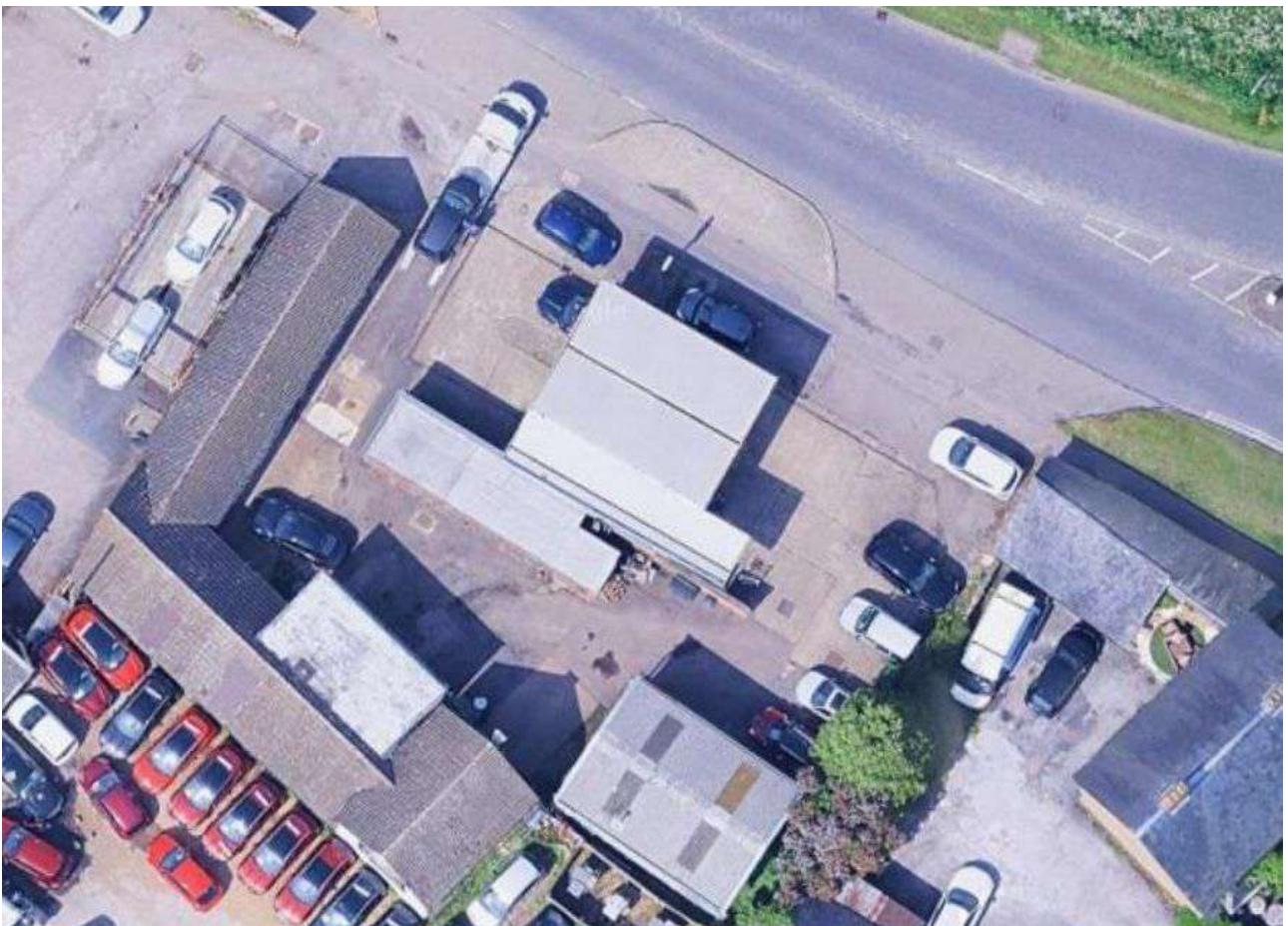


**Whitehorse Service Station,
Clothall Road, Baldock**



13 Triangle Business Park, Stoke Mandeville, HP22 5BL
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PHASE ONE ENVIRONMENTAL ASSESSMENT REPORT (PRELIMINARY RISK ASSESSMENT)



Report Prepared By:

A handwritten signature in black ink, appearing to read 'James Edley'.

James Edley

Report Reviewed By:

A handwritten signature in black ink, appearing to read 'Steven Partridge'.

Steven Partridge

Client: J P & S Services Ltd

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Phase I Environmental Assessment – Summary

Environmental Site Sensitivity

The site is located in an area of high environmental sensitivity.

Geology maps indicate underlying geology comprises Alluvial Fan Deposits (sand and silt) overlying the Holywell Nodular Chalk and New Pit Chalk Formations (chalk with flints, with discrete marl and flint seams throughout). The Alluvium is designated as a Secondary Aquifer and the deeper Chalk as a Principal Aquifer.

The site lies within a designated Source Protection Zone (Zone II / Outer); these are designated areas around drinking water sources / abstractions where land use and activities are managed (usually by the EA) to prevent contamination and protect water quality. The SPZ is likely to be associated with a public water abstraction located ~1,380m to the south-west and is likely to draw from the deeper chalk Principal Aquifer.

The nearest surface water is an unnamed stream / drainage ditch, located ~560m to the east and we have not identified any surface water abstractions that we consider to be at-risk of impact from any shallow contamination that may be present beneath the site.

We have not identified any records relating to previous ground investigations having been carried out at the site. However, local borehole records indicate the Alluvium may be absent (or present in a limited thickness), with chalk present at or near surface. Made Ground may also be present at shallow depths. Groundwater is likely to be present at depths of ~11.5m in the chalk, although this record dates back to 1935 and groundwater levels may have changed (due to altered pumping regimes from nearby water abstractions).

Review of Site History and Potential Contaminant Sources

Our historical review indicates that the site has been in use as a retail filling station / vehicle repair workshop for >75 years. Prior to this it was a residential property, with gardens and courtyard.

The filling station ceased trading at some point between 2010 and 2015. Whilst the fuel dispensers (with the exception of a single paraffin dispenser) have been removed, the below ground tanks remain *in situ*. We confirmed one tank contained a small volume of water (using the tank dipstick), but the status / contents of the other tanks is unknown. There are at least four below ground fuel tanks and possibly more (labels on the vents indicate seven tanks). Given the site's history, additional abandoned tanks may also be present.

The site was unoccupied during our recent site inspection, so it is unclear whether any of workshop activities are on-going. However, we identified relatively recent signs of vehicle maintenance and repair (lubricant drums, waste oil tanks etc). We did not record any direct evidence of contamination (e.g. Surface staining, leaking barrels etc).

The former fuel infrastructure is considered the most significant potential source of (hydrocarbon) contamination, although workshop activities may also have led to the pollution of shallow soils (and potentially deeper groundwater). Made Ground is reported to be present at the site and may also constitute a potential source of contamination. These activities have led to the potential for a range of pollutants to be present in shallow soils, including: oils, fuels, solvents, asbestos etc. We have not, however, identified any records that indicate there have been any significant pollution incidents at the site.

These activities have led to the potential for a range of pollutants to be present in shallow soils, including: oils, fuels, solvents, asbestos etc

Whilst we have identified various potential sources of hazardous ground gases associated with the site, we consider the likelihood of there being significant quantities of ground gas being generated beneath the site is low. Given the relatively low sensitivity of the proposed end-use (i.e. Commercial), we do not consider further investigation and/or assessment of hazardous ground-gases to be required.

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Table continued from the previous page.

Conclusions

Based on the results of our desk-top review, we have identified various potential sources of contamination or potentially contaminative activities associated with the site and our qualitative assessment has confirmed that a viable pollutant linkage(s) may exist.

Due to the sensitivity of the site's location, we consider that an environmental investigation is required to verify whether shallow soils and the underlying chalk aquifer have been impacted as a result of the site's extended use as a retail filling station and/or vehicle repair workshop.

Our recommendations relating to the site's redevelopment are included within Section 6 of this report.

Your attention is drawn to the Notice to Interested Parties included as Attachment One

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List of Attachments

Attachment One:	Notice to Interested Parties
Attachment Two:	Historical Maps
Attachment Three:	Petroleum Officer Report [not received at time of report issue]

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1 Introduction

1.1 The Purpose of This Assessment

The site is located on Clothall Road in Baldock and comprises a vehicle maintenance/repair workshop and MOT test centre. We understand that J P & S Services Ltd proposes to redevelop the site with a new retail filling station. We have been commissioned by J P & S Services Ltd to undertake a Phase One Environmental Report (also known as a Preliminary Risk Assessment), which we understand is to be submitted to the local planning authority in support of the application for the site's redevelopment.

The purpose of this assessment was to develop an initial conceptual site model of the site and establish whether or not there are potentially unacceptable risks to sensitive receptors from potential contaminants that may be present in the soil and/or groundwater under the site. We have not carried out any intrusive investigation of the site and have made no measurements of actual contamination levels that may be present.

Our environmental assessment was undertaken in accordance with the guidelines presented in the Environment Agency (Published 2020, last updated 2023) 'Land contamination risk management (LCRM)' documents and Environment Agency (2016) Guiding principles for land contamination (GPLC).

Your attention is drawn to the Notice to Interested Parties included as Attachment One.

1.2 The Scope of This Assessment

Our assessment included:

- A review of geological, hydrogeological and hydrological information to establish environmental sensitivities at the site and in its vicinity;
- A review of available historical information to determine the historical use of the site and its immediate surroundings;
- A walkover survey to identify visual signs of pollution or potentially polluting activities;
- We have contacted the site's Petroleum Officer in order to obtain details relating to the site's petroleum installation [although no response received at the time of report issue];
- Compilation of a Conceptual Site Model and completion of a Qualitative Risk Assessment;
- Preparation of this report, presenting our findings and conclusions, and any recommendations for further work that we consider appropriate.

The findings and opinions in this review are based upon information obtained from the sources outlined above. Information obtained from third parties has been accepted at face value however we do not guarantee its authenticity. Where practicable the information provided was confirmed from a secondary source such as the review of available municipal records.

All the activities comprising this assessment were carried out in accordance with the procedures set out in our Quality Manual.

1.3 Previous Reports Relating to the Site

We do not hold, and have not been provided with any, previous reports relating to the site.

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1.4 Proposed Development Plans

Proposed Developments	We understand that J P & S Services Ltd proposes to redevelop the site for use as a new retail filling station. The proposed scheme involves the demolition of all existing buildings, which will be replaced with a new sales building, forecourt canopy, car and jet wash, car and cycle parking, EV vehicle charging points, hard and soft landscaping, and bin stores. A site plan showing the proposed development plan is provided below.
Active Planning Applications	A planning application for the site's redevelopment (application ref. 25/01514/FP) has been submitted to North Herts Council and a Decision is currently pending. Initial comments received from the Council's Environmental Health officer (a statutory consultee to the planning authority) has confirmed that they will require contamination assessment for the site (although it goes on to say that this requirement can be '<i>secured using pre-commencement and pre-occupation conditions</i>'). We understand that this report is therefore to be submitted in support of a planning application for the site's redevelopment, as detailed above. Whilst our assessment has not been compiled to directly satisfy any specific planning conditions the information contained in this report may assist in satisfying any such requirements, although further works may be required.

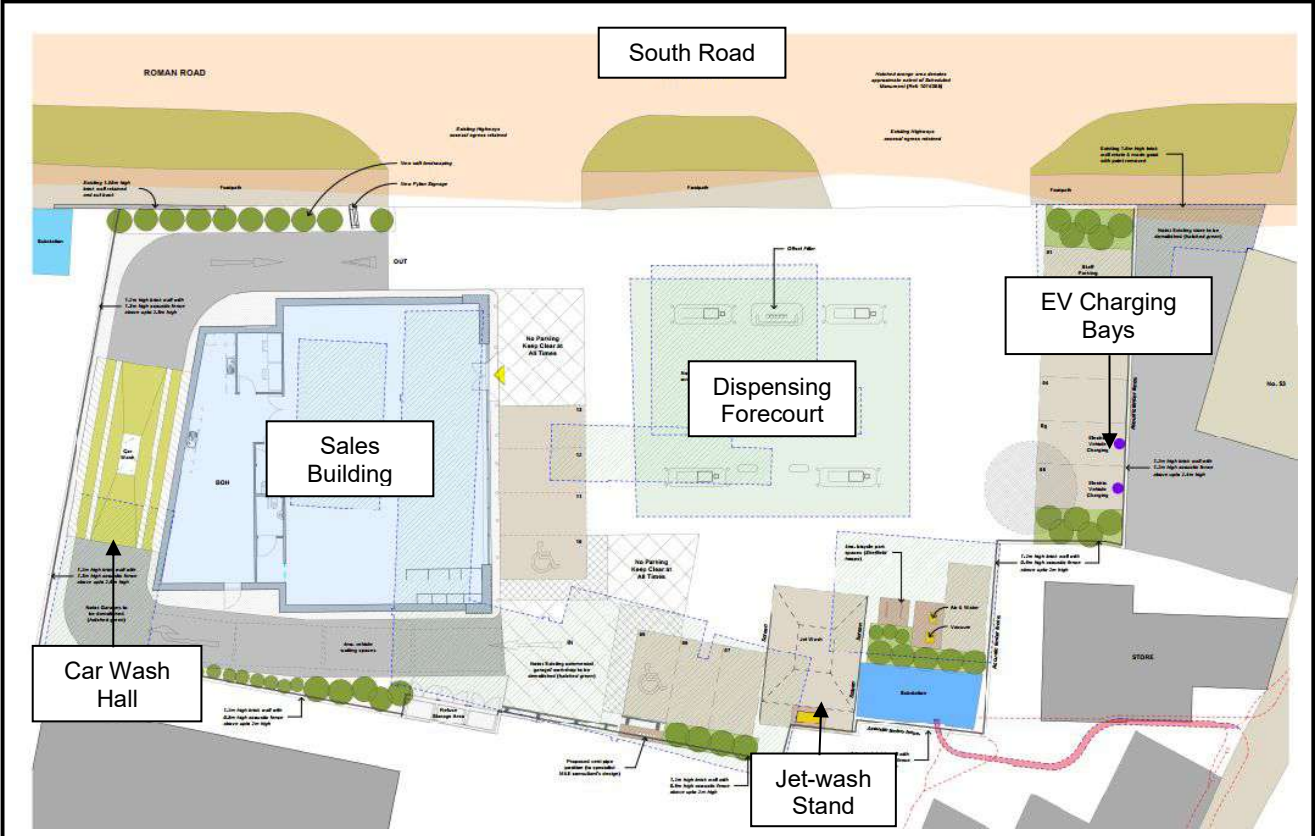


Table One: Proposed Development Plans

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2 Desk Study Information

2.1 Site Description, Location and Setting

Site Description	The site is a vehicle maintenance/repair workshop and MOT test centre (and former retail filling station). The site is relatively flat with no pronounced slope. A detailed description of the site along with a series of photographs, from our site inspection, is included as Section 3 of this report.		
Grid Reference	525110 233570	Location	The site is located on Clothall Road, ~700m to the south-east of Baldock town centre. An OS map showing the site's location is provided below.
Elevation (approx)	~69m AOD		
Size (approx)	0.17ha		

Note: site description obtained from review of Google Streetview images

Table Two: Site Location and Setting

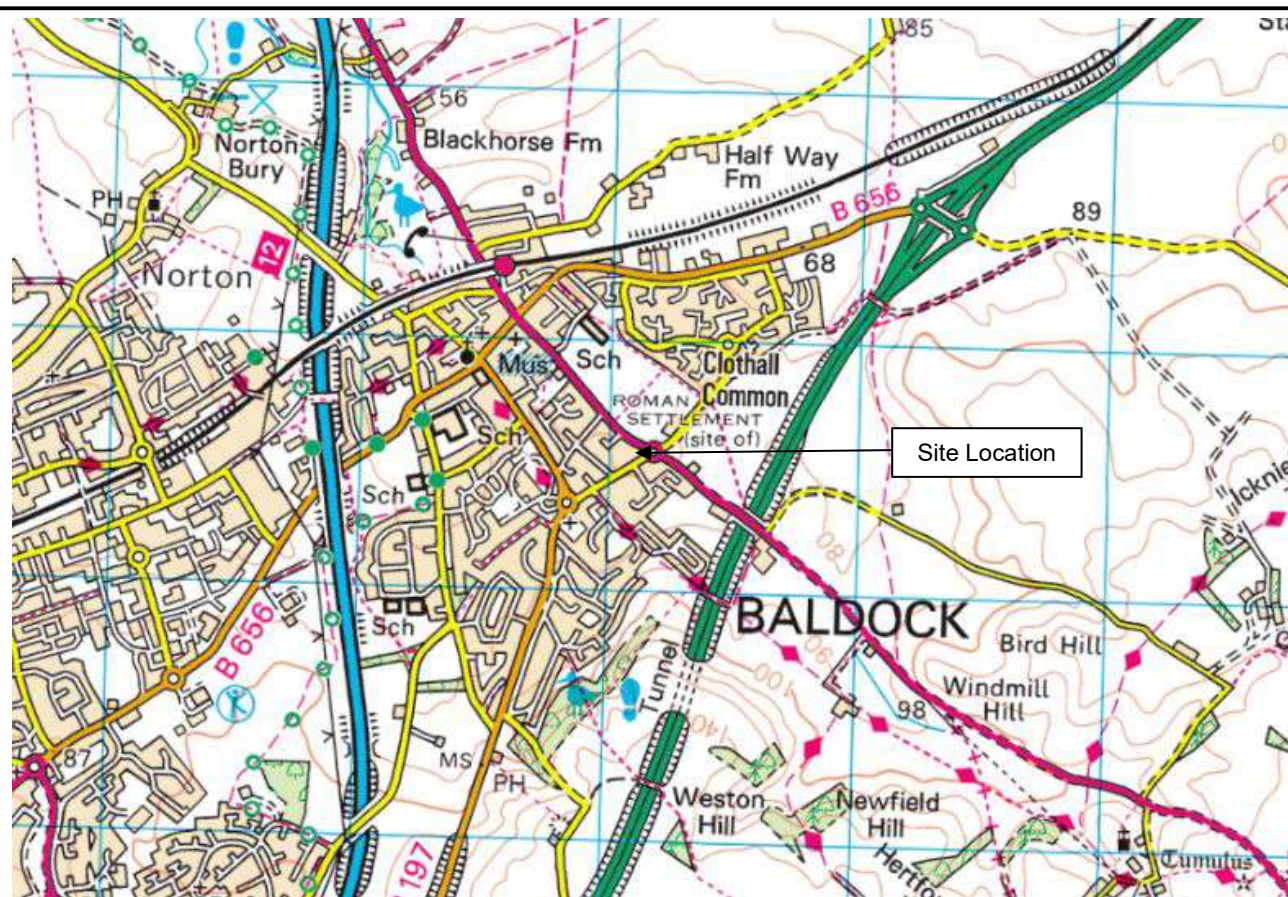


Figure One: Site Location Map

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Figure Two: Aerial Photograph Showing Site and Surrounding Area

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Direction	Details
North-east	Clothall Road (<5m) and then fields (>25m).
South-east	Residential property (detached) at the junction of Clothall Road and South Road (<5m), with allotments beyond (>70m).
South / south-west	Vehicle repair / maintenance workshops (>5m), with South Road and then additional residential properties beyond (>45m).
West	Works / factory (<5m) manufacturing metal components for the marine industry, with residential properties beyond (>20m).

Table Three: Surrounding Land Use

2.2 Geology, Hydrogeology and Hydrology

	Geological Unit	Description	Estimated Thickness	Data Source
Drift Geology	Alluvial Fan Deposits	Sand and silt	<10m	British Geological Survey (BGS)
	Head Deposits [shown present directly to east of the site, so may extend onto the subject site]	Clay, silt, sand and gravel	<5m	
Solid Geology	Holywell Nodular Chalk and New Pit Chalk Formations	Chalk with flints, with discrete marl and flint seams throughout.	>50m	
	Gault Formation	Mudstone	>50m	
Existing Investigation Data	BGS borehole ref. TL23SE10 constructed 140m to the north-east of the site, records underlying geology to comprise chalk from surface (despite being in an area shown with Alluvial Fan Deposits at surface), with flints recorded from 11.5m onwards and marl seams from 19m onwards. The underlying Gault was recorded at ~55m.			

Table Four: Regional Geology

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	Geological Unit	Aquifer Classification	Groundwater Vulnerability	Data Source
Drift Geology	Alluvial Fan Deposits	Secondary Aquifer (Class A)	Moderate	Environment Agency
	Head	Secondary Aquifer (Undifferentiated)		
Solid Geology	Chalk Formations	Principal Aquifer	High	
	Gault Formation	Unproductive Stratum	N/A	
Data	The BGS borehole referenced above recorded groundwater resting groundwater levels at 11.5m below ground level, within the chalk.			BGS

Table Five: Regional Hydrogeology

	Description	Distance	Direction	Data Source
Surface Water Features	Unnamed stream / drainage ditch	~560m	East	Ordnance Survey

Table Six: Regional Hydrology

Abstraction	Groundwater	Surface Water
Nearest	None recorded within 1km [There are two historical abstractions located within 150m of the site (to north / north-east), with groundwater abstracted form the chalk and used for irrigation, but the license for these have been revoked.]	None recorded within 1km
Nearest Public Water Supply	Nearest public abstraction is located ~1,380m to the south-west and is likely to draw from the deeper chalk Principal Aquifer.	
Source Protection Zone	Source Protection Zones are designated areas around drinking water sources / abstractions where land use and activities are managed (usually by the EA) to prevent contamination and protect water quality. The site lies within a designated Source Protection Zone (Zone II / Outer). The SPZ is likely to be associated with the abstraction highlighted in the table above (although there may be additional abstractions that impact on the hydro-geological regime in the vicinity of the site).	

Site located in an Environment Agency defined 'Drinking Water Safeguard Zone'

Surface Water	Yes
Groundwater	No

Data sourced from Environment Agency

Table Seven: Nearest Surface and Groundwater Abstractions

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2.3 Site History

2.3.1 Historical Maps

Date	Review of Map – Description of Land Use at Site and in the Immediate Surrounding Area	Potentially Contaminative Land-use	
		On-site	Off-site
1880 (1:2,500 Scale)	The site is shown as 'Prospect House', presumably a residential property. There are buildings shown around a central courtyard and an orchard (or ornamental garden) towards the north-western end of the site. South Road forms the southern boundary and Clothall Road the eastern boundary. The land directly to the south-west is undeveloped (garden/lawn for Prospect House?), with a public house and then residential properties beyond (along the northern side of South Road and more generally to the east). The land to the north (beyond Clothall Road), to the east and south (beyond South Road) is shown as fields.	None identified	None identified
1898, 1922, 1937 (1:2,500 Scale)	The site remains unchanged. There are several buildings shown on the land to the south-west of the site, but no indication of site use is shown at this time. There is general in-filling of the land to the north-west and west with residential properties, and a plant nursery shown to the north-east (~100m).		
1967, 1974 (1:2,500 Scale)	The site is now shown as is now shown as a 'Garage, with a workshop building to the rear (western boundary) and a more central (fuel?) sales building. The site is accessed from Clothall Road. The site to the south-west is now denoted as an 'Engineering Works'. There are also residential properties now shown along the southern side of South Road to the south.	Retail filling station / garage - potential for a range of pollutants including: oils, fuels, solvents, asbestos etc	Engineering Works - potential for a range of pollutants including: oils, fuels, solvents, asbestos etc
1988, 1993 (1:2,500 Scale) 1999 (Aerial photo)	The site remains in use as a garage, with a few minor changes to building size / layout etc. At the Works to the south-west, one of the small building to the rear of the site has been replaced with a new large square building (the workshop exists today). By 1993 the land to the south of South Road has been extensively developed with residential housing.		

Copies of representative historical maps are included as Attachment Two

Table Eight: Historical Maps Review

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2.3.2 Planning Records

Date	Application Number	Local Planning Authority – Planning Records (from Hertfordshire County Council planning portal)	Evidence of Development
March 1978	78/00404/1A	Erection of internally illuminated pole sign and non illuminated motifs at Whitehorse Service Station	Approved with conditions - unknown if implemented
September 1978	78/01380/1	Erection of a block of 3 lock up garages	
January 1986	86/00001/1	Erection of single storey extension to sales building and installation of underground storage tank	
September 1986	86/01511/1	Erection of detached workshop building	
November 1989	90/00030/1	Extension to existing canopy covering petrol pumps	
July 2025	25/01514/FP	Erection of shop, forecourt canopy, car and jet wash, car and cycle parking, EV vehicle charging points, hard and soft landscaping, and bin stores following demolition of existing buildings	Current application (decision pending)

Note: Additional planning applications have been identified which are not considered pertinent to this assessment, these include applications for advertisement and illuminated signage and withdrawn applications.

Table Nine: Summary of Online Planning Records

2.3.3 Petroleum Officer Search

As part of our assessment, we have contacted the site's Petroleum Officer in order to in order to obtain details relating to the site's petroleum installation. At the time of issuing our report, we had not received this information (any relevant information it will be included within subsequent environmental investigation/assessment reports).

2.3.4 Anecdotal Information / Other Historical Information

We have identified the following aerial photograph, reported to have been taken in the 1960s, which shows the site as a garage, likely comprising vehicle repair workshops and a retail filling station. The car wash hall can be seen in the area to the north of the site, as can the former forecourt canopy (presumably with fuel dispensers beneath).

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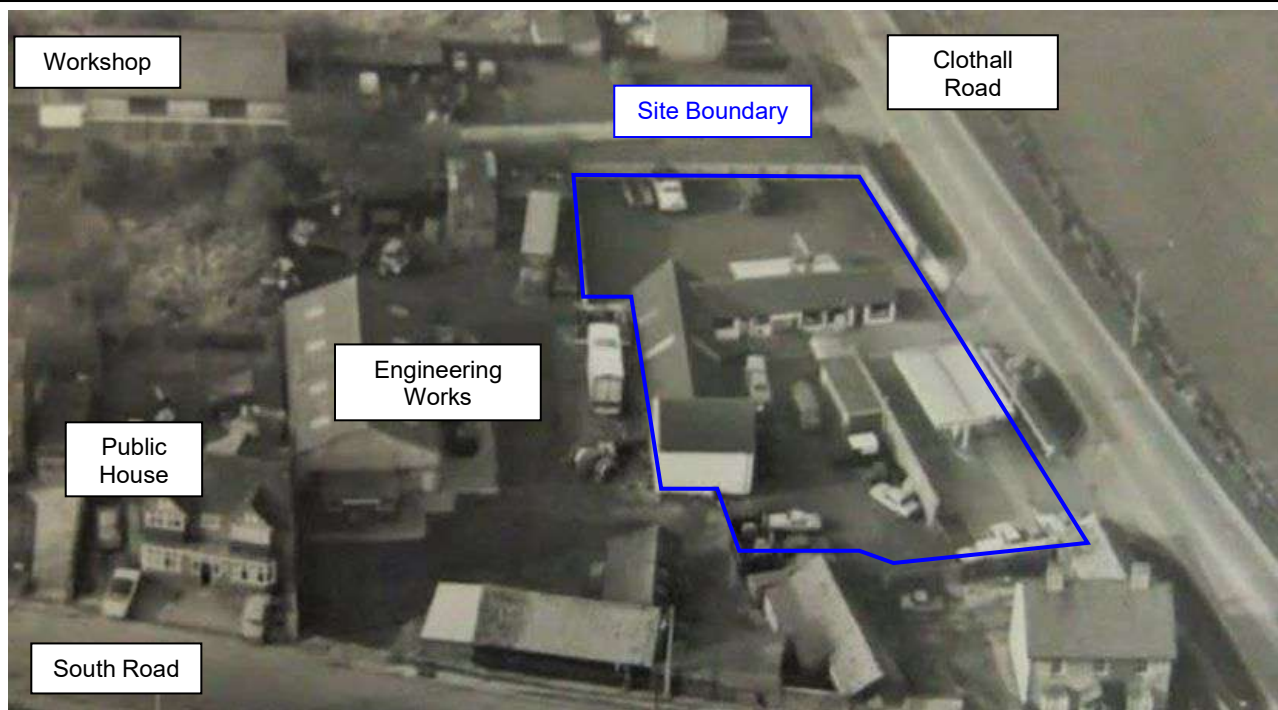
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Source Local history society website

Photograph One Aerial Photograph Showing Site in 1960s

We have also reviewed images from Google Streetview. This indicates that the filling station (Gulf branded) was operational in 2009 / 2010, but had ceased trading by 2015.



Photograph Two: Streetview image from 2009, showing fuel pumps present and workshops active.



Photograph Three: Streetview image from 2015, showing fuel pumps removed.

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2.4 Additional Information

2.4.1 Review of Permits and Regulatory Actions

Permit/ License Type	Date and Permit Reference	Details	Issuing Authority
Discharge Consent	November 1989 Prcaf01619	Location: Tesco Store, High Street, Baldock (457m / west) Discharge type: Surface water Receiving water: Land / soakaway (groundwater) Status: Unknown	Environment Agency
Local Authority Pollution Prevention and Control	March 2002 Epa/10965/ 05/P1	Location: Whitehorse Service Station, Clothall Road (subject site). Process: PG1/14 Petrol Filling Station. Status: Permitted	North Hertfordshire District Council
	February 1999 Epa/10931/ 05/P1	Location: Tesco Petrol Station, High Street, Baldock (406m / south-west) Process: PG1/14 Petrol Filling Station. Status: Permitted	

Table Ten: Current or Past Permits or Licences (within 250m)

2.4.2 Recorded Pollution Incidents

We have not identified any pollution incidents associated with the site or the surrounding area (<250m).

2.4.3 Preliminary Flood Risk Assessment

Flood Risk	Flood Risk	Data Source
Rivers and Sea	The site lies within Flood Zone 1. Land and property within a Flood Zone 1 are defined as having a low probability of flooding.	Environment Agency
Groundwater at Surface	The BGS has indicated that there is limited potential for groundwater flooding to occur at the site.	BGS

Table Eleven: Preliminary Flood Risk Assessment

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2.4.4 Preliminary Hazardous Ground Gas Risk Assessment

Risk	Description	Data Source
Radon Risk	The radon 'Affected Area' maps that have been produced from radon measurements in homes by Public Health England can be used to indicate whether or not radon is likely to be a hazard in typical workplaces and can be used to inform risk assessment and need for radon measurements. The site is located in an area where the National Radiological Protection Board have determined that <1% houses exceed the recommended Action Level for radon for existing homes in the UK of 200Bqm-3 (averaged over a year). The site is therefore in an area of low radon risk and no radon protective measures are necessary in the construction of new structures.	Public Health England
Nearest Landfill	The Environment Agency records show that there are no current or past landfill sites within 250m of the site.	Environment Agency
Degradable material within Made Ground	Made Ground may be present beneath the site and may constitute a potential source of ground gas, if organic material is present.	Historical Maps
Peat and organic matter within alluvial deposits	The Alluvial Fan Deposits are unlikely to contain substantial amounts of organic material (due to the depositional environment by which they were formed they tend to be coarse soils like sand and gravel) and are therefore unlikely to represent a significant source of ground gas.	BGS
Degradation of spilled or leaked petroleum hydrocarbons	The site is a vehicle repair workshop and has previously been used as a retail filling station, giving rise to the potential for hydrocarbon impact of shallow soils and/or groundwater. Any hydrocarbon impact is likely to degrade, over time, leading to the potential for ground gas generation.	Historical Maps
Natural deposits (e.g. coal measure strata).	Under certain environments (e.g. Where acidic rainfall is prevalent), chalk bedrock can generate low quantities of ground gas (notably carbon dioxide); however, the chalk is not generally considered a significant source of hazardous ground gas.	BGS
Organic rich silt formed in water bodies	No source identified.	Ordnance Survey maps
Conclusions	Whilst we have identified various potential sources of hazardous ground gases associated with the site, we consider the likelihood of there being significant quantities of ground gas being generated beneath the site is low. Given the relatively low sensitivity of the proposed end-use (i.e. Commercial), we do not consider further investigation and/or assessment of hazardous ground-gases are required.	

Table Twelve: Hazardous Ground Gas Risk

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2.4.5 Geo-Hazards

Risk	Description	Data Source
Instability Associated with Coal Mining	The site is not located in an area considered to be at potential risk from coal mining.	Mining Remediation Authority
Unexploded Ordnance	The site has been classified as being at 'low' risk of unexploded ordnance.	Zetica Ltd

Table Thirteen: Coal Mining and UXO Risk

3 Site Walkover and Inspection

The results of our site walkover are presented in the table below and supported with a selection of photos.

General Description	➤ On the day of our site visit, there was nobody in attendance and it appeared that the site was derelict (although this does not preclude the use of the workshops, which we were unable to access). ➤ The site was formerly a retail filling station, with the old forecourt canopy remaining, though the majority of the above ground petroleum infrastructure removed. ➤ The site is relatively flat with no pronounced slope. ➤ We noted a couple of mature trees along the southern boundary.
Site Buildings	➤ The workshop buildings to the north and rear of the forecourt are single storey and constructed from brick, with tiled pitched roofs. There are various doors, roller shutters and glazing. ➤ The former filling station sales building is single storey and constructed from brick, with a flat roof, and glazed frontage. ➤ The canopy structure is free-standing, with three steel stanchions. It has a stated clearance of 3.6m. Whilst cosmetically tired, there were no obvious signs of substantial damage (i.e. From vehicle strikes). ➤ The workshop to the southern corner of the site is single storey (albeit with a higher internal roof height than the other workshops) and is constructed from concrete and metal cladding, with glazing and a roller shutter door. ➤ There is a small brick toilet block to the rear of the sales building. ➤ There are three adjoining lock-up garages located along the site's north-west boundary.
Hardstanding	➤ The former central forecourt area is constructed from concrete hardstanding ➤ The remainder of the site is paved with tarmac ➤ All areas are in average condition, with signs of repairs. ➤ The area to the northern end of the site is paved with tarmac, in average condition.

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Site Drainage (observations only, our inspection did not include a full drainage survey)	➤ There is a box gully extending around the former fuel dispensing forecourt, which presumably discharges into the three chambered interceptor. This gully was in average to poor condition, with some silting up / weeds present. ➤ The drainage interceptor, which is located in the site egress, is constructed from GRP and looked to be in a good conditions (all three chambers contained standing water). There was no evidence of hydrocarbon product in the chambers inspected. ➤ The former car wash stand has a silt trap, but we were not able to identify a dedicated interceptor.
Workshop Activities	➤ There was nobody in attendance on the day of our site inspection; access to interior of the site buildings was not possible. ➤ There is a single above ground tank in front of the workshop buildings to the rear of the site. There was no indication of capacity (estimated to be ~2,000litres), no gauge / labels to enable us to determine current contents (volume or product); though this is likely to have been used for waste oil storage from workshop activities. All pipework was capped (indicating tank not in use). ➤ There are numerous plastic 20L containers in front of the workshop door; the ones inspected were empty and labels indicated they formerly contained antifreeze, lubricants etc. There were also numerous steel 205L drums presents, some recently used (formerly containing lubricants) and some waste. ➤ There was no bunding present beneath any of the drums / barrels. It is possible the tank was 'self'bunded', but we were not able to verify this.
Former Petroleum Infrastructure	➤ The two fuel dispensers previously located on the main pump island and a dispenser located in front of the former sales building have been removed. ➤ There remains a single fuel dispenser located in front of the former sales building, which was used to supply paraffin (based on signage present) due to its general state of repair, we assume that this dispenser is not currently operational. ➤ The paraffin tank (below ground) associated with this pump is located directly in front of the dispenser; though no details regarding capacity or current status was available on-site. ➤ The remainder of the below ground fuel tanks are located towards the south-eastern end of the site / forecourt. We observed three tank access chambers (indicating there were three tanks present in this area). No labels were visible to indicate tank capacity or former fuel grade stored. ➤ Tanks were all direct fill, with contents recorded manually using dip-sticks (one dip-stick could be seen and no evidence of any electric gauges was observed). There was a small volume of water (no fuel) in the base of the tank which had an accessible dip-stick. ➤ We noted the presence of five petroleum vapour vent pipes, attached to the rear of the forecourt sales building. Two of these were labelled with '6' and '7', suggesting the presence of at least up to seven below ground fuel tanks. ➤ All of the fuel supply pipework that was visible during our inspection was constructed from steel.

Table Fourteen: Results of our Site Inspection

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Tel: 01296 739400 Email: consultants@subadra.com



Photograph Four: Former forecourt area, showing sales building, canopy and forecourt interceptor (in foreground)



Photograph Five: Former pump island, with dispensers removed. Paraffin dispenser in background.



Photograph Six: Paraffin dispenser with adjacent tank access chamber



Photograph Seven: Inside of tank access chamber, showing metal fuel pipework.

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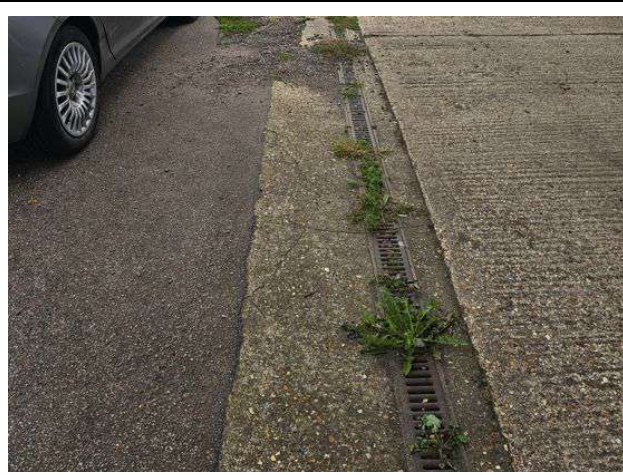
Photograph Eight: Main below ground fuel tank farm, at southern end of the site.



Photograph Nine: One of tank access chambers (direct fill point), with old dip-stick (used to measure tank contents). Small volume of water (no fuel) in base of tank.



Photograph Ten: Forecourt interceptor, constructed from GRP. No fuel / oil evident.



Photograph Eleven: Drainage channel across forecourt, partially blocked.

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Photograph Twelve and Thirteen: Workshop buildings to rear of site



Photograph Fourteen and Fifteen: Waste oil tank (assumed)

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Photograph Sixteen: Toilet block to rear of forecourt sales building (with vents behind).



Photograph Seventeen: Former fuel vapour vent-stack. Five vents present, although two are labelled '6' and '7'. Waste tyres also present.



Photograph Eighteen: Workshop to southern corner of the site.



Photograph Nineteen: Mature tree on site boundary.

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Photograph Twenty: Former car wash stand.



Photograph Seven: lock-up garages

4 Preliminary Risk Assessment

4.1 Data Gaps and Uncertainties

Data gaps and uncertainties highlighted as part of our initial assessment are presented in the table below.

Data	Details	Further Works Required?
Historical review	Whilst the details of site activities are not known, our historical review has confirmed it was used as a vehicle repair garage and retail filling station. Activities associated with these operations are generally well understood.	None required
Geology	Geology maps indicates the presence of Alluvial Fan Deposits, although nearby borehole records indicate these may be absent.	Based on comments provided by statutory consultees, an intrusive investigation is likely to be required to establish ground conditions and verify presence/absence of significant contamination.
Hydrogeology	Based on nearby borehole records, groundwater likely to be present ~11.5m. However, this record dates back to 1935 and groundwater levels may have changed (due to altered pumping regimes from nearby water abstractions).	
Soil and / or groundwater quality	No data.	

Table Fifteen: Summary of Data Gaps and Uncertainties

4.2 Conceptual Site Model

We have used the information presented in the previous sections of this report to create an outline Conceptual Site Model for the site. We have reviewed potential contaminants and their receptors together with any possible pathways that may link them. The resulting pollutant linkages are summarised below.

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Contaminant	Pathway	Receptor	Viable Pollutant Linkage
Site has been in use as a retail filling station / vehicle repair workshop for >75 years. The former fuel infrastructure is considered the most significant potential source of (hydrocarbon) contamination, although workshop activities may also have lead to the pollution of shallow soils (and potentially deeper groundwater). Made Ground may be present at the site and could also constitute a potential source of contamination. These activities have led to the potential for a range of pollutants to be present in shallow soils, including: oils, fuels, solvents, asbestos etc.	Ingestion and dermal contact	Future site workers	No - site covered with hard standing; this will act as a barrier and mitigate risk of impact
	Permeation of volatile contaminants into drinking water supply service pipes		Possible - subject to concentrations of any volatile contaminants in shallow soil (groundwater is likely to be too deep to act as a contamination source leading to the impact of site users and neighbouring properties)
	Volatilisation of hydrocarbons to indoor/outdoor air (either direct from soils or dissolved in groundwater)		
	Off-site migration of hydrocarbons: volatilisation to indoor air (vapours from on-site soils or via lateral migration of dissolved compounds)	Adjacent commercial and residential properties	
	Downward migration of contaminants to groundwater	Alluvium - Secondary Aquifer	Possible - subject to concentrations of any mobile / volatile contaminants in shallow soil
		Chalk Formations - Principal Aquifer	
	Off-site migration of contaminants dissolved in groundwater leading to direct impact of environmental receptors	Groundwater abstractions - public abstraction (1.4km) and associated SPZ (II)	Possible - by definition of being located within an SPZ, any contamination in groundwater could migrate to and impact the abstraction
			Unlikely - no viable migration pathway identified due to absence of shallow groundwater / distance to stream
Surface water abstractions			No - no viable receptor identified
Off-site sources of potential contamination (e.g. Adjacent works)	On-site migration of contaminants dissolved in groundwater	Future site workers	Unlikely - groundwater is likely to be too deep to act as a contamination source leading to the impact of site users.
Hazardous Ground Gases	Accumulation of ground gas in shallow soils and permeation into buildings		Unlikely - no significant source(s) of ground gas identified.
Table Sixteen: Conceptual Site Model			

Table Sixteen: Conceptual Site Model

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5 Environmental Assessment Conclusions

Review of Environmental Site Sensitivity	The site is located in an area of high environmental sensitivity. Geology maps indicate underlying geology comprises Alluvial Fan Deposits (sand and silt) overlying the Holywell Nodular Chalk and New Pit Chalk Formations (chalk with flints, with discrete marl and flint seams throughout). The Alluvium is designated as a Secondary Aquifer and the deeper Chalk as a Principal Aquifer. The site lies within a designated Source Protection Zone (Zone II / Outer); these are designated areas around drinking water sources / abstractions where land use and activities are managed (usually by the EA) to prevent contamination and protect water quality. The SPZ is likely to be associated with a public water abstraction located ~1,380m to the south-west and is likely to draw from the deeper chalk Principal Aquifer. The nearest surface water is an unnamed stream / drainage ditch, located ~560m to the east and we have not identified any surface water abstractions that we consider to be at-risk of impact from any shallow contamination that may be present beneath the site. We have not identified any records relating to any previous ground investigations at the site. However, local borehole records indicate the Alluvium may be absent (or present in a limited thickness), with chalk present at or near surface. Made Ground may also be present at shallow depths. Groundwater is likely to be present at depths of ~11.5m within the chalk, although this record dates back to 1935 and groundwater levels may have changed (due to altered pumping regimes for nearby water abstractions).
Review of Site History and Potential Contaminant Sources	Our historical review indicates that the site has been in use as a retail filling station / vehicle repair workshop for >75 years. Prior to this it was a residential property, with gardens. The filling station ceased trading at some point between 2010 and 2015. Whilst the fuel dispensers (with the exception of a single paraffin dispenser) have been removed, the below ground tanks remain <i>in situ</i>. One tank contained a small volume of water (measured using the tank dipstick), but the status / contents of the other tanks is unknown. There are at least four below ground fuel tanks and possibly more (labels on the vents indicate seven tanks). Given the site's history, additional abandoned tanks may also be present. The site was unoccupied during our recent site inspection, so it is unclear whether any of workshop activities are on-going. However, we identified relatively recent signs of vehicle maintenance and repair (lubricant drums, waste oil tanks etc). We did not record any direct evidence of contamination (e.g. Surface staining, leaking barrels etc). The former fuel infrastructure is considered the most significant potential source of (hydrocarbon) contamination, although workshop activities may also have led to the pollution of shallow soils (and potentially deeper groundwater). Made Ground may be present at the site and could also constitute a potential source of contamination. These activities have led to the potential for a range of pollutants to be present in shallow soils, including: oils, fuels, solvents, asbestos etc. We have not, however, identified any records that indicate there have been any significant pollution incidents at the site. Whilst we have identified various potential sources of hazardous ground gases associated with the site, we consider the likelihood of there being significant quantities of ground gas being generated beneath the site is low. Given the relatively low sensitivity of the proposed end-use (i.e. Commercial), we do not consider further investigation and/or assessment of hazardous ground-gases are required.

Table continued on the following page...

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Table continued from the previous page.

Conclusions

Based on the results of our desk-top review, we have identified various potential sources of contamination or potentially contaminative activities associated with the site and our qualitative assessment has confirmed that a viable pollutant linkage(s) may exist.

Due to the sensitivity of the site's location, we consider that an environmental investigation is required to verify whether shallow soils and the underlying chalk aquifer have been impacted as a result of the site's extended use as a retail filling station and/or vehicle repair workshop.

Your attention is drawn to the Notice to Interested Parties included as Attachment One.

Table Seventeen: Environmental Conclusions

Our recommendations relating to the proposed development are presented in the table below.

Petroleum Officer Report

A Petroleum Officer report has been requested, but not yet received. This may have information relating to the former petroleum infrastructure that could impact on future decisions associated with the our environmental assessment and/or the site's redevelopment. Once received, we recommend that the Petroleum Officer report be reviewed and the information be included within any subsequent environmental reports.

Environmental Investigation and Assessment

We recommend that a Phase II environmental investigation is undertaken to allow an assessment of the underlying ground conditions to determine if potentially complete pollution linkages are present, specifically the risk associated with mobile contaminants impacting the water environment.

Given the site's position within a designated Source Protection Zone, we recommend that we also complete an appraisal of the risks associated with below ground fuel tank installations, incorporating a suitable hydrogeological risk assessment (HRA), for the proposed development. This will be required to demonstrate that the proposed development does not pose an unacceptable risk of detrimental impact to groundwater quality, and should be carried out in accordance with the guidance set-out within the Environment Agency's 'Approach to Groundwater Protection' (2018 v1.2).

All environmental reports should be submitted to the local planning authority in support of the application for the site's redevelopment as a new retail filling station.

Geotechnical investigation

As part of the environmental investigation, we recommend that geotechnical testing be completed in order to provide information regarding soil properties and ground conditions.

New Petroleum Infrastructure

For retail filling station developments located within environmentally sensitive locations, such as the subject site, the Environment agency will expect any engineering controls proposed to mitigate risk to the environment to meet (and potentially exceed) the best available technology and standards specified within the Association for Petroleum and Explosives Administration document: Guidance for Design, Construction, Modification, Maintenance and Decommissioning of Filling Stations (Revised 2024 – 5th Edition, also known as the Blue Book).

Details of the proposed petroleum infrastructure, including site specific engineering drawings, should be submitted to the local planning authority, in support of the application for the site's redevelopment.

Table Eighteen: Recommendations

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**ATTACHMENT ONE:
NOTICE TO INTERESTED PARTIES**

NOTICE TO INTERESTED PARTIES

The purpose of our work is to provide general information on the environmental and/or geotechnical conditions existing at the site And related to soil and/or groundwater. The Client or others specified the scope of the investigation And the validity of our conclusions is limited by the scope of work specified. We are not responsible for any such limitations or omissions.

Where stated in this report, we have used information supplied by third parties. While we have evaluated As far as possible the validity Of this information, we cannot guarantee its accuracy In any way whatsoever.

No investigation technique is capable Of completely identifying all Of the contaminants that might be present In the soil or groundwater under a site. Where specified In our report, we have examined the ground by constructing a number of boreholes and/or trial pits. We recovered samples of soil and/or groundwater from available exposures.

The depth And spacing of our sampling locations were selected To ensure With a reasonable probability that they would be representative Of the actual conditions across the whole site. However, safety considerations relating to existing site infrastructure may have restricted our ability To investigate all potential contaminant sources. Specifically, we were unable To investigate the soil And groundwater condition immediately adjacent To the underground structures and/or buried services. These limitations must be borne In mind When considering the conclusions reached In this report.

Soil is intrinsically variable and the spread Of contaminants within the soil is therefore subject to a degree Of non-uniformity. For these reasons no sampling technique can completely eliminate the possibility of obtaining samples that are not representative Of the actual conditions. Our sampling techniques are intended To reduce the possibility to an acceptable level, within the limits imposed by the budget and scope of the investigation.

Groundwater levels and soil vapour levels that we report were accurate at the time of the investigation. Groundwater And soil vapour levels are variable. Long term monitoring may be required to ensure that the levels recorded during our investigation are representative of long term and possible 'worst case' conditions. In accepting our recommendations and/or conclusions the Client acknowledges that further, more detailed investigation could allow a more accurate assessment of site conditions to be made and that this would reduce any consequential risk to the Client.

Our investigation was carried out to assess the significance of contamination resulting from use of the site as identified in this report. Unless we have indicated otherwise, no assessment of the potential impact of any other previous uses has been made. No investigation was carried out to determine whether or not any deleterious or hazardous materials (such as asbestos) have been used in the construction of the buildings present on the site. Unless otherwise stated no investigation or assessment has been made of the presence or otherwise of invasive plant species including but not limited to Japanese Knotweed.

Unless specifically stated otherwise, we have not assessed the effect of any proposed future construction activities on existing structures on or near to the site. Nor, unless stated otherwise, have we assessed the likely effect of trees on existing or proposed structures on or near the site.

We do not accept any responsibility for the cost of remedial works or other costs incurred in whatever way whatsoever as a result of any omissions, errors or other shortcomings in this report unless we have been given reasonable opportunity to verify ourselves that such faults exist and we have been given a reasonable opportunity to carry out works to remedy such faults ourselves using the most practicable means available to us. We do not accept liability for any consequential losses incurred by you while either we or others carry out any remedial works we deem necessary.

This report has been prepared for the Client, as specified on the cover page of this report. We do not accept any liability whatsoever to any other third parties unless explicitly agreed by us in writing. In accepting our recommendations and/or conclusions the Client accepts that the terms of our appointment were as detailed in the Proposal, or Proposals, that we provided to the Client before being appointed and that these terms supersede and have precedence over any other terms and/or conditions set out in any contracts agreed between ourselves and the Client, regardless of when such terms and/or conditions were agreed to by us and/or signed by us even if such contracts contain terms that contradict this.

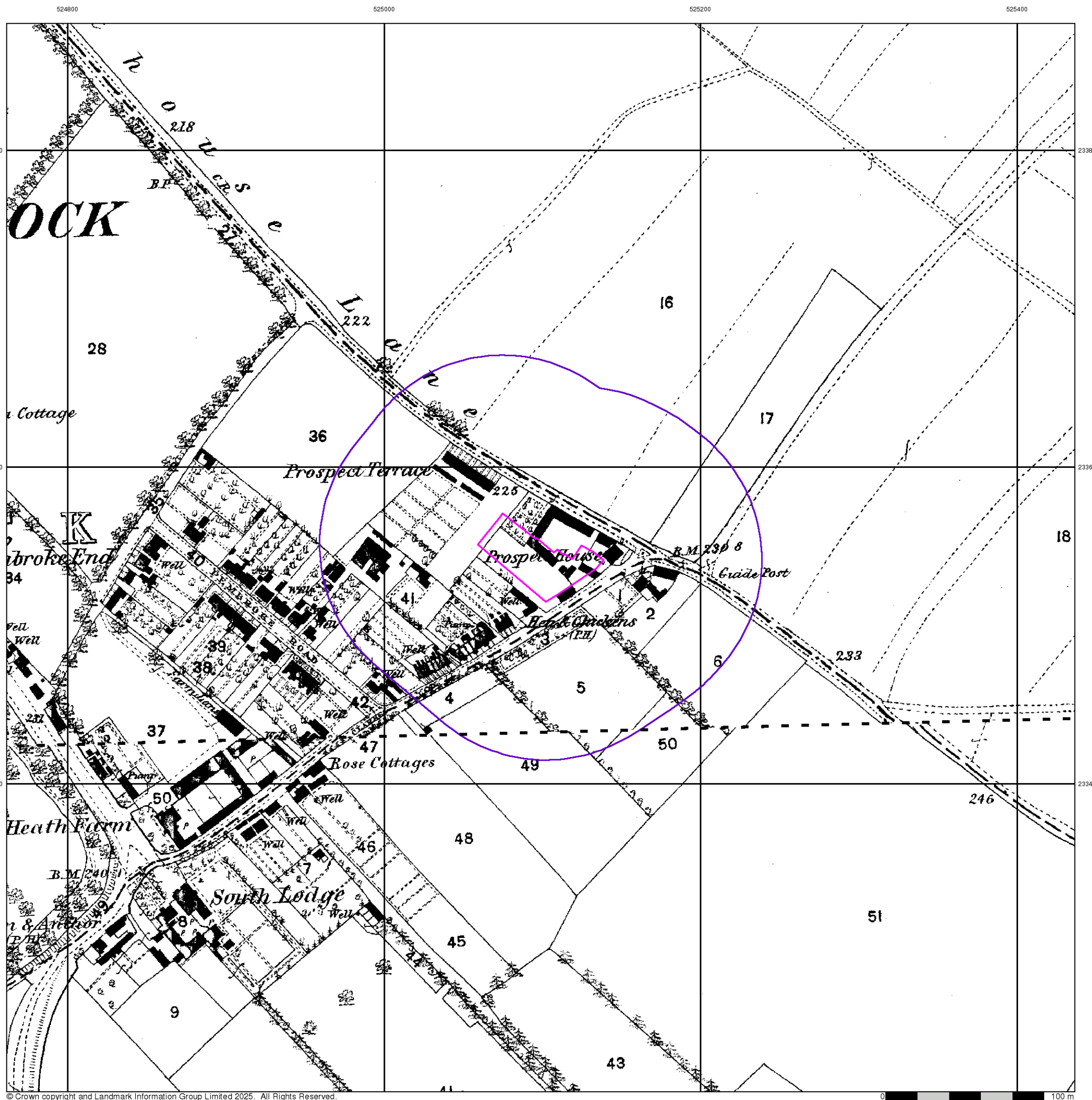
Neither the whole nor any part of this report, or any reference to it, may be included in any published document circular or statement or published in any way without our prior written approval.

This report and its contents, together with any supporting correspondence or other documentation, remain the property of Subadra Consulting Limited until paid for in full. The copyright to this report remains vested in Subadra Consulting Ltd at all times.

Client: J P & S SERVICESS LTD

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ATTACHMENT TWO:
HISTORICAL MAPS



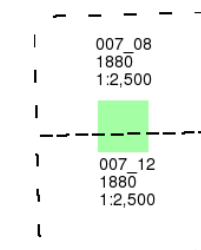
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Published 1880

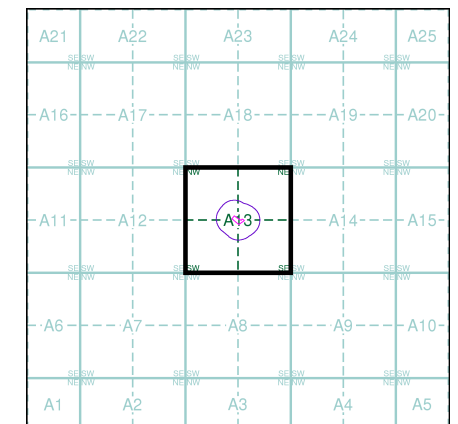
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Map Name(s) and Date(s)



Historical Map - Segment A13



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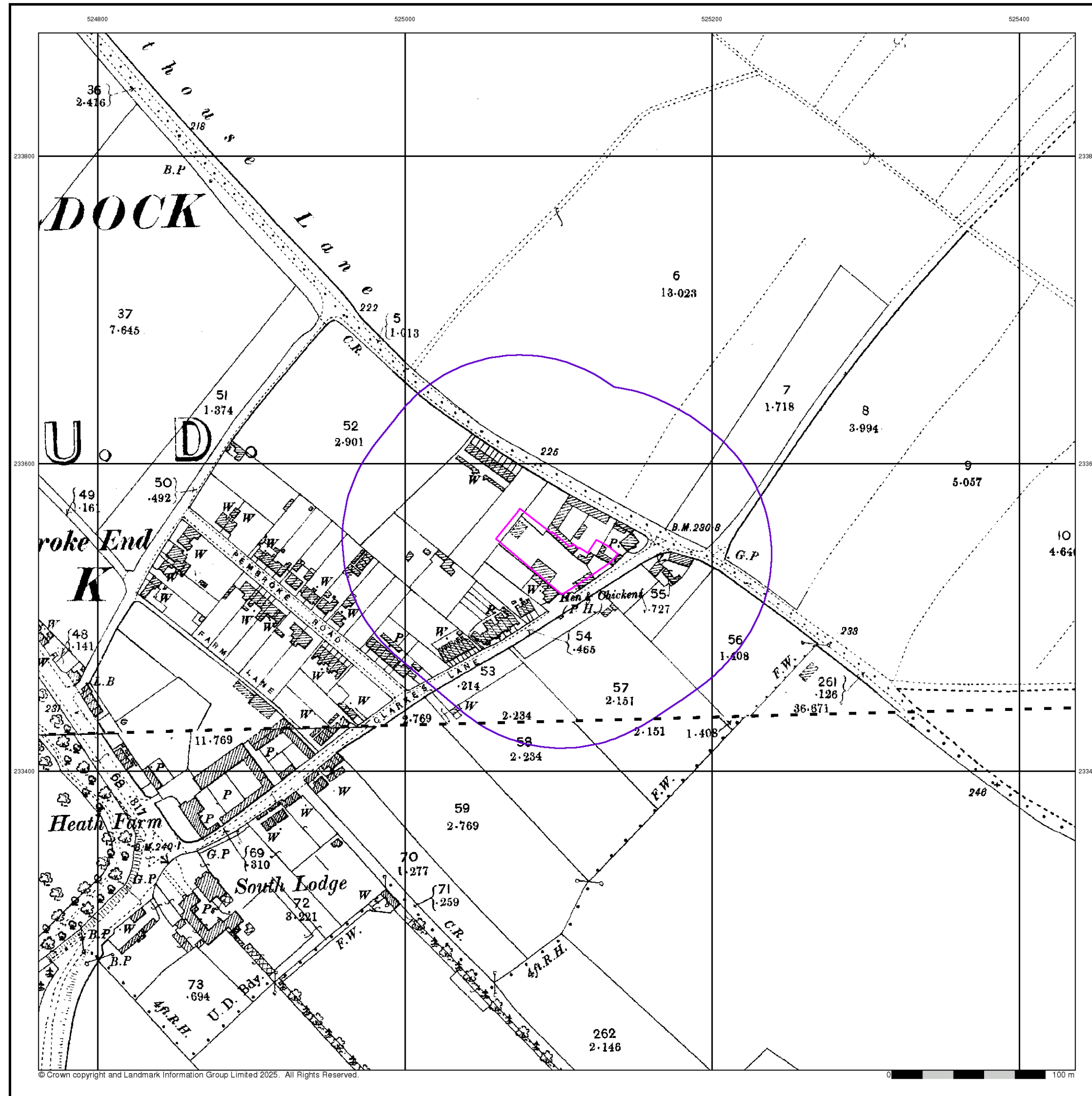
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Search Buffer (m): 100

Site Details

Deans Yard, BALDOCK, SG7 6BZ

Landmark
INFORMATION GROUP

Tel: 0844 844 9952
Fax: 0844 844 9951
Web: www.envirocheck.co.uk



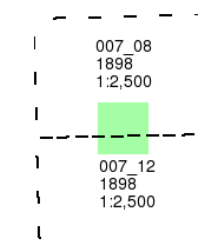
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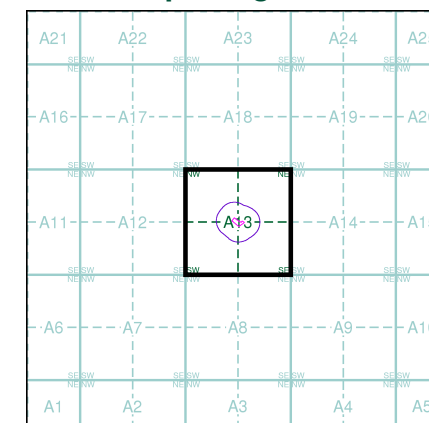
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Map Name(s) and Date(s)



Historical Map - Segment A13



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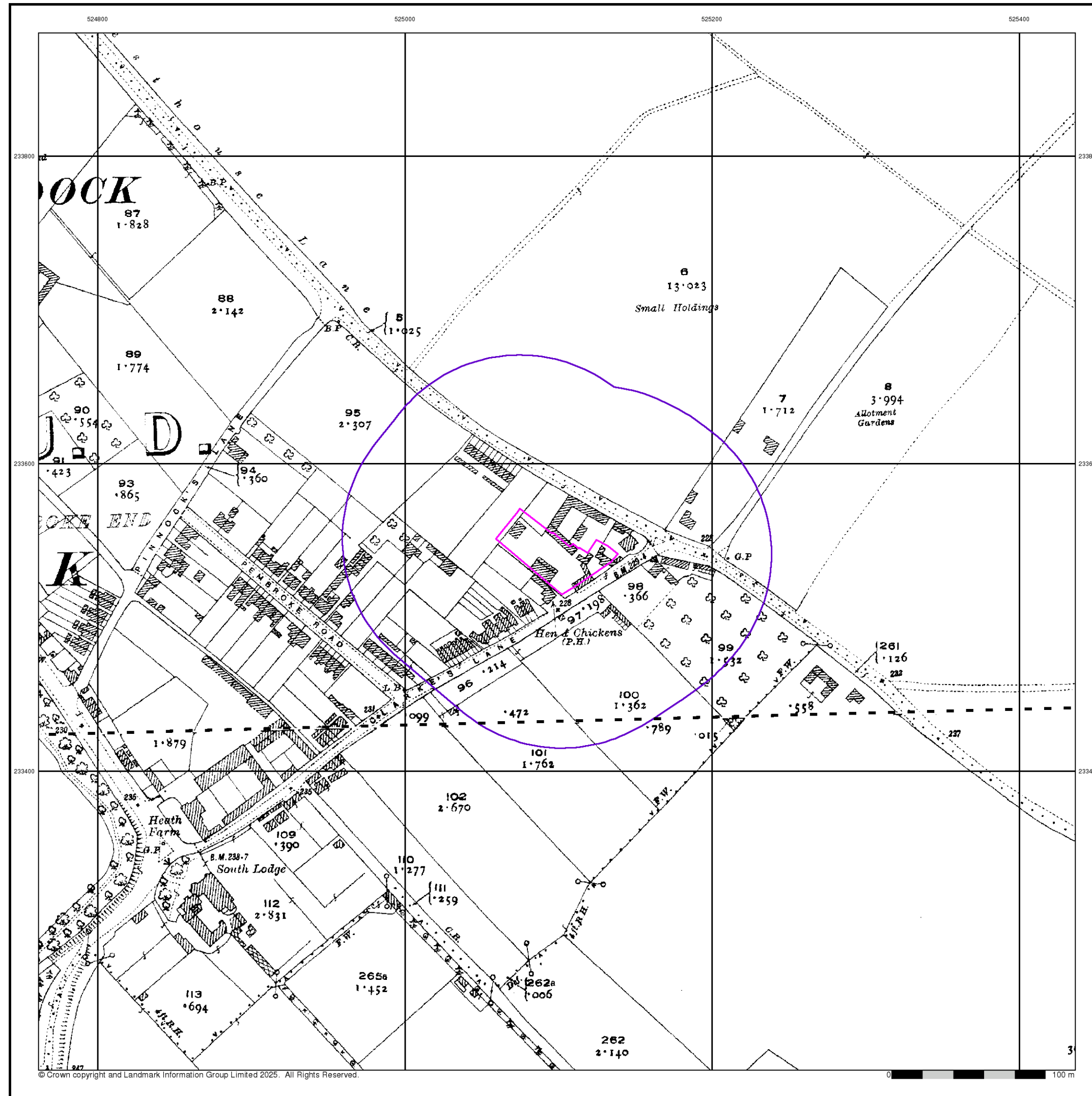
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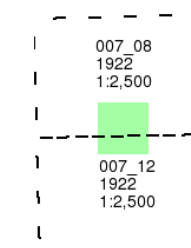
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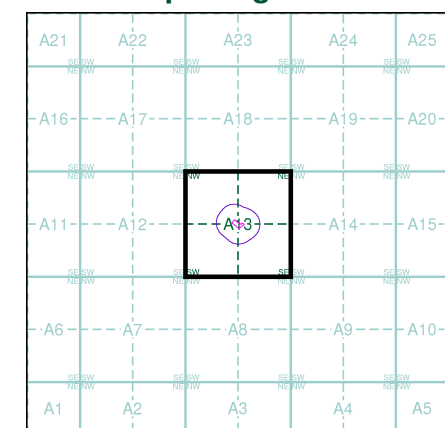
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Map Name(s) and Date(s)



Historical Map - Segment A13



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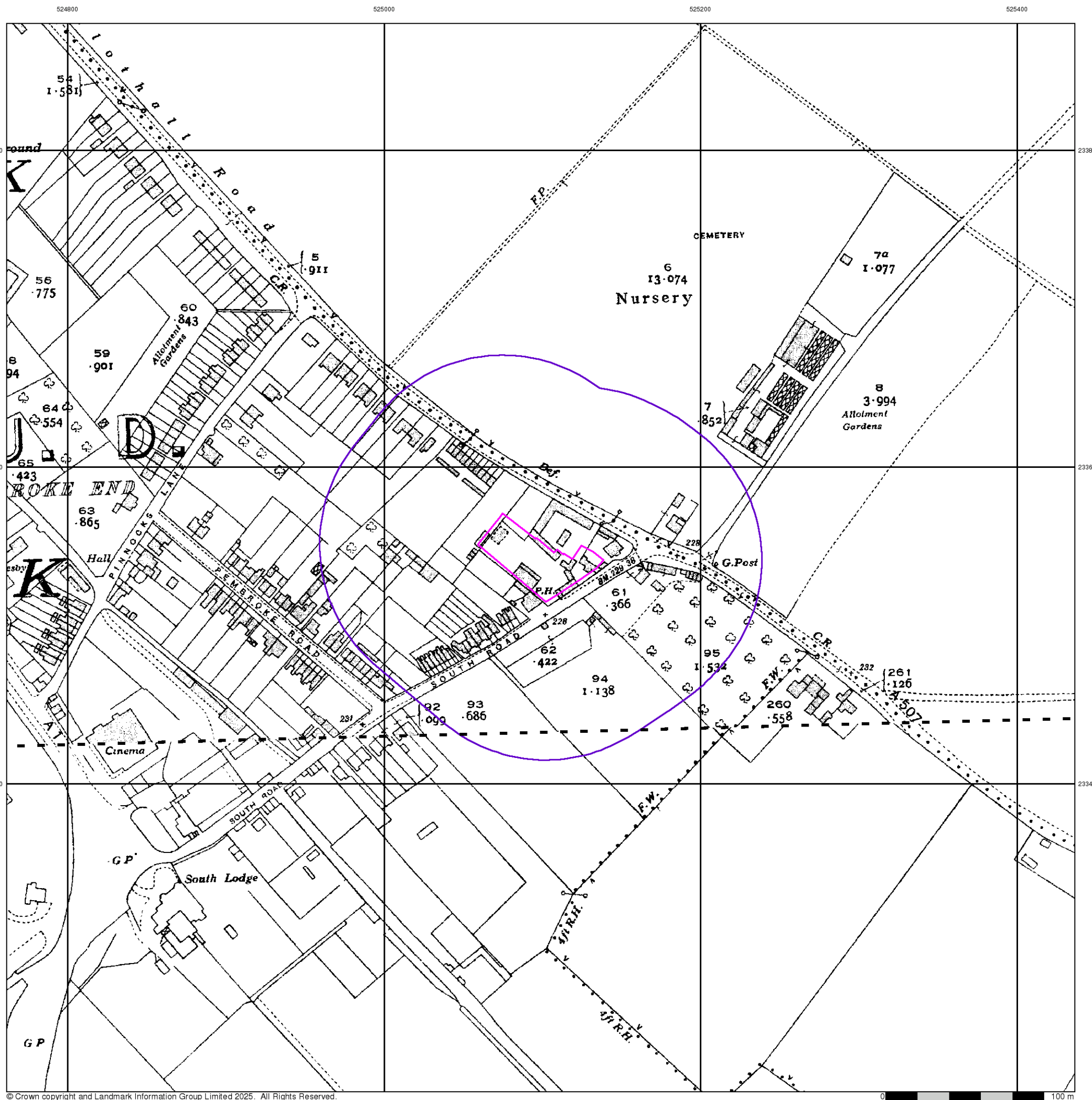
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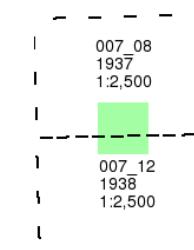
Hertfordshire

Published 1937 - 1938

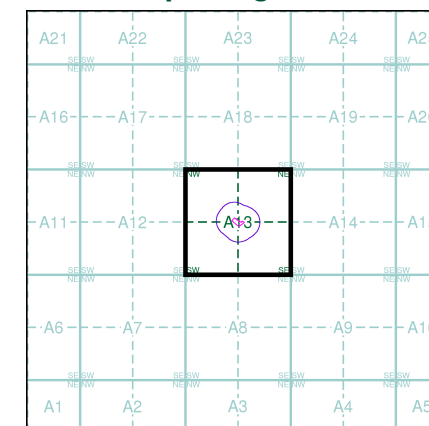
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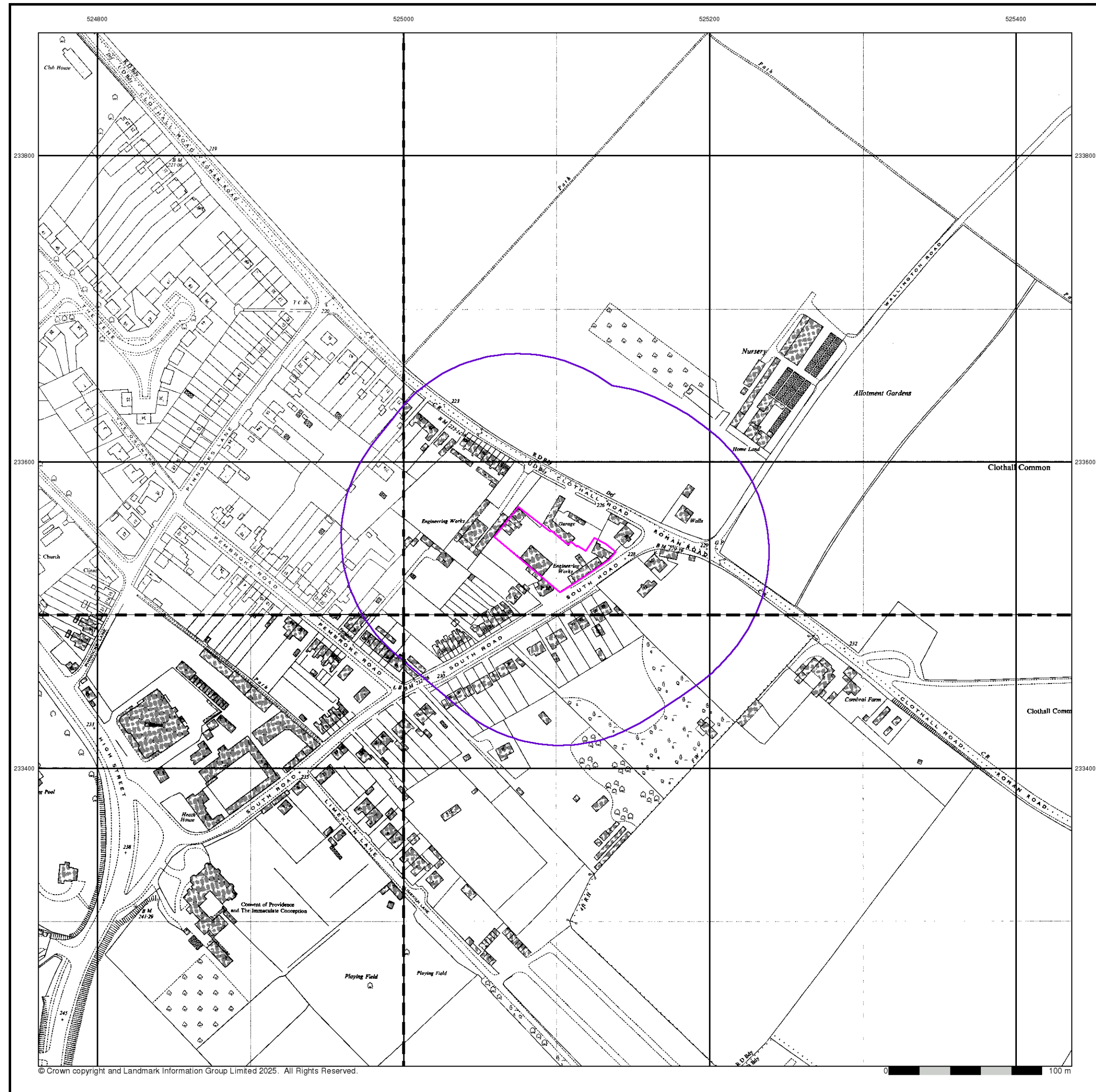
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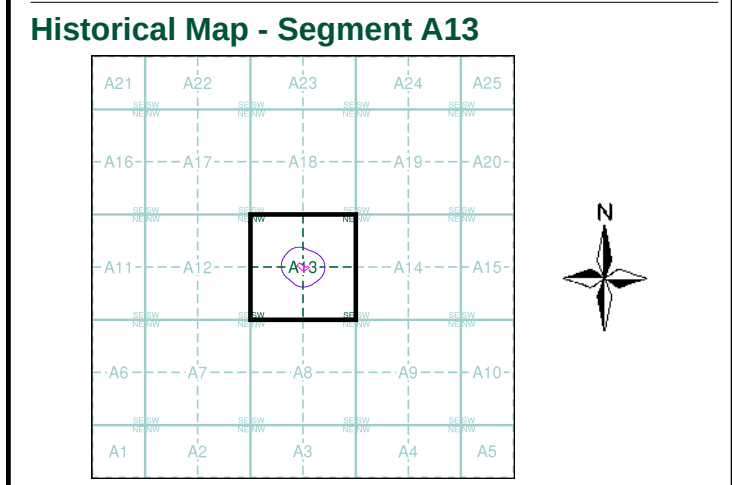


Ordnance Survey Plan
Published 1967
Source map scale - 1:1,250

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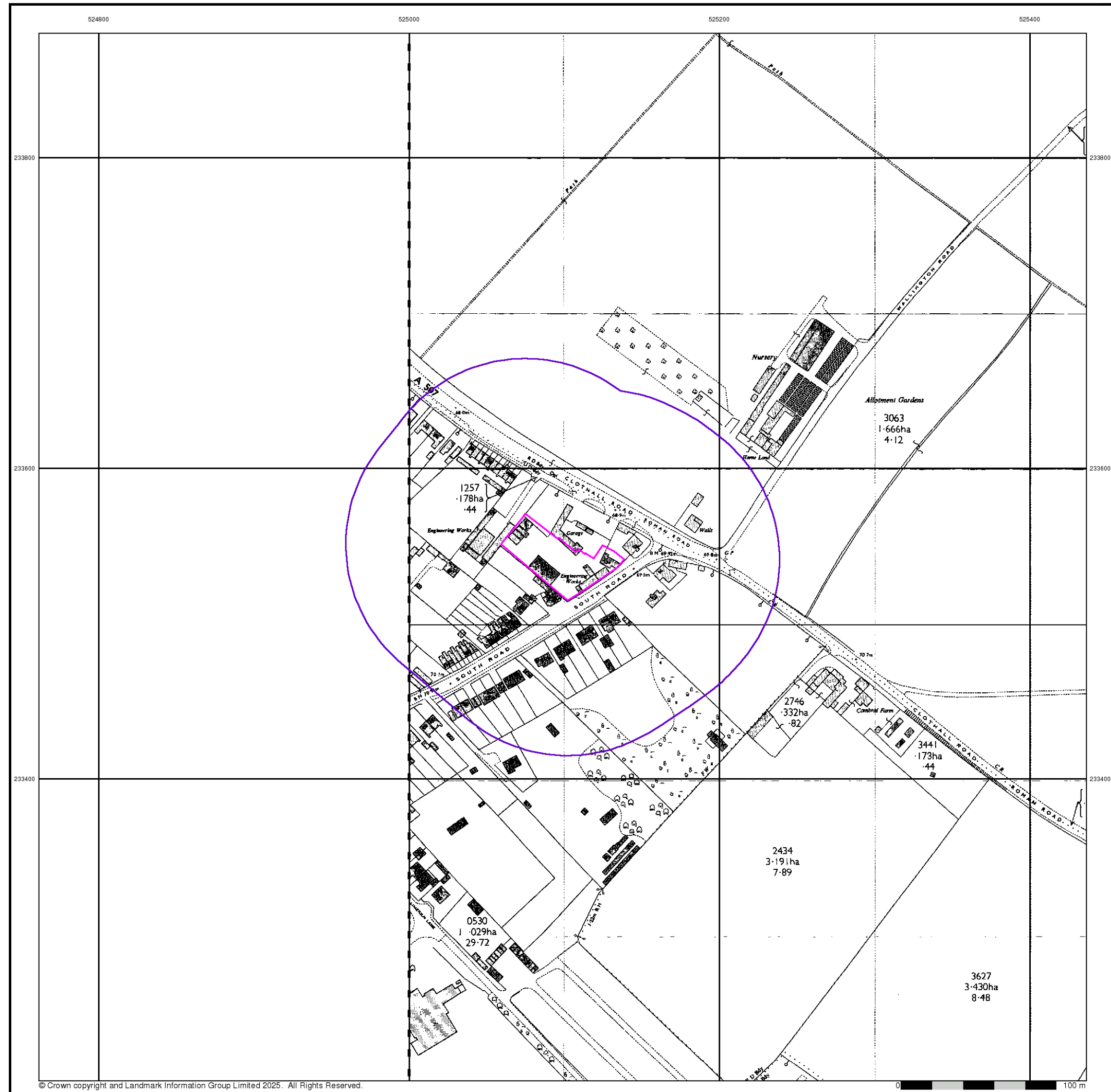
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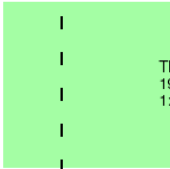
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Ordnance Survey Plan
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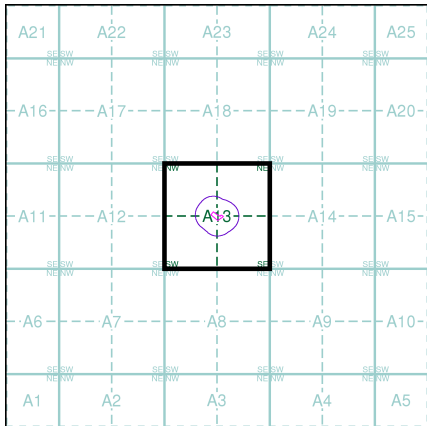
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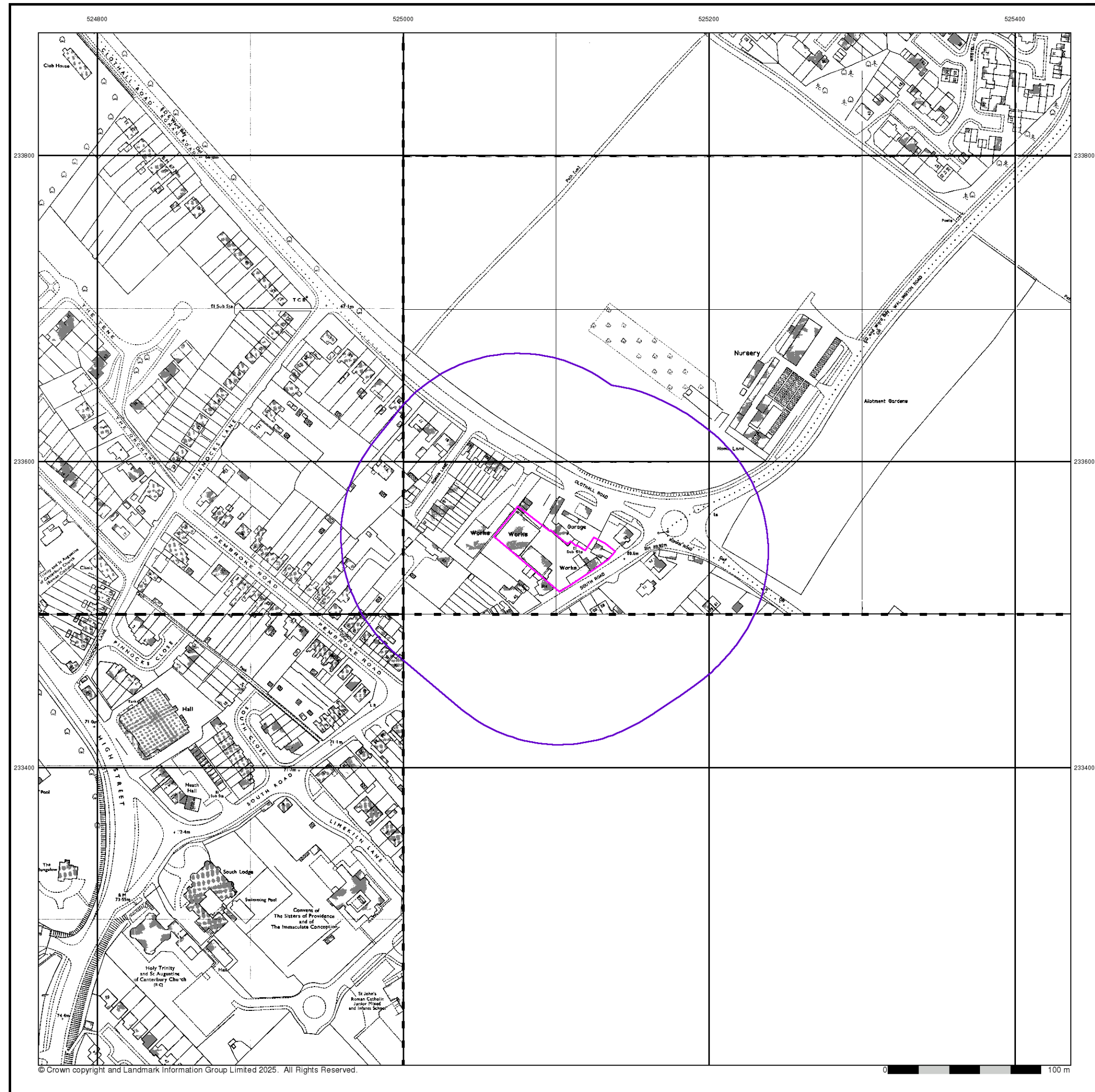
TL2533
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National Grid Reference: 525100, 233540
Slice: A
Site Area (Ha): 0.19
Search Buffer (m): 100

Site Details
Deans Yard, BALDOCK, SG7 6BZ

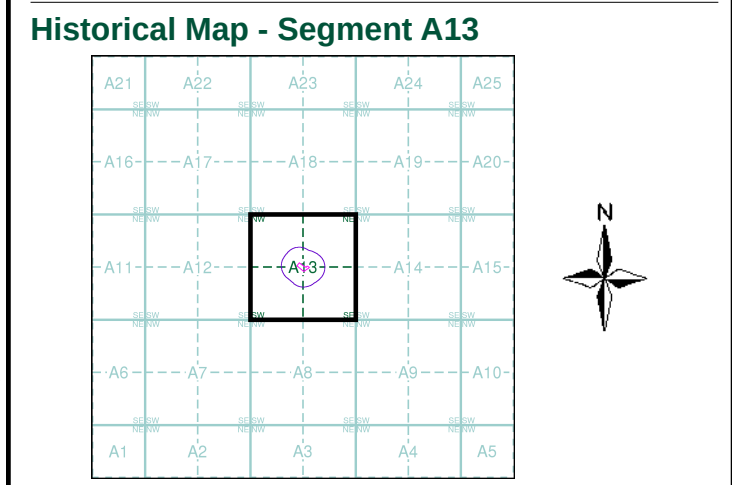


Ordnance Survey Plan
Published 1975 - 1988
Source map scale - 1:1,250

The historical maps shown were reproduced from maps predominantly held at the scale adopted for England, Wales and Scotland in the 1840's. In 1854 the 1:2,500 scale was adopted for mapping urban areas and by 1896 it covered the whole of what were considered to be the cultivated parts of Great Britain. The published date given below is often some years later than the surveyed date. Before 1938, all OS maps were based on the Cassini Projection, with independent surveys of a single county or group of counties, giving rise to significant inaccuracies in outlying areas.

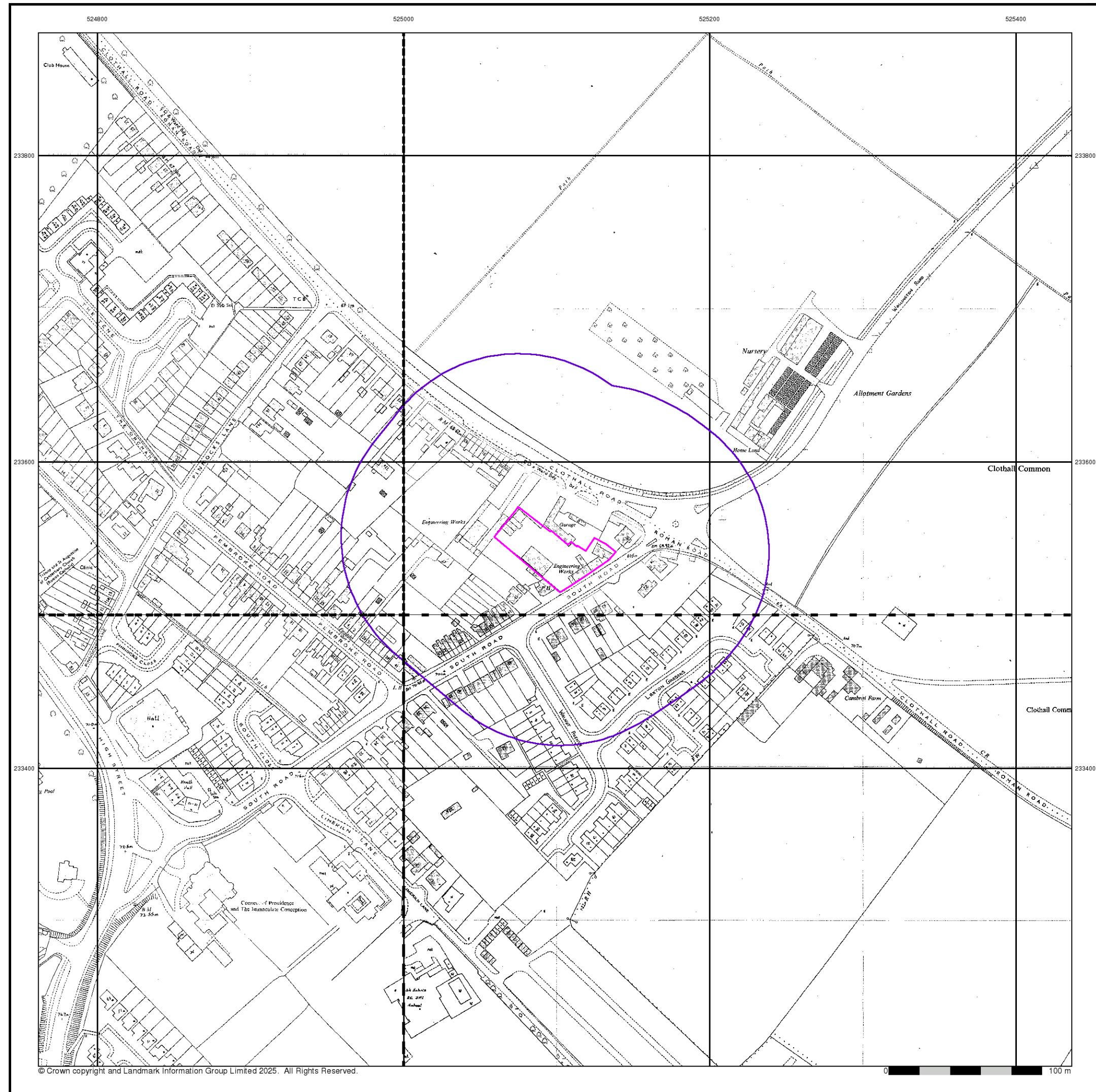
Map Name(s) and Date(s)

TL2433NE 1975 1:1,250	TL2533NW 1988 1:1,250
TL2433SE 1981 1:1,250	



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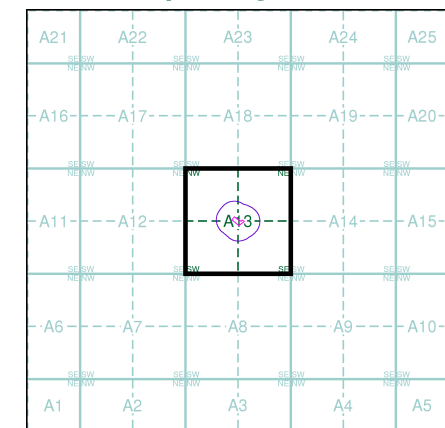
Additional SIMs
Published 1977 - 1978
Source map scale - 1:1,250

The SIM cards (Ordnance Survey's 'Survey of Information on Microfilm') are further, minor editions of mapping which were produced and published in between the main editions as an area was updated. They date from 1947 to 1994, and contain detailed information on buildings, roads and land-use. These maps were produced at both 1:2,500 and 1:1,250 scales.

Map Name(s) and Date(s)

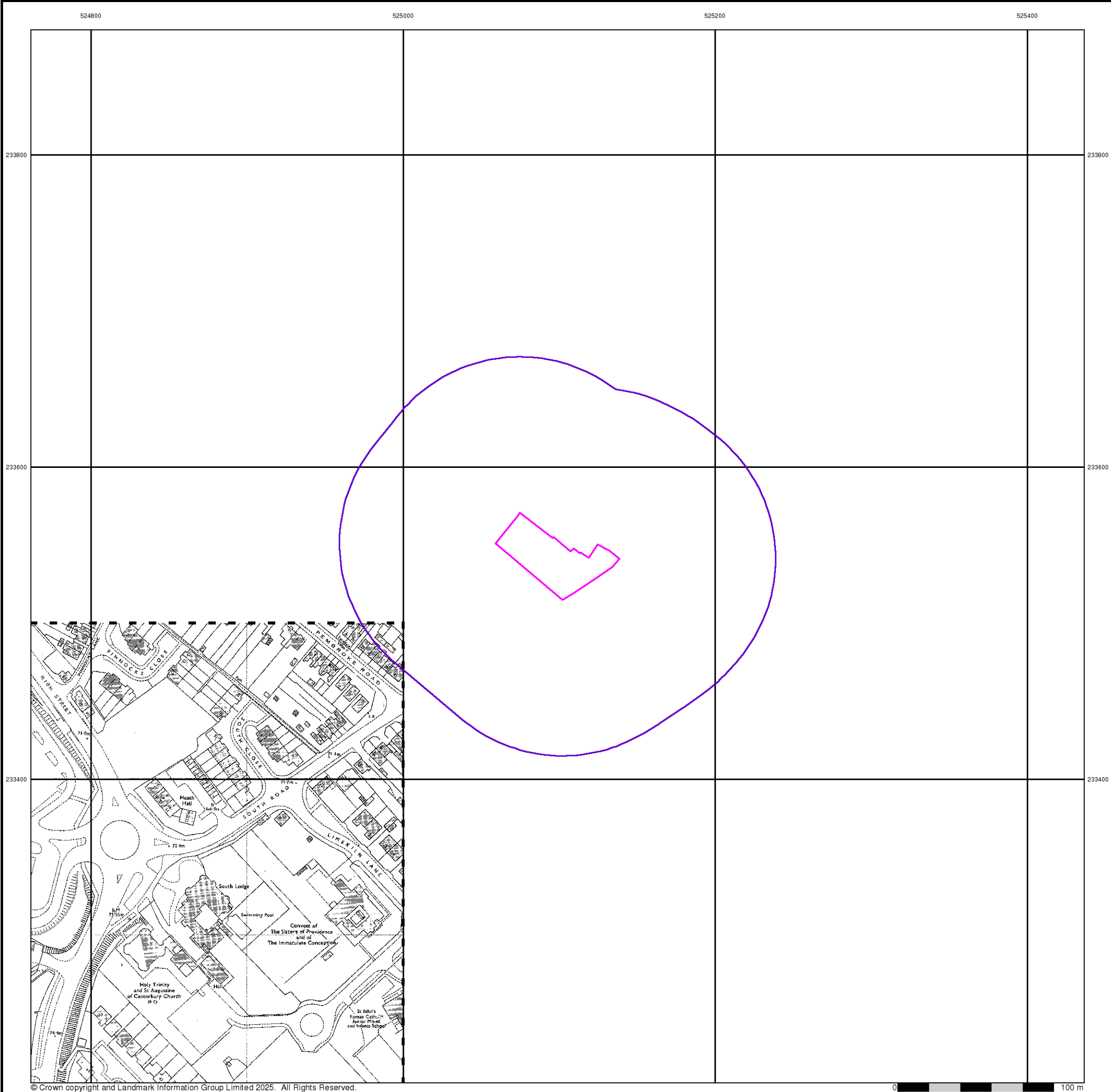
TL2433NE	TL2533NW
1977	1977
1:1,250	1:1,250
TL2433SE	TL2533SW
1977	1978
1:1,250	1:1,250

Historical Map - Segment A13



Order Details
Order Number:
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Site Details
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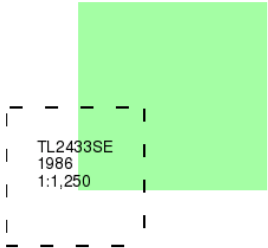
Additional SIMs

Published 1986

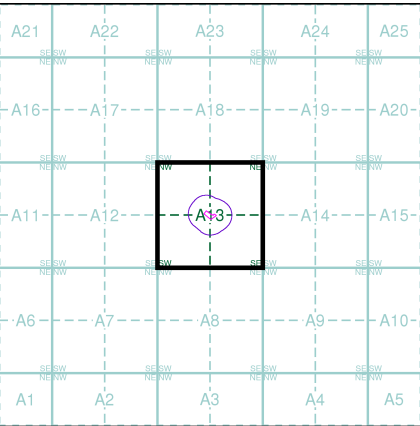
Source map scale - 1:1,250

The SIM cards (Ordnance Survey's 'Survey of Information on Microfilm') are further, minor editions of mapping which were produced and published in between the main editions as an area was updated. They date from 1947 to 1994, and contain detailed information on buildings, roads and land-use. These maps were produced at both 1:2,500 and 1:1,250 scales.

Map Name(s) and Date(s)



Historical Map - Segment A13



Order Details

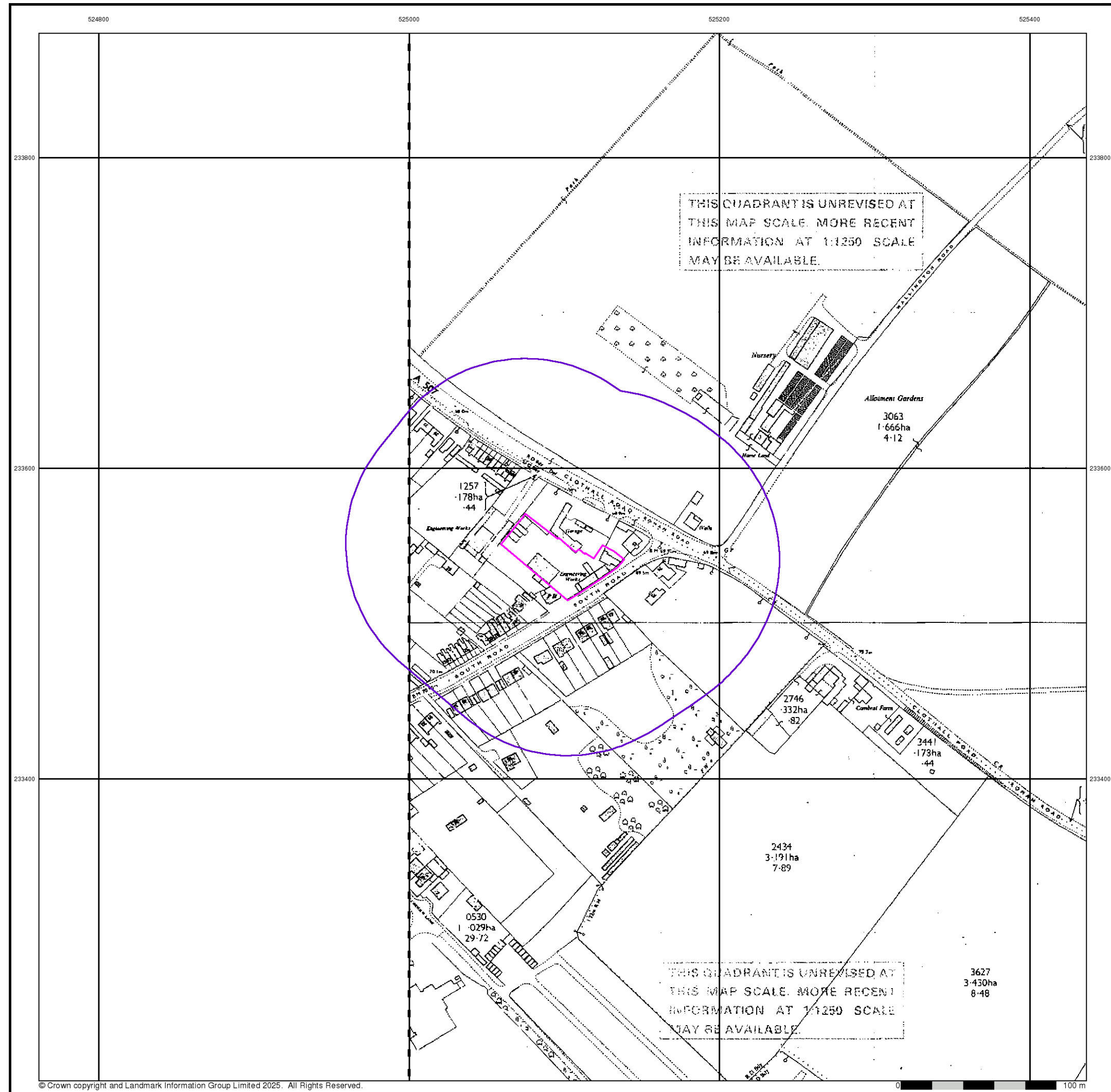
Order Number:
Customer Ref:
National Grid Reference: 525100, 233540
Slice: A
Site Area (Ha): 0.19
Search Buffer (m): 100

Site Details

Deans Yard, BALDOCK, SG7 6BZ

Landmark
INFORMATION GROUP

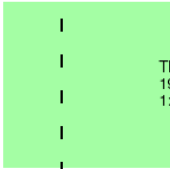
Tel: 0844 844 9952
Fax: 0844 844 9951
Web: www.envirocheck.co.uk



Additional SIMs
Published 1987
Source map scale - 1:2,500

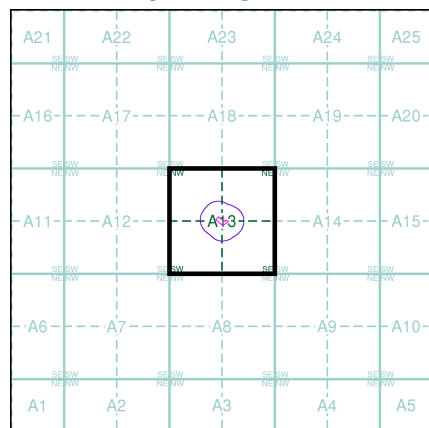
The SIM cards (Ordnance Survey's 'Survey of Information on Microfilm') are further, minor editions of mapping which were produced and published in between the main editions as an area was updated. They date from 1947 to 1994, and contain detailed information on buildings, roads and land-use. These maps were produced at both 1:2,500 and 1:1,250 scales.

Map Name(s) and Date(s)



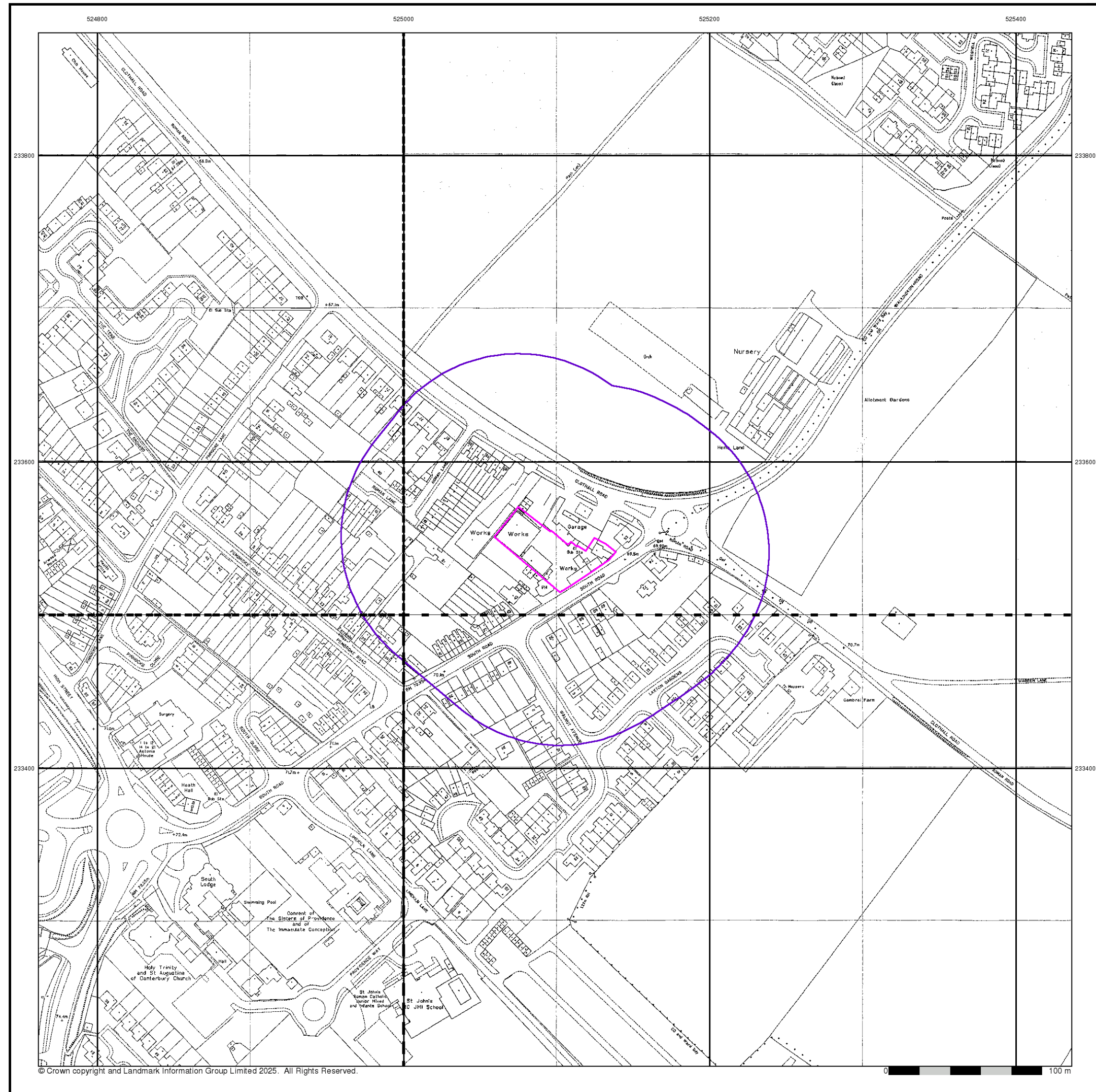
TL2533
1987
1:2,500

Historical Map - Segment A13



Order Details
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National Grid Reference: 525100, 233540
Slice: A
Site Area (Ha): 0.19
Search Buffer (m): 100

Site Details
Deans Yard, BALDOCK, SG7 6BZ



Large-Scale National Grid Data

Published 1993

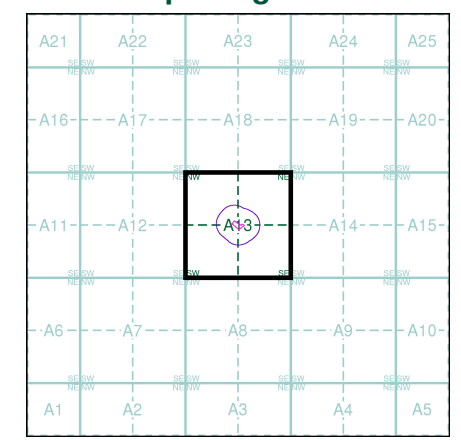
Source map scale - 1:1,250

'Large Scale National Grid Data' superseded SIM cards (Ordnance Survey's 'Survey of Information on Microfilm') in 1992, and continued to be produced until 1999. These maps were the fore-runners of digital mapping and so provide detailed information on houses and roads, but tend to show less topographic features such as vegetation. These maps were produced at both 1:2,500 and 1:1,250 scales.

Map Name(s) and Date(s)

TL2433NE 1993 1:1,250	TL2533NW 1993 1:1,250
TL2433SE 1993 1:1,250	TL2533SW 1993 1:1,250

Historical Map - Segment A13



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Site Details

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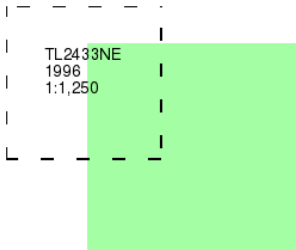
Large-Scale National Grid Data

Published 1996

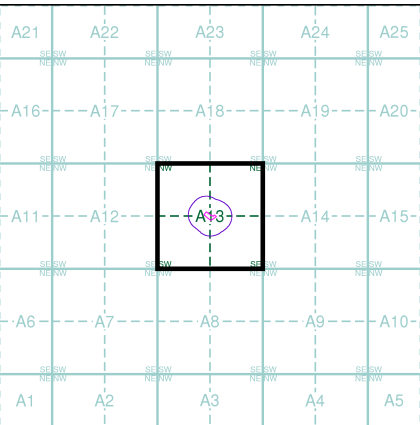
Source map scale - 1:1,250

'Large Scale National Grid Data' superseded SIM cards (Ordnance Survey's 'Survey of Information on Microfilm') in 1992, and continued to be produced until 1999. These maps were the fore-runners of digital mapping and so provide detailed information on houses and roads, but tend to show less topographic features such as vegetation. These maps were produced at both 1:2,500 and 1:1,250 scales.

Map Name(s) and Date(s)



Historical Map - Segment A13



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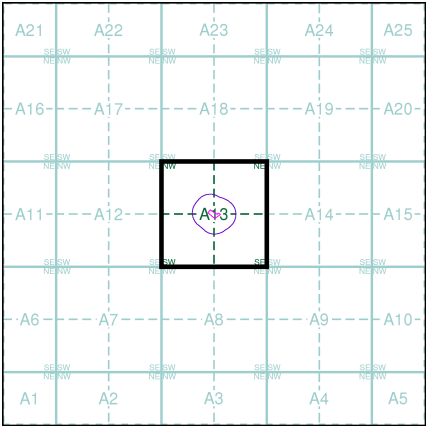


Historical Aerial Photography

Published 1999

This aerial photography was produced by Getmapping, these vertical aerial photographs provide a seamless, full colour survey of the whole of Great Britain

Historical Aerial Photography - Segment A13



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Landmark
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