 Kingsway, Rochdale.

The proposal is to demolish the now disused car sales lot and associated hardstanding area and construct a new jet wash and associated services development which is to be accessed directly off the A664 Rochdale Bypass.

The purpose of this report is to describe in principle the design approach of the foul and surface water drainage systems for the redevelopment.

2.0 Existing Site

2.1 General Description

The proposed site is located off the A664 Rochdale Bypass and approximately 2km to the east of Rochdale Town Centre, Lancashire (Grid Ref: 391409, 413095, Post Code: OL16 5BX). Figure 1.0 shows an aerial photograph of the area with the approximate site boundary highlighted in red.

The site is approximately 0.109ha in area and irregular in shape, and currently contains the disused former Paul Price car dealers building and associated hardstanding/parking areas. The site is bounded to the east by the A664 Rochdale Bypass, to the north, south & west by residential properties.



Figure 1.0 - Aerial photograph showing approximate site boundary

2.2 Site Topography

Based on the topographical survey completed by Castle Keep Surveys, the site is generally sloping with falls from the western boundary towards the A664 to the east. The site levels around the boundaries range from around 145.535m AOD at the northwestern boundary corner to 144.35m AOD towards the northeast corner at the proposed access road tie-in to the A664. A copy of the topographical survey by Castle Keep Surveys is provided in the Section 7.0 appendices.

2.3 Ground Conditions

The Decommissioning Report produced by DG Environmental Ltd indicates that ground conditions are expected to comprise of made ground, overlaying glacial till of low permeability, overlying sandstone/mudstone bedrock of upper Coal Measures.

2.4 Existing Natural Drainage Features

There are no recorded open drainage ditches or watercourses within or immediately adjacent to the development site boundary. The nearest known surface water feature is the Rochdale Canal located 250m to the east of the site across the A664, beyond the commercial area bounding the road and within third party land.

2.5 Existing Drainage Infrastructure

United Utilities records indicate a 525mm dia. combined sewer running along the A664, running in a north easterly direction. An extract of the United Utilities sewer record plan is provided in Figure 2.0 below and a full copy included in the Section 7.0 appendices.



Figure 2.0 – Extract of the United Utilities Sewer Record Plan

3.0 Consultation

Consultation has taken place with various sources to obtain relevant information on the proposed development. These are:

- The design team to obtain relevant details on the proposed development
- The Environment Agency to obtain relevant information in relation to flood mapping and flood zones (refer to Section 5.0)
- United Utilities for record drawings indicating their sewerage infrastructure in the area local to the development site (refer to Section 2.5)

4.0 Proposed Development

The proposed development is to be located on an area of land currently occupied by a disused car dealership and associated hardstanding and carparking areas, which is to be fully demolished. The new development will comprise a new jet wash, vacuum, laundrette, dog-wash & vending facility. The development will be accessed directly off the A664 Rochdale Bypass.

The developable area of the site is approximately 0.109ha, a copy of the architect's proposed layout plan is included in the Section 7.0 appendices.

5.0 Flood Risk Assessment

5.1 Flood Zone

A copy of the Environment Agency Flood Map for Planning is included in Figure 3.0 below, which identifies the site to be located within an area designated as Flood Zone I i.e. low probability of flooding, with less than 0.1% (1 in 1000) annual probability.



Figure 3.0 Flood Risk from Rivers and the Sea

5.2 Fluvial Flooding

Based on Figure 3.0 above, there are no fluvial sources of flooding in the area which could potentially affect the development, meaning the risk to the development from fluvial flooding is deemed to be low and acceptable.

5.3 Surface Water Flooding

A copy of the Environment Agency map showing the extent of surface water flooding is included in Figure 4.0 below. This indicates that the site typically has a low risk of surface water flooding (less than 0.1% annual probability). The risk from pluvial (surface water) flooding to the development is therefore considered to be low and acceptable.

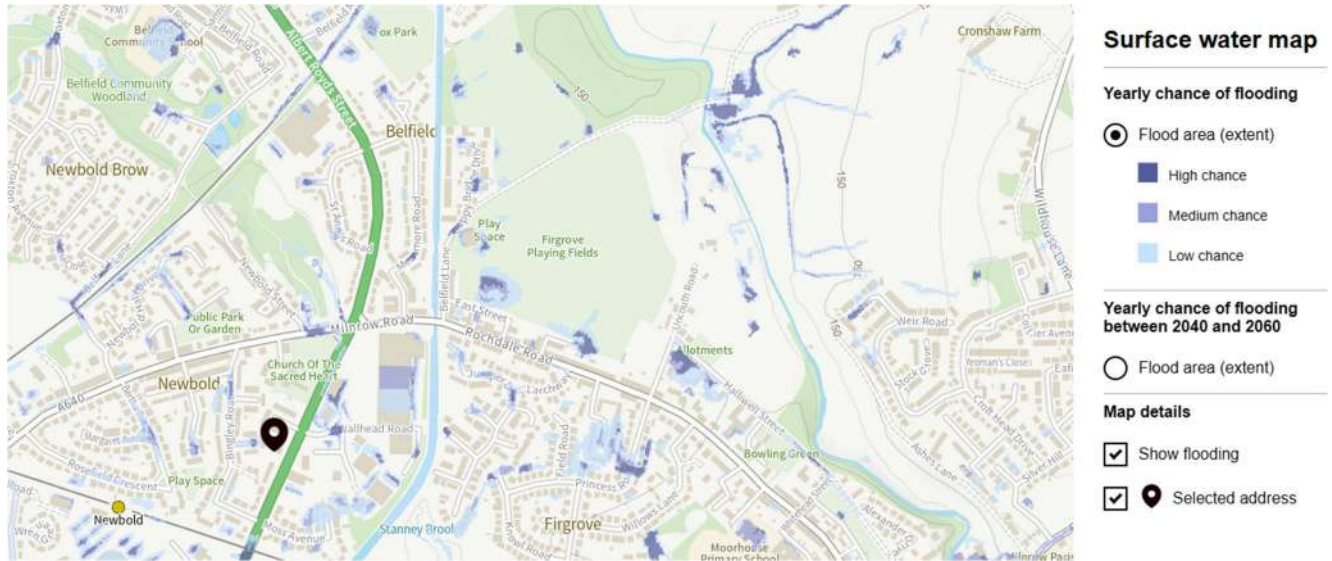


Figure 4.0: Flood Risk from Surface Water

5.4 Flooding from Open Drainage Ditches

There have been no open drainage ditches identified within the local vicinity of the site. The risk to the development from these is therefore deemed to be low and acceptable.

5.5 Groundwater Flooding

There are no proposed basements or considerably deep permanent excavation works as part of the proposed development so the risk of potential groundwater flooding is considered to be low and acceptable.

5.6 Flood Risk from Existing Water and Sewerage Services

Based on the United Utilities record drawings, there is existing sewerage infrastructure located within and around the site (refer to Section 2.5). This infrastructure is owned and maintained by United Utilities, and there are no known issues relating to the condition of these services. The flooding risk to the development from this source is therefore deemed to be low and acceptable.

5.7 Flood Risk from Proposed Drainage Services

Proposed drainage will be designed to current standards, with recommendations for maintenance provided in accordance with best practice, all as described in Section 6.0 of this report. The flood risk from proposed drainage services is therefore considered to be low and acceptable.

5.8 Flooding from Reservoirs, Canals and Other Artificial Sources

There are no known reservoirs or canals in the immediate vicinity of the site. A search of the Environment Agency website for flood risk from reservoirs reported that “Flooding from reservoirs is unlikely in this area”. The risk to the development from this type of flooding is therefore deemed to be low and acceptable.

6.0 Site Drainage

A CCTV survey of the existing on site drainage was carried out by Clearway Drainage Systems Ltd, relevant extracts are included in the Section 7.0 appendices. While the onsite drainage was found to be in a poorly maintained condition it indicated that surface water from hardstanding/impermeable areas is currently being collected and directed off-site to the UU adopted combined sewer running within the A664. The survey also indicated that foul water from the existing development is collected and directed towards the same combined off-site sewer connection.

It is proposed that the site re-development will be designed with separate foul and surface water drainage systems, before connecting into the existing off-site combined water sewer connection which ultimately outfalls to the UU adopted 525mm dia. combined sewer with the A664.

6.1 Foul Drainage

It is proposed to discharge foul water to the existing off-site combined sewer connection that currently serves the site. All flows from the jet wash will pass through a suitable interceptor prior to connecting to the main sewer.

6.2 Surface Water System

6.2.1 Site Assessment

Based on the aerial photograph provided in Section 2.1, the development site currently comprises the former car dealership and associated hardstanding areas.

6.2.2 Run-off Destination

The SuDS hierarchy set out in Requirement H3 of the Building Regulations has been used for the surface water drainage design. This establishes the consideration of surface water disposal in the following order:

- Infiltration to the ground
- Discharge to watercourse
- Discharge to surface water sewer
- Discharge to highway drainage
- Discharge to combined sewer

Based on the site ground conditions detailed in Section 2.3, soakaway or infiltration drainage solutions into low permeability glacial till are not considered appropriate or feasible options for this site.

From Section 2.4 there are also no locally accessible watercourses that can be practicably reached to serve the development without travelling a considerable distance, pumping, or crossing 3rd party land.

There are no existing surface water or highway drainage systems in the area.

It is therefore proposed that surface water from roofs and hardstanding areas will be discharged to the United Utilities 525mm dia combined sewer running in the A664 to the east of the site utilising the existing off-site connection.

Surface water from building and canopy roofs and hardstanding areas will be collected and directed towards the eastern area of the site prior to discharging via the existing gravity connection into the UU combined network.

6.2.3 Pollution Control

The risk of pollution entering the wider drainage network will be minimised in three ways:

- Sealed drainage: Rainfall run-off from roofs should discharge directly to the sealed below ground drainage network (i.e. no gullies)
- Silt traps: All on site gullies will contain a silt trap, to collect silt, pollutants and debris to minimise the risk of such being washed into the wider drainage network.
- Catch Pits: The manhole inspection chambers at each end of the attenuation crates will contain catch pits to further collect silt, pollutants, and debris.

6.2.4 Designing for Exceedance

Should extreme storms exceed the design allowance or there be a malfunction of the drainage system, exceedance routing would direct storm water away from the site, towards the perimeters of the site, and from there to the road beyond. The indicative flood exceedance route is shown on the drainage layout plan included in the Section 7.0 appendices.

6.3 Maintenance

The drainage pipework is designed with self-cleansing gradients to minimise the requirement for maintenance. However, regular inspection and maintenance of the drainage network is important to identify areas which may be blocked or reduced in capacity and not function correctly, and therefore increase the level of flood risk to the development and wider area.

Appropriate procedures should be outlined to establish responsibility for operation and maintenance of the drainage and SuDS network on the site; this can typically be the owner of the site. A suitable maintenance strategy should be adopted by those responsible for operation/maintenance to ensure the drainage network is inspected regularly and cleaned when required, with the routine maintenance and cleansing regime formally documented. An operation and maintenance schedule is provided on the drainage layout plan, a copy of which should be included in an O&M manual for ease of reference.

The drainage system should be inspected at least twice a year, with the system also being inspected after any major storm event. Sediment deposition is likely in catch pits, silt traps and the attenuation tanks etc. When required a clean-up operation should be carried out to remove all silt, litter, vegetation, sewerage debris and larger objects, and to repair any damaged part of the network.

The maintenance regime should incorporate all components within the drainage network, including gullies, drainage channels, manholes, pipes, attenuation tanks, forecourt separators, and pumps.

Appropriate health and safety procedures and equipment should be used when accessing manholes, and work carried out by trained and competent operators. Confined space certificates must be held by any personnel entering a manhole and the appropriate permits should be obtained from the Maintenance Manager prior to any access.

6.4 Flood Mitigation Measures

The proposed development is shown to lie within an area of 'low probability of flooding' as the Environment Agency maps presented in Section 5.0.

Existing ground levels are to be reprofiled to minimise flooding risk from overland surface water flow.

Access to and egress from the development will not be affected during a flood situation as access routes are shown to lie in Flood Zone 1.

The drainage should be designed to the required standards as generally set out in this Section to ensure the development does not pose any risk of flooding.

There are deemed to be no further specific flood mitigation measures identified which need to be provided.

7.0 Drawings and Calculations

Proposed Site Plan Layout (SRA Architecture)

Topographic Survey (Castle Keep Surveys)

Decommissioning Report extract (DG Environmental Ltd)

United Utilities Sewer Records

Utility Survey Plan (Castle Keep Surveys)

CCTV Survey Report extracts (Clearway Drainage Systems Ltd)

PI5789-500 Drainage Layout Plan (Goodson Associates)

PI5789-501 Impermeable Area Plan (Goodson Associates)



Any discrepancies or proposed alterations to be notified to the designers and further instructions obtained prior to the commencement of work. For critical dimensions, use figured dimensions only. do not scale. All dimensions and levels to be verified on site prior to work commencing.



SCALE BAR 1:100

DATE:	REV:	DRAWN:	NOTE:
11.02.26	A	NMB	Ancillary area reconfigured & Dog Wash indicated

ORDNANCE SURVEY LTD
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Licence/Customer Account Number (AC0000868380)



CLIENT:
Moonbeam Car Wash

PROJECT:
Jet Wash, Vacuum, Laundrette
Dog-Wash & Vending

SITE LOCATION:
311 Kingsway, Rochdale,
Lancashire, OL16 5BX

DRAWING:
Proposed Site Plan Layout

DATE: February 2026	SIZE: A1	SCALE: 1:100
DRAWING NUMBER: J / 25 / 115 / 04	REV: A	STATUS: FEASIBILITY
DRAWN BY: NMB	CHECKED BY: PRB	© COPYRIGHT RESERVED



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4 GEOLOGY, HYDROGEOLOGY & HYDROLOGY

4.1 Geology & Hydrogeology

Based on the information published by the British Geological Survey (BGS) and observations made during the site decommissioning, it is anticipated that the underlying geology will comprise:

Table 1: Underlying Geology and Hydrogeology

Geological Unit and Aquifer status	Description	Estimated Local Thickness
MADEGROUND	Light brown slightly clayey SAND with occasional rounded fine to medium gravel. Highly permeable.	c.3.0m
GLACIAL TILL	Brown slightly silty sandy CLAY with occasional fine gravel.	c.10m
Non-Aquifer	Low permeability; will act as a potential aquitard to the vertical migration of contaminants.	
UPPER COAL MEASURES	Sandstones, mudstones with some coal seams	>400m
Minor Aquifer	Sandstones highly permeable, predominately fissure flow mechanisms	

Water Bearing Layers

Perched groundwater was not encountered during the soil gas survey or the subsequent soil verification exercise.

4.2 Hydrology

Surface Water Courses and Drainage

The Rochdale canal is located 150m to the Southeast of the site. Surface water is likely to drain Northeast following the local topography, although storm drains can alter this.

4.3 Information Sources

Information on the site geology and hydrogeology has been obtained from:

- BGS Sheet 76, Rochdale (Solid) Edition
- Observations made during the site survey/site decommissioning.
- NRA Policy and Practice for the Protection of Groundwater, Northwest region.



Water for the North West

Goodsons Associates Leeds

**Fountain House
4 South Parade, Goodsons Associates Leeds
Leeds,
LS1 5QX**

FAO:

How to contact us:

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Property Searches
Haweswater House
Lingley Mere Business Park
Great Sankey
Warrington
WA5 3LP**

Telephone: 0370 7510101

E-mail: propertysearches@uuplc.co.uk

**Your Ref: P15789 Kingsway Rochdale
Our Ref: UUPS-ORD-709597
Date: 19/02/2026**

Dear Sirs

Location: PAUL PRICE CARS 311 KINGSWAY, ROCHDALE, OL16 5BX

I acknowledge with thanks your request dated 13/02/2026 for information on the location of our services.

Please find enclosed plans showing the approximate position of United Utilities' apparatus known to be in the vicinity of this site.

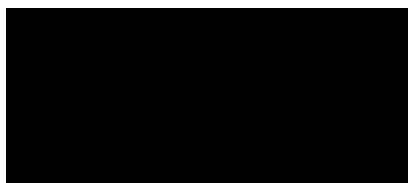
The enclosed plans are being provided to you subject to the United Utilities terms and conditions for both the wastewater and water distribution plans which are shown attached.

If you are planning works anywhere in the North West, please read United Utilities' access statement before you start work to check how it will affect our network. <http://www.unitedutilities.com/work-near-asset.aspx>.

I trust the above meets with your requirements and look forward to hearing from you should you need anything further.

If you have any queries regarding this matter please [contact us](#).

Yours Faithfully,



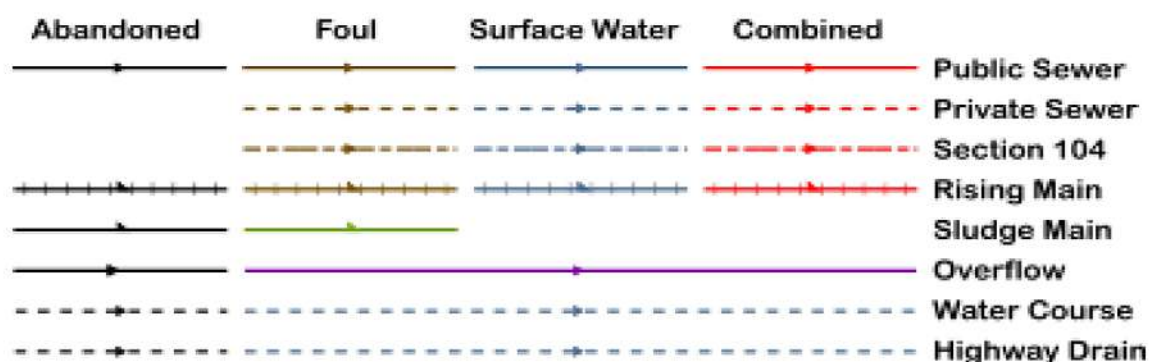
TERMS AND CONDITIONS - WASTEWATER AND WATER DISTRIBUTION PLANS

These provisions apply to the public sewerage, water distribution and telemetry systems (including sewers which are the subject of an agreement under Section 104 of the Water Industry Act 1991 and mains installed in accordance with the agreement for the self construction of water mains) (UUWL apparatus) of United Utilities Water Limited "(UUWL)".

TERMS AND CONDITIONS:

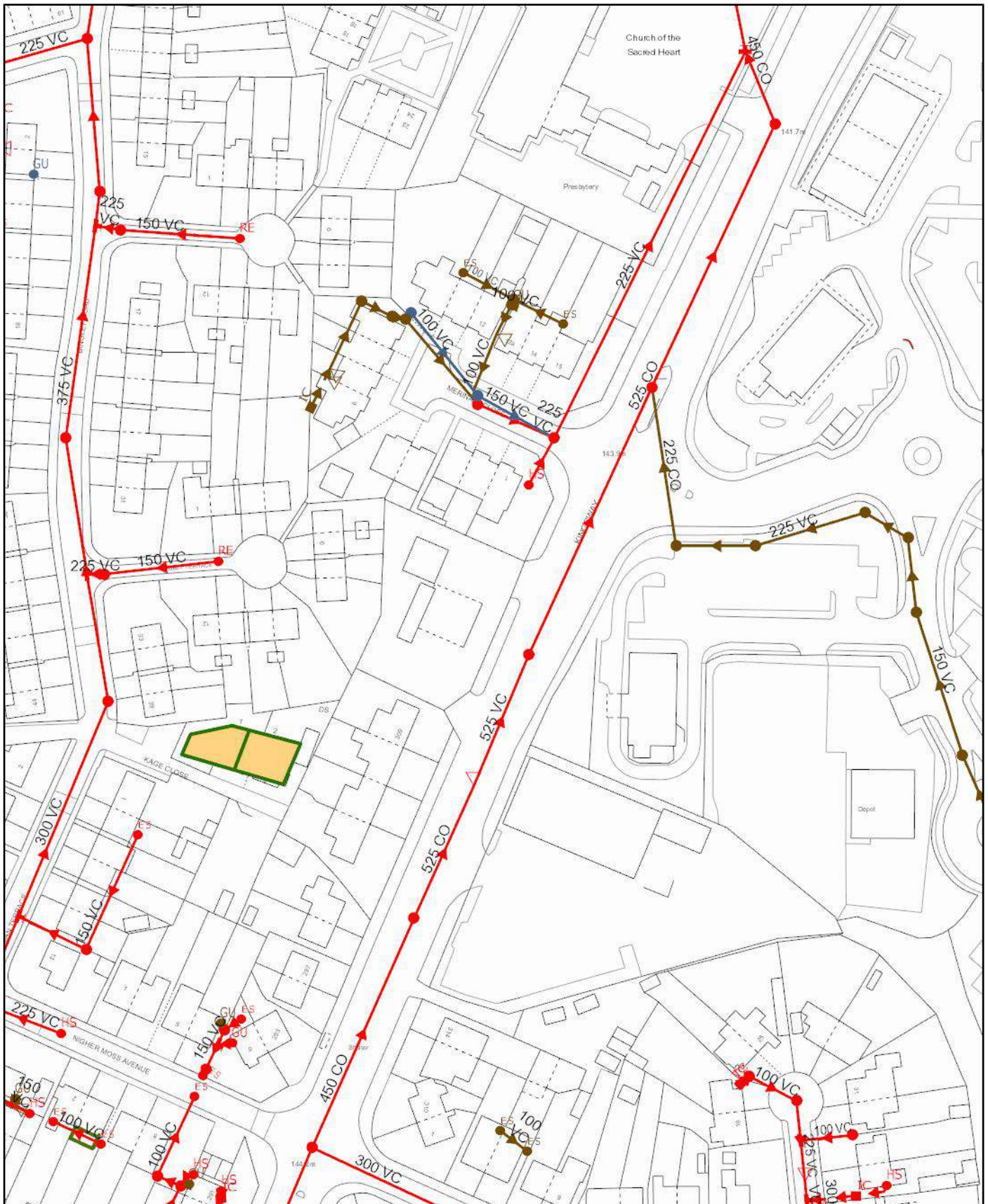
- This Map and any information supplied with it is issued subject to the provisions contained below, to the exclusion of all others and no party relies upon any representation, warranty, collateral contract or other assurance of any person (whether party to this agreement or not) that is not set out in this agreement or the documents referred to in it.
- This Map and any information supplied with it is provided for general guidance only and no representation, undertaking or warranty as to its accuracy, completeness or being up to date is given or implied.
- In particular, the position and depth of any UUWL apparatus shown on the Map are approximate only. UUWL strongly recommends that a comprehensive survey is undertaken in addition to reviewing this Map to determine and ensure the precise location of any UUWL apparatus. The exact location, positions and depths should be obtained by excavation trial holes.
- The location and position of private drains, private sewers and service pipes to properties are not normally shown on this Map but their presence must be anticipated and accounted for and you are strongly advised to carry out your own further enquiries and investigations in order to locate the same.
- The position and depth of UUWL apparatus is subject to change and therefore this Map is issued subject to any removal or change in location of the same. The onus is entirely upon you to confirm whether any changes to the Map have been made subsequent to issue and prior to any works being carried out.
- This Map and any information shown on it or provided with it must not be relied upon in the event of any development, construction or other works (including but not limited to any excavations) in the vicinity of UUWL apparatus or for the purpose of determining the suitability of a point of connection to the sewerage or other distribution systems.
- No person or legal entity, including any company shall be relieved from any liability howsoever and whensoever arising for any damage caused to UUWL apparatus by reason of the actual position and/or depths of UUWL apparatus being different from those shown on the Map and any information supplied with it.
- If any provision contained herein is or becomes legally invalid or unenforceable, it will be taken to be severed from the remaining provisions which shall be unaffected and continue in full force and affect.
- This agreement shall be governed by English law and all parties submit to the exclusive jurisdiction of the English courts, save that nothing will prevent UUWL from bringing proceedings in any other competent jurisdiction, whether concurrently or otherwise.

Wastewater Symbolology



All point assets follow the standard colour convention: **red** – combined **brown** - foul
blue – surface water **purple** - overflow

Manhole	Side Entry Manhole
Head of System	Outfall
Extent of Survey	Screen Chamber
Rodding Eye	Inspection Chamber
Inlet	Bifurcation Chamber
Discharge Point	Lamp Hole
Vortex	T Junction / Saddle
Penstock	Catchpit
Washout Chamber	Valve Chamber
Valve	Vent Column
Air Valve	Vortex Chamber
Non Return Valve	Penstock Chamber
Soakaway	Network Storage Tank
Gully	Sewer Overflow
Cascade	Ww Treatment Works
Flow Meter	Ww Pumping Station
Hatch Box	Septic Tank
Oil Interceptor	Control Kiosk
Summit	DNM Network Monitoring Point
Drop Shaft	Change of Characteristic
Orifice Plate	



Scale: 1:1250
Date: 19/02/2026

SEWER RECORDS

Address or Site Reference: PAUL PRICE CARS 311 KINGSWAY, ROCHDALE, OL16 5BX

Printed by: Property Searches

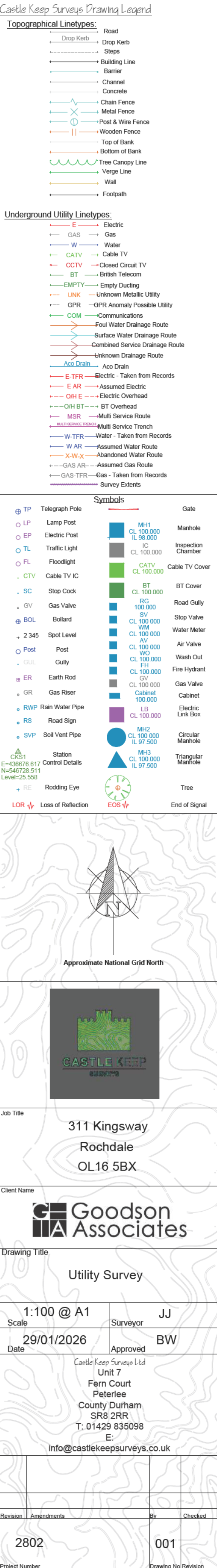


Water for the North West

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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- Passive disturbance noted could be reinforcement in the ground or a utility that was not able to be traced.





Project Name 311 kingsway-61892-ol165bx	Project Number	Project Date 26/01/2026
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Project Date	26/01/2026
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Project Drawing, Page '311 Kingsway'



Section Inspection - 26/01/2026 - MH2X

Item No. 1	Insp. No. 1	Date 26/01/26	Time 9:03	Client's Job Ref Not Specified	Weather Not Specified	Pre Cleaned Not Specified	PLR MH2X
Operator Rob N		Vehicle New Equipment		Camera Not Specified	Preset Length Not Specified	Legal Status Not Specified	Alternative ID Not Specified

Town or Village: Road: Location: Surface Type:	Rochdale Kingsway	Inspection Direction: Inspected Length: Total Length: Joint Length:	Downstream 13.53 m 13.53 m	Upstream Node: Upstream Pipe Depth: Downstream Node: Downstream Pipe Depth:	MH2 MH1
Use: Type of Pipe: Flow Control: Year Constructed: Inspection Purpose:	Combined	Pipe Shape: Dia/Height: Material: Lining Type: Lining Material:	Circular 100 mm Vitrified clay No Lining	Comments: Recommendations:	

Scale:	1:69	Position [m]	Code	Observation	MPEG	Photo	Grade
Depth: m MH2	0.00	ST	Start of survey: MH2	00:00:00			
0.00	WL	Water level, 5% of sewer height	00:00:03				
2.00	WL	Water level, 10% of sewer height	00:00:22				
2.30	EMJ	Encrustation, medium at joint from 4 o'clock to 7 o'clock	00:00:22	1	1		
2.80	JDM	Joint displaced, medium (between 1.0 and 1.5 times the pipe wall thickness)	00:00:24	2	1		
3.50	JDM	Joint displaced, medium (between 1.0 and 1.5 times the pipe wall thickness)	00:00:26	3	1		
3.60	CCJ	Crack, circumferential at joint from 6 o'clock to 10 o'clock	00:00:28	4	2		
3.75	LR	Line of sewer deviates right	00:00:29				
4.07	WL	Water level, 5% of sewer height	00:00:30				
4.90	ELJ	Encrustation, light at joint from 12 o'clock to 12 o'clock	00:00:35	5	1		
5.50	JDM	Joint displaced, medium (between 1.0 and 1.5 times the pipe wall thickness)	00:00:37	6	1		
6.00	JDM	Joint displaced, medium (between 1.0 and 1.5 times the pipe wall thickness)	00:00:39	7	1		
6.80	JDL	Joint displaced, large (over 1.5 times the pipe wall tickness)	00:00:43	8	1		
7.00	JDL	Joint displaced, large (over 1.5 times the pipe wall tickness)	00:00:44	9	1		
7.60	JDM	Joint displaced, medium (between 1.0 and 1.5 times the pipe wall thickness)	00:00:51	10	1		



Section Inspection - 26/01/2026 - MH2X

Item No.	Insp. No.	Date	Time	Client's Job Ref	Weather	Pre Cleaned	PLR
1	1	26/01/26	9:03	Not Specified	Not Specified	Not Specified	MH2X
Operator		Vehicle		Camera	Preset Length	Legal Status	Alternative ID
Rob N		New Equipment		Not Specified	Not Specified	Not Specified	Not Specified

Scale:	1:69	Position [m]	Code	Observation	MPEG	Photo	Grade		
		8.20	JDM	Joint displaced, medium (between 1.0 and 1.5 times the pipe wall thickness)	00:00:53	11	1		
		8.70	JDM	Joint displaced, medium (between 1.0 and 1.5 times the pipe wall thickness)	00:00:58	12	1		
		9.35	JDM	Joint displaced, medium (between 1.0 and 1.5 times the pipe wall thickness)	00:01:00	13	1		
		9.95	JDM	Joint displaced, medium (between 1.0 and 1.5 times the pipe wall thickness)	00:01:08	14	1		
		10.55	JDM	Joint displaced, medium (between 1.0 and 1.5 times the pipe wall thickness)	00:01:12	15	1		
		12.34	JDM	Joint displaced, medium (between 1.0 and 1.5 times the pipe wall thickness)	00:01:23	16	1		
		12.40	S01	EM	Encrustation, medium from 12 o'clock to 12 o'clock, start	00:01:24	17		
		12.50	LD	Line of sewer deviates down	00:01:26				
		13.10	JDL	Joint displaced, large (over 1.5 times the pipe wall tickness)	00:01:32	18	1		
		13.30	LU	Line of sewer deviates up	00:01:39				
		13.53	F01	EM	Encrustation, medium from 12 o'clock to 12 o'clock, finish	00:01:46		1	
		13.53	FH	Finish survey: MH1	00:01:46				
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
15	10.0	2.0	27.0	2.0	3	0.0	0.0	0.0	1.0



Section Pictures - 26/01/2026 - MH2X

Item No.	Inspection Direction	PLR	Client's Job Ref	Contractor's Job Ref
1	Downstream	MH2X		



1, 00:00:22, 2.30 m
Encrustation, medium at joint from 4 o'clock to 7 o'clock



2, 00:00:24, 2.80 m
Joint displaced, medium (between 1.0 and 1.5 times the pipe wall thickness)



3, 00:00:26, 3.50 m
Joint displaced, medium (between 1.0 and 1.5 times the pipe wall thickness)



4, 00:00:28, 3.60 m
Crack, circumferential at joint from 6 o'clock to 10 o'clock



Section Pictures - 26/01/2026 - MH2X

Item No.	Inspection Direction	PLR	Client's Job Ref	Contractor's Job Ref
1	Downstream	MH2X		



5, 00:00:35, 4.90 m
Encrustation, light at joint from 12 o'clock to 12 o'clock



6, 00:00:37, 5.50 m
Joint displaced, medium (between 1.0 and 1.5 times the pipe wall thickness)



7, 00:00:39, 6.00 m
Joint displaced, medium (between 1.0 and 1.5 times the pipe wall thickness)



8, 00:00:43, 6.80 m
Joint displaced, large (over 1.5 times the pipe wall thickness)



Section Pictures - 26/01/2026 - MH2X

Item No.	Inspection Direction	PLR	Client's Job Ref	Contractor's Job Ref
1	Downstream	MH2X		



9, 00:00:44, 7.00 m
Joint displaced, large (over 1.5 times the pipe wall tickness)



10, 00:00:51, 7.60 m
Joint displaced, medium (between 1.0 and 1.5 times the pipe wall thickness)



11, 00:00:53, 8.20 m
Joint displaced, medium (between 1.0 and 1.5 times the pipe wall thickness)



12, 00:00:58, 8.70 m
Joint displaced, medium (between 1.0 and 1.5 times the pipe wall thickness)

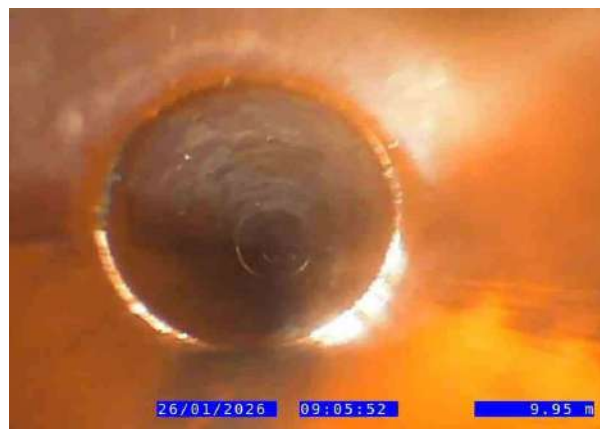


Section Pictures - 26/01/2026 - MH2X

Item No.	Inspection Direction	PLR	Client's Job Ref	Contractor's Job Ref
1	Downstream	MH2X		



13, 00:01:00, 9.35 m
Joint displaced, medium (between 1.0 and 1.5 times the pipe wall thickness)



14, 00:01:08, 9.95 m
Joint displaced, medium (between 1.0 and 1.5 times the pipe wall thickness)



15, 00:01:12, 10.55 m
Joint displaced, medium (between 1.0 and 1.5 times the pipe wall thickness)



16, 00:01:23, 12.34 m
Joint displaced, medium (between 1.0 and 1.5 times the pipe wall thickness)



Section Pictures - 26/01/2026 - MH2X

Item No.	Inspection Direction	PLR	Client's Job Ref	Contractor's Job Ref
1	Downstream	MH2X		



17, 00:01:24, 12.40 m
Encrustation, medium from 12 o'clock to 12 o'clock, start



18, 00:01:32, 13.10 m
Joint displaced, large (over 1.5 times the pipe wall thickness)



Section Inspection - 26/01/2026 - MH1X

Item No. 10	Insp. No. 1	Date 26/01/26	Time 10:58	Client's Job Ref Not Specified	Weather Not Specified	Pre Cleaned Not Specified	PLR MH1X
Operator Rob N		Vehicle New Equipment		Camera Not Specified	Preset Length Not Specified	Legal Status Not Specified	Alternative ID Not Specified

Town or Village:	Rochdale	Inspection Direction:	Downstream	Upstream Node:	MH1
Road:	Kingsway	Inspected Length:	1.42 m	Upstream Pipe Depth:	
Location:		Total Length:	1.42 m	Downstream Node:	ML
Surface Type:		Joint Length:		Downstream Pipe Depth:	
Use:	Combined	Pipe Shape:	Circular		
Type of Pipe:		Dia/Height:	225 mm		
Flow Control:		Material:	Vitrified clay		
Year Constructed:	Not Specified	Lining Type:	No Lining		
Inspection Purpose:		Lining Material:			
Comments:					
Recommendations:					

Scale:	1:50	Position [m]	Code	Observation	MPEG	Photo	Grade
		0.00	ST	Start of survey: MH1	00:00:00		
		0.00	WL	Water level, 5% of sewer height	00:00:00		
		0.00	S01	EH	Encrustation, heavy from 6 o'clock to 6 o'clock, start	00:00:00	1, 2
		1.41	F01	EH	Encrustation, heavy from 6 o'clock to 6 o'clock, finish	00:00:48	1
		1.42	SA	Survey abandoned: Due to encrustation level	00:00:48		

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	1	0.0	0.0	0.0	1.0



Section Pictures - 26/01/2026 - MH1X

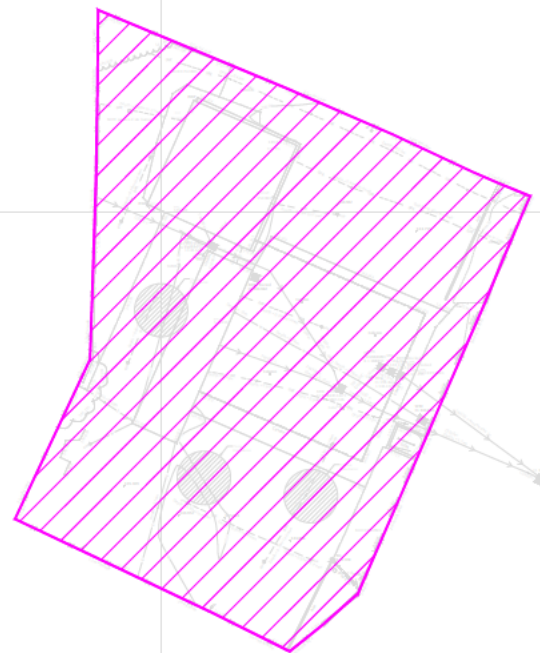
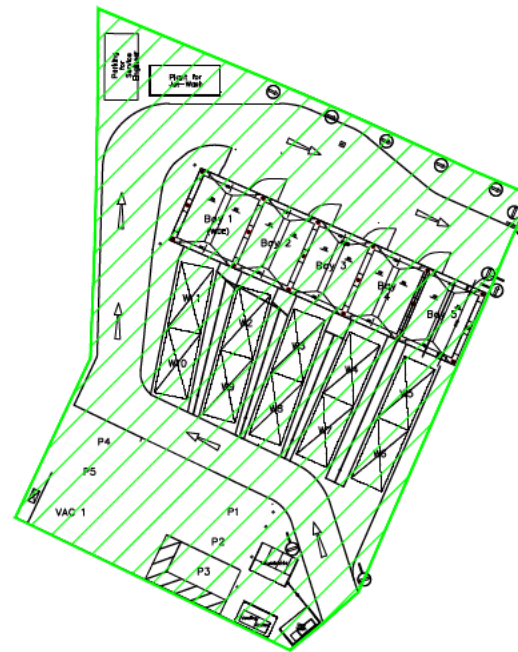
Item No.	Inspection Direction	PLR	Client's Job Ref	Contractor's Job Ref
10	Downstream	MH1X		



1, 00:00:00, 0.00 m
Encrustation, heavy from 6 o'clock to 6 o'clock, start



2, 00:00:00, 0.00 m
Encrustation, heavy from 6 o'clock to 6 o'clock, start

[illegible]

Moonbeam Car Wash

Proposed Jet Wash, Vacuum, Laundrette, Dog-Wash
311 Kingsway, Rochdale

Impermeable Area Plan

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PLANNING

DATE CREATED: Feb.26		SCALE: 1:200 @ AI	
CONTRACT No: PI5789	DRAWING No: 501	REV: -	