

3rd December 2020

RE: HPW Jet Vac Tanker & Drainage CCTV survey carried out at Slindon Village Pond, Church Hill, Slindon, West Sussex.

Dear Paul,

Further to our visit to the above-named site and the HPW Tanker & drainage CCTV survey works that we carried out, we are now able to present our findings and further remedial work recommendations. The pipework is constructed in Vitrified clay, concrete & Plastic materials with diameters of 150 & 225mm.

Having sucked out the contents of Catchpit 1 we then began the task of HPW root cutting/cleaning the specified pipework. We also spent several hours alone cutting out the root bound masses in Gullies 1 & 2.

Survey Findings Gully 3 to Ditch:

The survey reveals much of the pipework from Gully 3 downstream to the ditch is of new plastic until it meets a small section of VC beneath the abutment support. The connection at this point is of a sub-standard nature. The survey also highlights some minimal backfall in this section for the last 12mtrs or so.

Survey Findings Gully 2 to CP 1:

The survey reveals this section is suffering from multiple root ingress for its 3.75mtr entirety (Since removed). The gully is also suffering from severe root ingress/mass (now removed and Flowing).

Survey Findings Gully 2 to CP 1:

The survey reveals this section is suffering from multiple root ingress for its 2.70mtr entirety (Since removed). The gully is also suffering from severe root ingress/mass (now removed and Flowing).

Ditch to SMH 1 Catchpit:

Surprisingly, this section is Fully hydro efficient and structurally sound beneath the road carriageway.

SMH 1 Catchpit 1 downstream to Pond:

This relatively small section of pipe is suffering from root ingress at 0.8mtrs (Now removed)

SMH 1 catchpit 1 Overflow to pond (beneath footpath):

Unfortunately, after much effort both up and downstream we were unable to remove the 100% root mass for its entirety in both inlet and outlet. The pipe appears to turn on a 90degree angle which prevents us traversing, it also appears that the root mass as completely penetrated and caused a large hole on this change of direction.

Ditch to Lateral 1(Down the hill):

Having spent much effort with this section, we conclude that this pipework to be now redundant and defunct. We suspect that a RWG was once evident to the right of the gate of the property on the road carriageway, further investigations at the verge did not reveal anything.

SMH 2 Catchpit Downstream to Pond:

This section of pipework is also suffering from Root mass/Ingress (now removed) in its mid-section of it 9mtr entirety. The outlet also requires excavation works to form a new channel to the pond.

Remedial work Recommendations:

Survey Findings Gully 3 to Ditch:

I would advise a single 225mm localised patch repair is inserted beneath the abutment where the VC joins the plastic sub-standard joint. [REDACTED]

Survey Findings Gully 2 to CP 1:

I would advise that the Gully is fully excavated and replaced with new and the 150mm pipework is relined for or its 3.75mtr entirety to CP 1. [REDACTED]

Survey Findings Gully 2 to CP 1:

I would advise that the Gully is fully excavated and replaced with new and the 150mm pipework is relined for or its 2.70mtr entirety to CP 1. [REDACTED]

Ditch to SMH 1 Catchpit:

No remedial works.

SMH 1 Catchpit 1 downstream to Pond:

A single 1mtr long 225mm localised patch repair is installed at 0.8mtrs. [REDACTED]

SMH 1 catchpit 1 Overflow to pond (beneath footpath):

Unfortunately, this section will require full excavation and replacement on the bend beneath the public footpath to remedy. [REDACTED] This aside, if CP 1 is fully maintained and emptied annually, then the system would perform as expected without this in operation.

Ditch to Lateral 1(Down the hill):

No remedial works now thought to be redundant & defunct).

SMH 2 Catchpit Downstream to Pond:

I would advise that this 8mtr long 225mm section of pipe is relined from CP 2 to the outlet at the pond. [REDACTED]. I would also advise that mechanical excavation works are performed to form a new channel to the pond, banking and leaving excavated earth on site to form channel [REDACTED]

Road opening licence & TM:

Cost for permits and traffic management at the site for remedial excavation works [REDACTED]

We do hope this final report & quotation meets with your present needs and requirements. If you do have any further questions or queries regarding the remedial works identified, then please do not hesitate to give me a call or contact me via email.

Yours Sincerely

Peter G Wilson



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