

**Former Longley Park Motors,
Huddersfield**

SUBADRA
Environmental - Geotechnical - Laboratory - Foundations

13 Triangle Business Park, Stoke Mandeville, HP22 5BL
Tel: 01296 739400 Email: consultants@subadra.com

**PHASE ONE ENVIRONMENTAL ASSESSMENT REPORT
(PRELIMINARY RISK ASSESSMENT)**



Report Prepared By:

Report Reviewed By:

Russell Witter

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Client: Enterprise Rent-A-Car UK
Ltd

Subadra Consulting Ltd. Registered in
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Registered Office 13 Triangle Business
Park, Stoke Mandeville, HP22 5BL

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Phase I Environmental Assessment – Summary

Site Sensitivity

Geology and Hydrogeology	None recorded at the site's location		
	Rough Rock		Secondary Aquifer (Class A)
Source Protection Zone	No	Nearest Surface Water	Unnamed Pond 83m NE
Surrounding Land Use	Mixture of residential properties and commercial businesses with some light industry		
Environmental Sensitivity	Moderate - relating to underlying Secondary Aquifer and nearby River Colne.		

Conclusions

The results of our assessment indicate the following:

- The site is located on the corner of Market Street and Allen Row in Huddersfield and comprises a former used car dealership and petrol station. We understand that Enterprise Rent-A-Car UK Ltd (Enterprise) proposes to lease the plot and redevelop the site for use as a vehicle rental depot.
- Our historical review of the site shows that the site has been in use as a garage since the 1960s, with fuel sales/storage since at least 2001 (and most likely prior to this). Prior to this it was in use as residential housing. The site is currently disused. The petrol station was decommissioned in 2014, with the car dealership continuing to operate until relatively recently. Historical off-site potential sources of contamination include a mill, garage and works.
- We have identified various potential sources of hazardous ground gases associated with the site, although the inherent gas protection afforded by the proposed modular sales building (raised from the ground to provide a venting layer) will mitigate risks associated with hazardous ground gases.
- Based on the results of our desk-top review, we have identified various potential historical sources of contamination and/or potentially contaminative activities, both at the site and on the surrounding land. There is therefore potential that shallow soil and/or groundwater may have been detrimentally impacted as a result of these activities.
- Any contaminants present would pose a potential risk of impact to the water environment, but not site users (assuming appropriate engineer controls are adopted).
- We do not consider the proposed development as a car rental depot will pose any specific future risk of contamination to underlying soils and groundwater.

Recommendations

We understand that Enterprise propose to take the leasehold of the site only, and we recommend an indemnity against all potential historical contamination at the site should be sought as part of the terms of this lease. In the event that a suitable indemnity can not be obtained, we recommend that an intrusive environmental investigation be completed at the site in order to establish a suitable baseline condition for underlying soils and/or groundwater at the point that Enterprise take on the lease of the site.

See Section 5.2 for our recommendations in full.

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

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- Attachment One: Notice to Interested Parties
- Attachment Two: Historical Maps
- Attachment Three: Petroleum Officers Report

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1 Introduction

1.1 The Purpose of This Assessment

We were commissioned by Enterprise Rent-A-Car UK Ltd (Enterprise) to undertake a Phase One Environmental Assessment (also known as a Preliminary Risk Assessment) for the site of the former Longley Park Motors car dealership and petrol station site, located on the corner of Allen Row and Market Street in Huddersfield, West Yorkshire.

We understand that Enterprise proposes to demolish the office, sales building and forecourt canopy and then develop the site with a new modular office building for use as a vehicle rental depot.

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 assessment has been undertaken in accordance with the guidelines presented in the Environment Agency, 'Model Procedures for the Management of Land Contamination'¹. and Environment Agency Guidance on Requirements for Land Contamination Reports².

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;
- Preparation of a report, outlining findings and recommendations, including requirements for any further work.

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; we believe this information to be reliable but 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.

¹ DEFRA and Environment Agency (2004) "Model Procedures for the Management of Land Contamination" Report CLR 11 Environment Agency, Bristol.

² Environment Agency (2005) "Guidance on Requirements for Land Contamination Reports" Version 1.

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1.4 Proposed Development Plans

Proposed Developments	We understand that Enterprise propose to develop the site for use as a vehicle rental depot. A site plan showing the proposed development plan is provided below.
Active Planning Applications	We understand that this report is 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. Further works may be required, however.

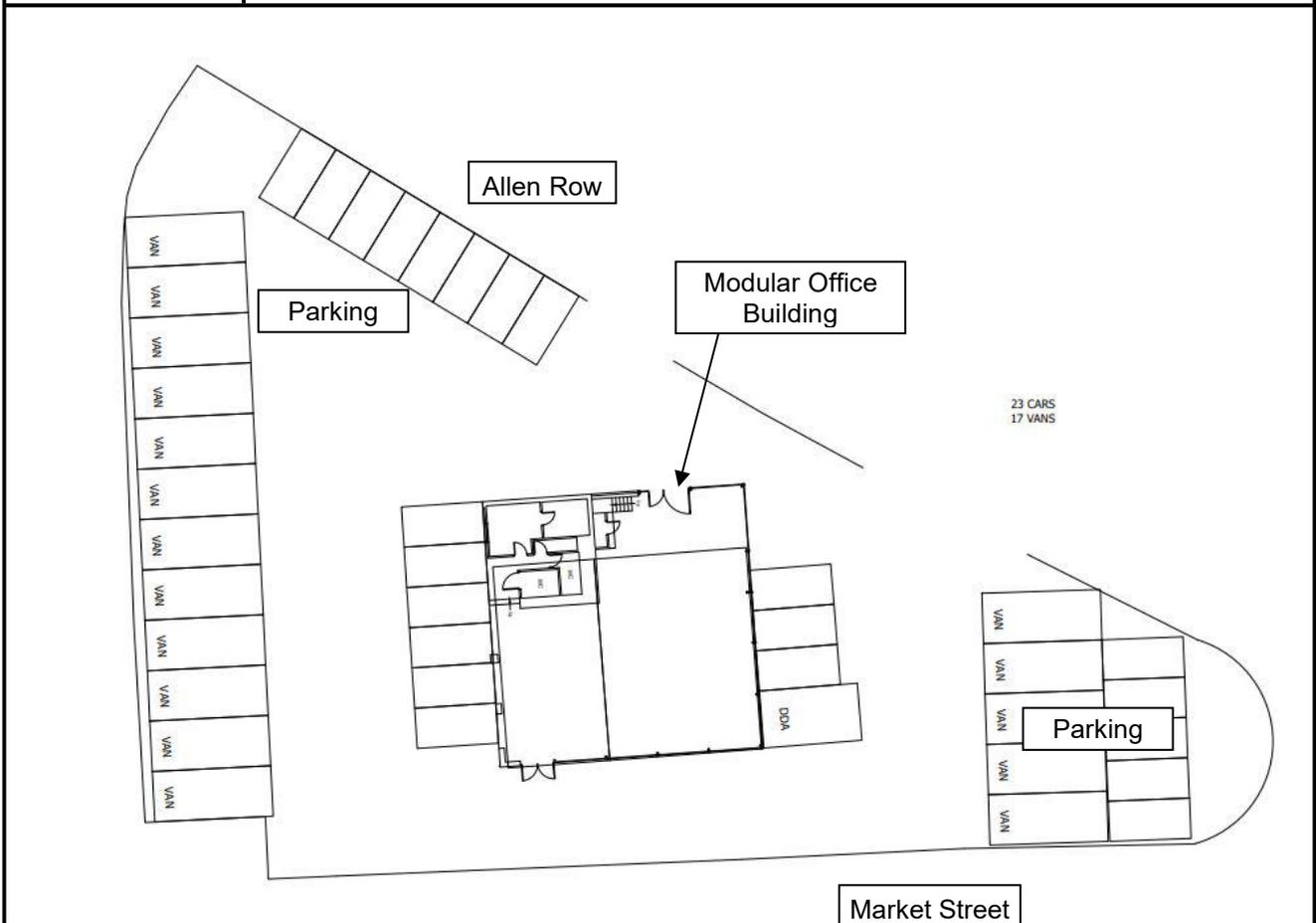


Table One: Proposed Development Plans

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2 Desk Study Information

2.1 Site Description, Location and Setting

Site Description	The site is currently a former used car dealership and decommissioned petrol filling station. More details are provided in our site walkover in Section 3 of this report.		
Grid Reference	413320 416230	Location	The site is located on the corner of Allen Row and Market Street in Huddersfield, West Yorkshire approximately 1.2km from the town centre.
Elevation	84m AOD		
Size (approx)	0.14 ha		

Table Two: Site Location and Setting

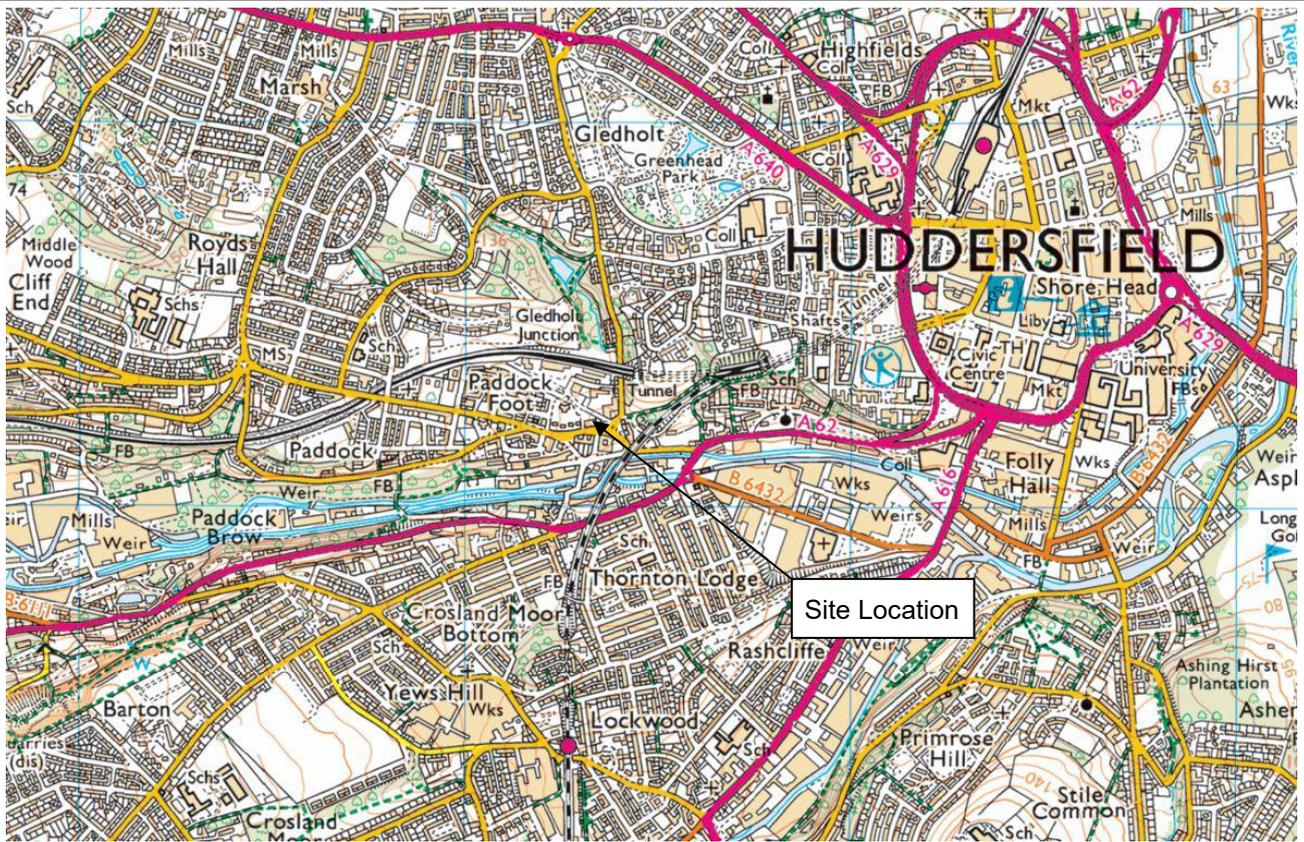


Figure One: Site Location Map

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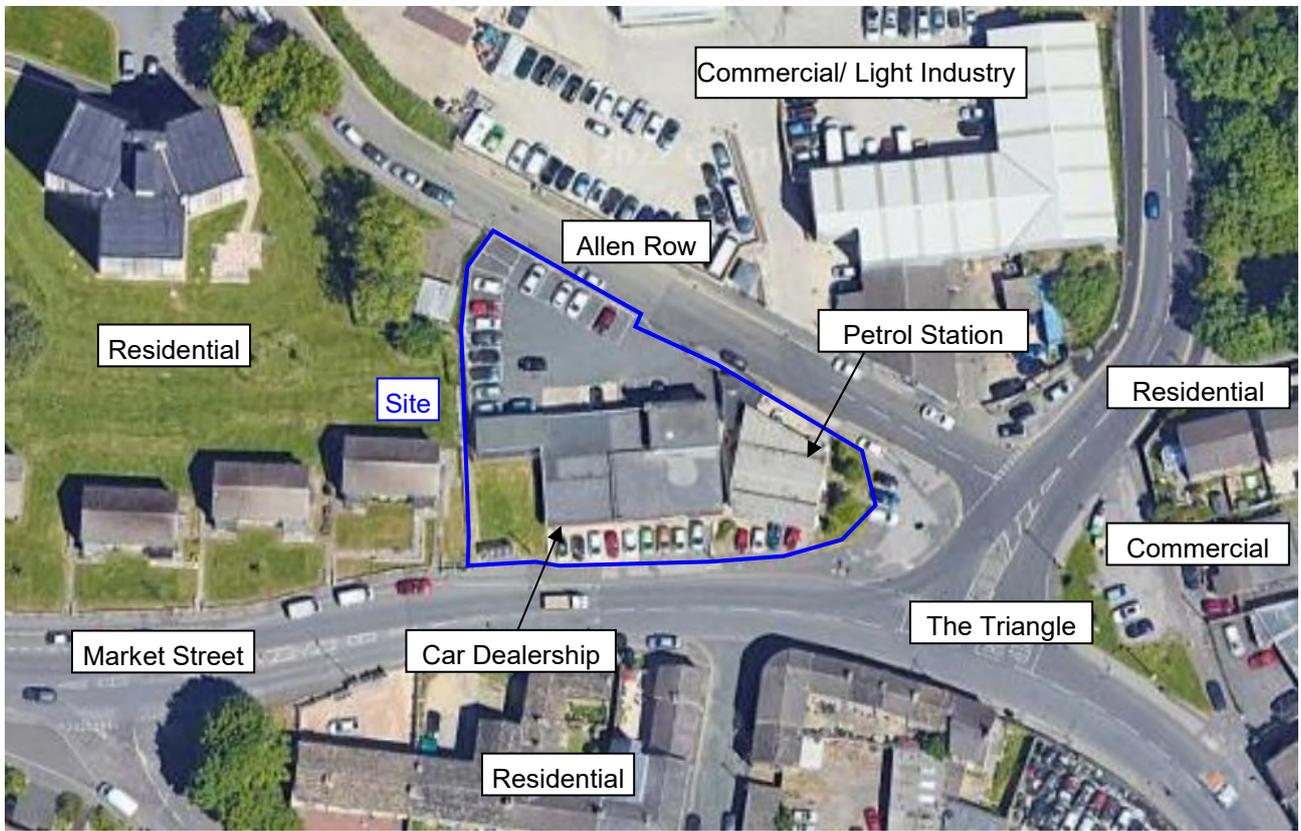


Figure Two: Aerial Photograph Showing Site Layout

Direction	Details
North	Allen Row forms the site's northern boundary with commercial business park beyond (~20m).
East	Directly to the east lies a road junction ('The Triangle') and then residential/commercial properties beyond (~40m).
South	Market Street forms the site's southern boundary with residential properties beyond (~10m).
West	Residential properties and landscaped area to the west (>5m).

Table Three: Surrounding Land Use

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2.2 Geology, Hydrogeology and Hydrology

	Geological Unit	Description	Estimated Thickness	Data Source
Drift Geology	None recorded at the site's location			British Geological Survey
Solid Geology	Rough Rock Sandstone [site]	Coarse sandstone	~30m	
	Pennine Lower Coal Measures Formation [directly to north of the site]	Mudstone, siltstone and sandstone.	>50m	
Previous Investigation Data	The BGS holds records for a borehole (Ref: SE11NW123) 300m to the east of the site. This borehole records fill (brown silty fine to coarse sand with gravel and sandstone) with occasional coal fragments to 2.5m. Below this brown sandstone to a depth of 5.8m where the borehole was terminated.			

Table Four: Regional Geology

	Geological Unit	Environment Agency Aquifer Classification	Data Source
Drift Geology	None recorded at the site's location		Environment Agency
Solid Geology	Rough Rock Sandstone	Secondary Aquifer (Class A)	
	Pennine Lower Coal Measures Formation		
Previous Investigation Data	The BGS Borehole referenced above does not record any strikes or resting groundwater levels.		BGS.

Table Five: Regional Hydrogeology

	Description	Distance	Direction	Data Source
Surface Water Features	Unnamed Pond	83m	North East	Ordnance Survey
	River Colne, flows towards the east	110m	South East	

Table Six: Regional Hydrology

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Abstraction	Surface Water			Groundwater		
	Distance	Direction	Purpose	Distance	Direction	Purpose
Nearest	550m	South West	Machinery and Electronics	482m	East	Textiles and Leather
Nearest Public Water Supply	None recorded within 1km			None recorded within 1km		
Source Protection Zone	Site does not lie within designated Source Protection Zone					
Site located in an Environment Agency defined 'Drinking Water Safeguard Zone'			Surface Water	No		
			Groundwater	No		
Data sourced from Environment Agency						

Table Seven: Nearest Surface and Groundwater Abstractions

2.3 Site History

2.3.1 Review of Historical Ordnance Survey 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
1851, 1890, 1918 (1:2,500 Scale)	The site is in use as residential housing, with a row of houses shown along the southern boundary, fronting Market Street, and several more in the north-west corner of the site. Gledholt Mills is located >20m north east of the site, including various buildings and a mill pond. There are railway lines 120m north and 100m south east. The majority of the remaining area is developed with residual housing also, with occasional municipal buildings and other mills (particularly to the south, associated with the River Colne).	None identified	Mill, Works, Garage - potential for a range of potential contaminants, included fuels, oils, solvents, asbestos, ground gas etc
1960 (1:2,500 Scale)	The site remains in use as residential housing. The large mill complex to the north east is now shown as a mill, garage and works (later warehouse). It is unclear whether the mill pond is still present (area undeveloped, but not noted as a pond).		

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1972, 1986, 2000 (1:2,500 Scale)	<p>The site has been redeveloped as a garage, with a building in the south-eastern part of the site and (presumably) a canopy extending to the east. The remainder of the site is most likely in use for parking and/or landscaping.</p> <p>The area to the west and south remains in use as residential housing.</p>	Garage (workshop and petrol station) - potential for a range of potential contaminants, included fuels, oils, solvents, asbestos etc	Mill, Works, Garage - potential for a range of potential contaminants, included fuels, oils, solvents, asbestos, ground gas etc
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Copies of representative historical maps are included as Attachment Two

Table Eight: Historical Maps Review

2.3.2 Review of Online Planning Records

Date	Application Number	Local Planning Authority – Planning Records (from Kirklees Council website)	Evidence of Development
August 1986	86/64/03663	Erection of signage at Southern Hundred Premises.	Granted
September 1986	86/04186	Erection of extension to garage workshop at Huddersfield Honda Centre.	Granted (with conditions)
October 1993	93/64/04806	Erection of signage at Longley Park Motors.	Granted
March 1994	94/62/90694	Alterations to roof and installation of cladding.	Granted (with conditions)
August 1998	98/64/92355	Erection of signage and entrance module at Longley Park Motors.	Granted
September 2002	2002/62/930 99	Extension to form workshop bay and replacement of valeting bay and parts store at Longley Park Motors.	Granted (with conditions)
February 2012	2012/64/901 35	Erection of illuminated signs.	Approved - unknown if implemented
August 2014	2014/62/922 31	Change of use of workshop to car show room and alterations and refurbishment.	Approved - and site used as car dealership
May 2015	2015/62/907 89	Change of use of petrol filling station to parking, storage and display of motor vehicles.	
July 2015	2015/64/911 79	Erection of signage at Kia Motors.	Granted

Table Nine: Planning Records

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2.4 Review of Permits and Regulatory Action

Date	Permit reference	Details	Issuing Authority
Not Supplied	PPC W 126	Local Authority Pollution Prevention and Controls: PG1/14 Petrol Filling Station. Location: Paddock Filling Station, The Triangle (3m / east). Status: Permitted [Note: presumably relates to the petrol station on the site.]	Kirklees Metropolitan Borough Council
Not supplied	Not supplied	Local Authority Pollution Prevention and Controls: PG2/4 Metal foundry processes. Location: Moorbottom Ironworks, Manchester Road (196m / south). Status: Permitted	

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

Date	Location	Category	Pollutants
July 1989	156m / east	Category 2 Significant Incident	Unknown
June 1990	161m / east	Category 3 Minor Incident	Unknown
April 1991	233m / south-west	Category 3 Minor Incident	Rubble/ Litter or Solids
June 1992	171m / north-east	Category 3 Minor Incident	Unknown
November 1993	89m / north-east	Category 3 Minor Incident	Oils - Diesel
April 1993	105m / south	Category 3 Minor Incident	Sewage
May 1994	109m / west	Category 3 Minor Incident	Unknown
February 1995	157m / east	Category 3 Minor Incident	Sewage
April 1995	162m / east	Category 3 Minor Incident	Unknown
February 1995	162m / east	Category 3 Minor Incident	Sewage

Note: We have not identified any information to suggest any of these incidents is associated with activities at the subject site.

Notes: All information sourced from the Environment Agency

Table Eleven: Pollution Incidents to Controlled Waters (within 250m)

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2.5 Additional Information

2.5.1 Preliminary Hazardous Ground Gas Risk Assessment

Risk	Description	Data Source
Radon Risk	<p>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.</p> <p>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.</p>	Public Health England
Nearest Landfill	The Environment Agency records show that there are no current or past landfill sites within 250m of the site. The site is therefore unlikely to be at-risk of impact from elevated concentrations of hazardous ground gases that are commonly associated with landfill sites e.g. methane or carbon dioxide.	Environment Agency
Degradable Material within Made Ground	The site has been developed on several occasions, so Made Ground is highly likely to be present and would constitute a potential source of ground gas.	Historical Maps
Peat and organic matter within alluvial deposits	<p>No potential source identified.</p> <p>No drift deposits identified at the site's location.</p>	BGS
Degradation of spilled or leaked petroleum hydrocarbons	Based on our historical review, the site has been used as a vehicle repair workshop and petrol filling station. Hydrocarbon contamination may therefore be present in shallow soils and would degrade over time to present a a potential source of ground gas.	Environment Agency
Natural deposits (e.g. Coal measure strata)	Site lies in an area where coal measures are present. These are considered a potential source of ground gas.	BGS
Conclusions	<p>We have identified various potential sources of ground-gas associated with the site. However, the proposed modular sales building is raised above ground, forming a gas / vapour dispersal layer, and provides inherent gas protection measures.</p> <p>As such we do not consider monitoring or assessment are required as part of any future investigation works and no additional measures are required to prevent landfill gas infiltration into the proposed modular building.</p>	

Table Twelve: Hazardous Ground Gas Risk

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2.5.2 Flood Risk Assessment

Flood Risk Zone	Flood Risk	Data Source
Zone 1	An area where flooding from rivers and the sea is very unlikely. There is less than a 0.1 per cent (1 in 1000) chance of flooding occurring each year. The majority of England and Wales falls within this area. A flood risk assessment is not likely to be required as part of future planning applications.	Environment Agency

Table Thirteen: Preliminary Flood Risk Assessment

2.5.3 Geo-Hazards

Risk	Description	Data Source
Risk of Coal Mining	The site is located in an area considered to be at potential risk from coal mining activities. However, it does not lie within a 'Development High Risk Area', nor are there any past or present workings of shafts recorded in close proximity (<50m) to the site. Further information can be obtained from the Coal Authority in the form of a Coal Mining Report.	The Coal Authority
Solution Feature Risk	The potential for dissolution stability hazards has been assessed by the British Geological Survey, who has classified the site's location as 'No hazard'. The BGS advise that no special ground investigation is required or increased construction costs. An increase in financial risk due to problems with soluble rocks is unlikely.	BGS
Shrinking or Swelling Clay	The sites site's location has been classified as 'No hazard' with respect to the potential for shrink/swelling of shallow clay soils.	
Potential for Unexploded Ordnance	The site has been classified as being at 'low' risk of unexploded ordnance.	Zetica Ltd

Table Fourteen: Other Geological Hazards

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3 Site Walkover and Inspection

We have completed a site walkover survey to identify any potential contamination activities and/or sources that may be present at the site. Our observations are summarised, with photographs, below.

3.1 Former Car Dealership

Location	Details
Car dealership building	<ul style="list-style-type: none"> ➤ The sales building is predominantly single storey, with a small second floor area used for offices. ➤ The building looks to be of steel portal frame construction, with glazing and some brick/metal cladding. The roof is flat. ➤ The interior of the showroom floor is tiled and in a good state of repair.
Workshop	<ul style="list-style-type: none"> ➤ No access possible on day of inspection.
Front forecourt / parking area	<ul style="list-style-type: none"> ➤ Comprises a combination of paving and concrete hardstanding, with metal bollards along the southern boundary.
Rear yard of car dealership	<ul style="list-style-type: none"> ➤ Metal palisade fence forms the rear / northern boundary, with a gate to Allen Row. ➤ Part of the western boundary (nearest the workshop) comprises a low brick retaining wall (~1m), with fencing on top. ➤ We noted a single steel drum (205litres) with labels to indicate it formerly contained a 'flammable liquid'. The cap was not present and the drum looked to be full of water. No drip tray or bunding present.



Photograph One: Front forecourt area of the car showroom.



Photograph Two: Interior of the car showroom. Stair leading to first floor offices to rear of area.

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Photograph Three: Rear yard of car showroom (eastern half)



Photograph Four: Rear yard of car showroom (western half) - steel clad vehicle maintenance workshop. Steel drum with labels to indicate it formerly contained a 'flammable liquid'.

3.2 Former Petrol Station

Location	Details
Sales kiosk (former)	➤ There is a small metal clad building located in the northern corner of the forecourt area, which was the former sales kiosk (when the petrol station was operational).
Canopy	➤ Canopy extends across forecourt area and looks to be in good condition (no obvious vehicle strikes). Clearance height indicated to be 4.2m (based on Google Streetview images). Four stanchions observed, and canopy not linked to the adjacent car dealership building.
Hardstanding	➤ Forecourt hardstanding constructed from concrete. Hardstanding was generally in good condition, although various scars/repairs have been carried out. Low metal railings present around perimeter of forecourt, to prevent unauthorised vehicle access.
Fuel supply pipework	➤ An inspection of the tank access chamber (for Tank 2) indicate the pipework was constructed from single skin steel.
Fill points	➤ Fill points are off-set and located between the two canopy stanchions nearest The Triangle.
Tank vent pipes	➤ Six former vents were identified, adjacent to the forecourt kiosk, all of which had been cut/removed at ground level.

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Below ground tanks	<ul style="list-style-type: none"> ➤ Several of the tank access chambers have been filled with expandable foam; ➤ The tank access chamber for Tank 2 (diesel) has not been filled with foam. ➤ Tank details below. 			
	Tank Number	Capacity	Former Contents	Current Status
	One	9,506 litres	Petrol	Hardfoam*
	Two	9,056 litres	Diesel	Unknown (presume empty)
	Three	9,506 litres	Diesel	Unknown (presume empty)
	Four	4,656 litres	Petrol	Hardfoam*
	Five	9,506 litres	Diesel	Unknown (presume empty)
	Six	18,818 litres	Petrol	Hardfoam*
Note: * - according to foam filling certificate provided by the Petroleum Officer.				
Forecourt interceptor	<ul style="list-style-type: none"> ➤ Drainage interceptor identified on forecourt (in former access route from Market Street). The metal chamber lids we seized (due to rust/silt), so we were unable to inspect the inside of the interceptor. ➤ Interceptor vent has been cut off at ground level. Formerly constructed from steel and located in the south-east corner of the forecourt (based on Google Streetview images). 			
Vegetation	<ul style="list-style-type: none"> ➤ Small grass covered area at the far eastern end of the site, with several immature trees present. 			



Photograph Five: Forecourt area



Photograph Six: Central forecourt area and former sales kiosk.

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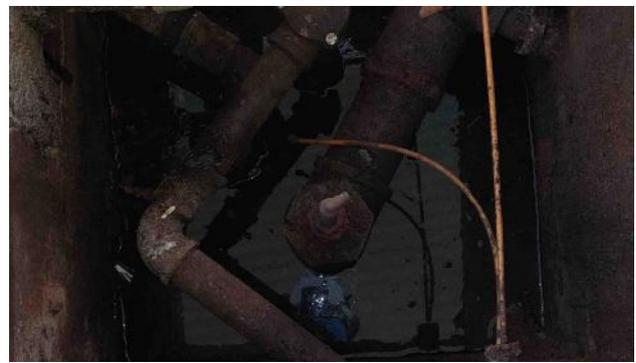
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Photograph Seven: Three-chambered forecourt drainage interceptor (unconfirmed - chamber lids rusted/silted shut).



Photograph Eight: Fuel pipework - constructed from steel



Photograph Nine: Off-set fill point chambers



Photograph Ten: Foam in tank access chambers

3.3 Petroleum Officer Search

We have contacted the site's Petroleum Officer in order to obtain details relating to the petroleum installation. The information provided is summarised in the table below and included as Attachment Three.

- Records indicate site licensed to store petroleum from 2001 onwards;
- There is a single 'operational' tank - Tank 1, with capacity of 43,000litres (Note: Tanks 1 to 5 possible compartments of a single large vessel);
- The site was decommissioned in 2014;
- As part of the decommissioning process the tanks that formerly stored petrol were filled with hard-foam;
- There are no records of any spills or losses from the petroleum installation at the site.

Table Fifteen: Information Provided by Petroleum Officer

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4 Preliminary Risk Assessment

4.1 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.

Contaminant	Pathway	Receptor	Viable Pollutant Linkage	
<p>The site has been in use as a vehicle maintenance workshop and petrol filling station for at least 20 years.</p> <p>Potential for various contaminants, including fuels, oils and solvents.</p> <p>Made Ground is likely to be present at the site and may also constitute a potential source of contamination</p>	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 contaminants, particularly hydrocarbons, into drinking water supply service pipes		Possible - subject to the presence / severity of any contamination	
	Volatilisation of contaminants to indoor/outdoor air (either direct from soils or dissolved in groundwater)		No. Whilst various potential sources of ground-gas identified, the proposed modular sales building is raised above ground, forming a gas / vapour dispersal layer, providing inherent gas protection.	
	Off-site migration of contaminants: volatilisation to indoor/outdoor air (vapours from on-site soils or via lateral migration of dissolved compounds)	Commercial and residential properties in close proximity to the site	Possible - subject to the presence / severity of any contamination and the direction of groundwater flow	
	Downward migration of contaminants to groundwater	Rough Rock Sandstone (Secondary Aquifer)	Possible - subject to the presence / severity of any contamination	
	Off-site migration of contaminants dissolved in groundwater leading to direct impact of environmental receptors		Pond (83m / NE)	Unlikely - pond most likely lined, which will act as a barrier to impact
			River Colne (110m / SE)	Possible - subject to the presence / severity of any contamination and the direction of groundwater flow
			Groundwater abstraction (482m / E)	
			Surface water abstraction (549m / SW)	Unlikely - abstraction located up-stream of the site

Table continued on the following page

Client: Enterprise Rent-A-Car UK Ltd	Phase I Environmental Assessment Report	Report	EN22119 CL 001
		Date	November 2022
		Page	18

Former Longley Park Motors, Huddersfield	 Environmental - Geotechnical - Laboratory - Foundations
	13 Triangle Business Park, Stoke Mandeville, HP22 5BL Tel: 01296 739400 Email: consultants@subadra.com

Table continued from the previous page

Off-site sources of potential contamination (past/present) - garages, mills	Off-site migration of contaminants dissolved in groundwater	Controlled water receptors associated with the site	Possible - subject to the presence / severity of any contamination
Hazardous Ground Gases	Accumulation beneath and migration into future buildings	Future site workers	No. Whilst potential sources of ground-gas identified, the proposed modular sales building is raised above ground, forming a gas / vapour dispersal layer, providing inherent gas protection.

Table Sixteen: Conceptual Site Model

5 Conclusions and Recommendations

5.1 Conclusions

Site Details	The site is located on the corner of Market Street and Allen Row in Huddersfield and comprises a former used car dealership and petrol station. We understand that Enterprise Rent-A-Car UK Ltd (Enterprise) proposes to lease the plot and redevelop the site for use as a vehicle rental depot.
Review of Environmental Site Sensitivity	The site is located in an area of moderate environmental sensitivity. Geology maps and BGS borehole records indicate the site is likely to be underlain by Rough Rock Sandstone, classified by the Environment Agency as a Secondary Aquifer. The River Colne is located ~110m to the south-east. We have identified both surface and groundwater abstractions within 550m of the site.
Review of Site History and Potential Contaminant Sources	Our historical review of the site shows that the site has been in use as a garage since the 1960s, with fuel sales/storage since at least 2001 (and most likely prior to this). Prior to this it was in use as residential housing. The petrol station was decommissioned in 2014, with the car dealership continuing to operate until relatively recently. The site is currently disused. Past off-site potential sources of contamination include a mill, garage and works. We have identified various potential sources of hazardous ground gases associated with the site, although the inherent gas protection afforded by the proposed modular sales building (raised from the ground to provide a venting layer) will mitigate risks associated with hazardous ground gases.
Conclusions	Based on the results of our desk-top review, we have identified various potential historical sources of contamination and/or potentially contaminative activities, both at the site and on the surrounding land. There is therefore potential that shallow soil and/or groundwater may have been detrimentally impacted as a result of these activities. Any contaminants present would pose a potential risk of impact to the water environment and off-site human receptors, but not site users (assuming appropriate engineer controls are adopted). We do not consider the proposed development as a car rental depot will pose any specific future risk of contamination to underlying soils and groundwater.

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

Table Seventeen: Environmental Conclusions

Client: Enterprise Rent-A-Car UK Ltd	Phase I Environmental Assessment Report	Report	EN22119 CL 001
		Date	November 2022
		Page	19

5.2 Recommendations

Environmental Liabilities	We understand that Enterprise propose to take the leasehold of the site only, and we recommend an indemnity against all potential historical contamination at the site should be sought as part of the terms of this lease. In the event that a suitable indemnity can not be obtained, we recommend that an intrusive environmental investigation be completed at the site in order to establish a suitable baseline condition for underlying soils and/or groundwater at the point that Enterprise take on the lease of the site.
Planning Application	We recommend this report be submitted to the Local Planning Authority in support of the application for the site's redevelopment. Based on the site's former land use, an intrusive borehole investigation may be required by the Local Planning Authority, as part of the development process, in order to confirm site workers, neighbouring properties and controlled water receptors are not at-risk of impact from any contamination that might be present beneath the site.
Watching Brief	As an absolute minimum, we recommend that a watching brief be established at the site during any planned excavations (service trenches etc). If any potential contamination (staining, odours etc) of underlying soils and/or groundwater are suspected, we should be notified and verification sampling completed. The results of any such verification sampling can then be used to revise our conceptual site model and complete a suitable risk assessment to determine what, if any, further works are required.
Below Ground Fuel/Oil Tanks	We recommend that the status of any below tanks that are present be verified and cleaned/decommissioned, if necessary, so they no longer constitute an on-going potential source of contamination.
Geotechnical	An intrusive geotechnical investigation would be required to confirm the nature of the geology beneath the subject site, and allow an assessment of soil strength profile and engineering properties, to assist with the design of appropriate foundations and highlight potential development constraints.

Table Eighteen: Recommendations

Client: Enterprise Rent-A-Car UK Ltd	Phase I Environmental Assessment Report	Report	EN22119 CL 001
		Date	November 2022
		Page	20

Former Longley Park Motors

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Tel: 01296 739400 Email: consultants@subadra.com

**ATTACHMENT ONE:
NOTICE TO INTERESTED PARTIES**

Client: Enterprise Rent-a-Car UK Ltd

Report

EN22119 CL 001

Date

December 2022

Page

Attachment One - 1

Former Longley Park Motors

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 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 would 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. 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 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.

Use of, and reliance on, this report by other third parties will be at such third parties own risk, and we do not accept any liability or responsibility to them.

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: Enterprise Rent-a-Car UK Ltd	Report	EN22119 CL 001
	Date	December 2022
	Page	Attachment One - 2

Former Longley Park Motors

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Tel: 01296 739400 Email: consultants@subadra.com

**ATTACHMENT TWO:
HISTORICAL MAPS**

Client: Enterprise Rent-a-Car UK Ltd

Report

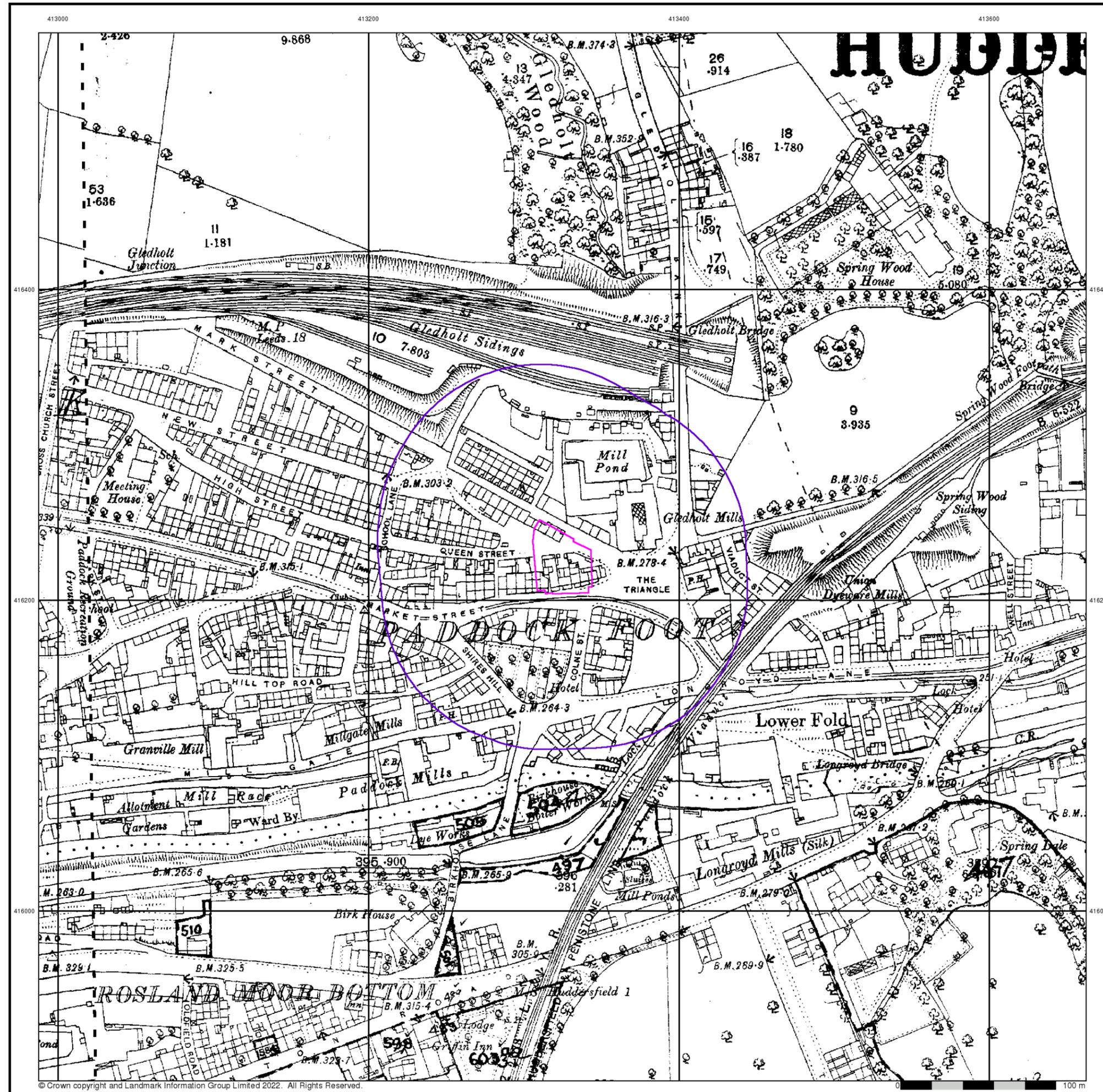
EN22119 CL 001

Date

December 2022

Page

Attachment Two - 1



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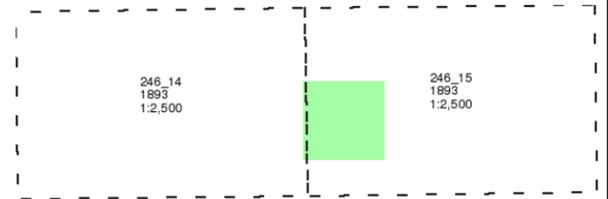
Yorkshire

Published 1893

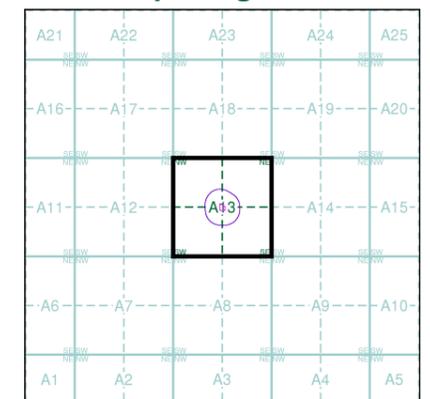
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The historical maps shown were reproduced from maps predominantly held at the scale adopted for England, Wales and Scotland in the 1840's. In 1854 the 1:2,500 scale was adopted for mapping urban areas and by 1896 it covered the whole of what were considered 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)



Historical Map - Segment A13



Order Details

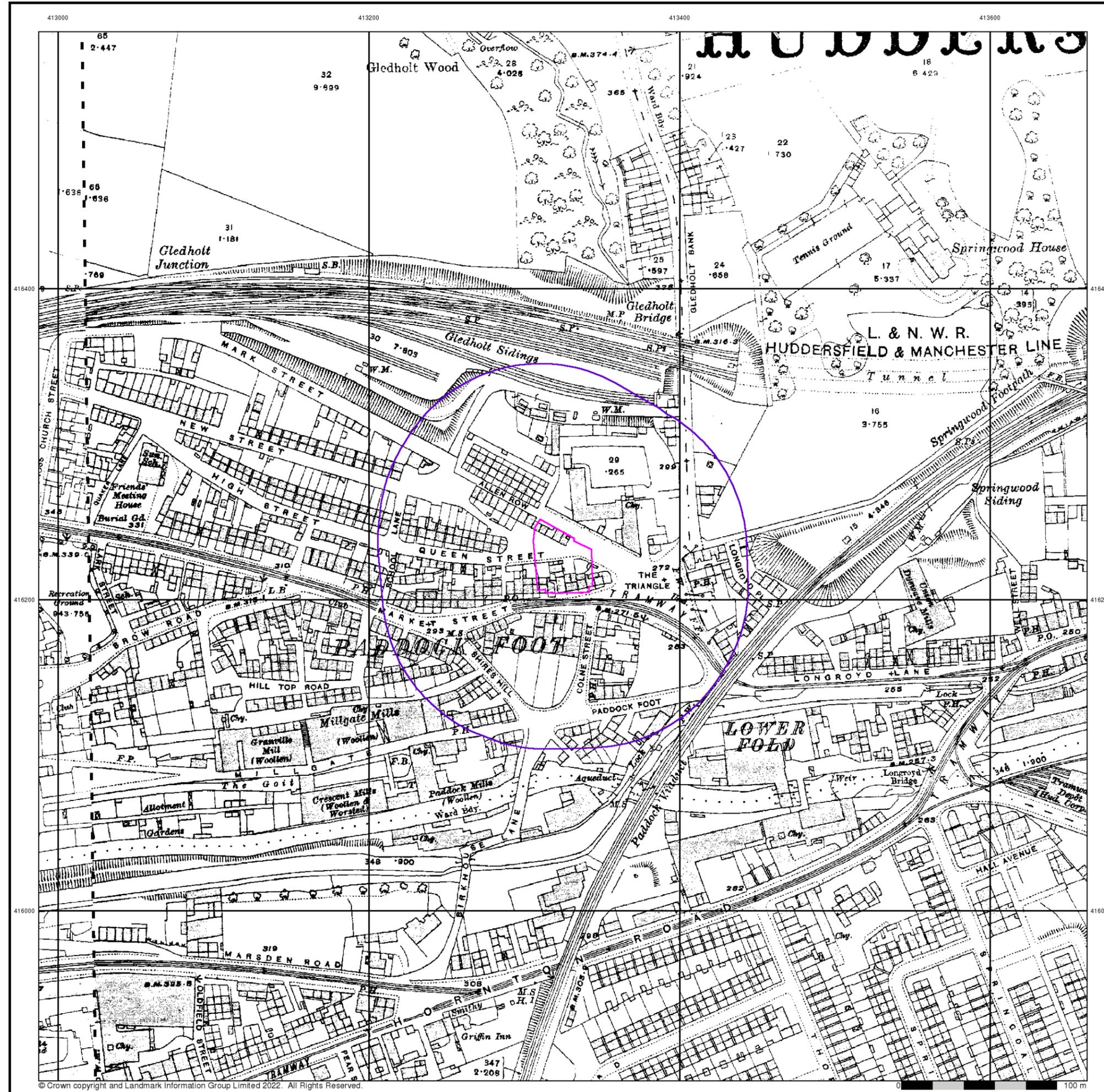
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 Customer Ref: EN22119
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 Slice: A
 Site Area (Ha): 0.14
 Search Buffer (m): 100

Site Details

Longley Park Motors Ltd, The Triangle, HUDDERSFIELD, HD1 4RU

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



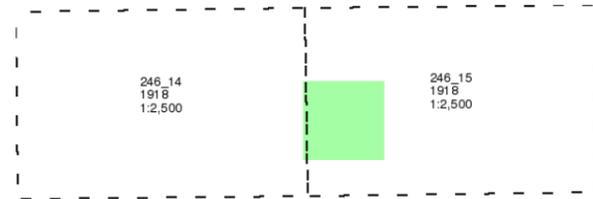
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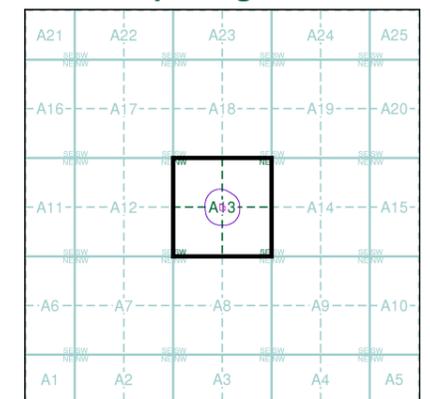
Yorkshire
Published 1918
Source map scale - 1:2,500

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Map Name(s) and Date(s)



Historical Map - Segment A13



Order Details
 Order Number: 303158022_1_1
 Customer Ref: EN22119
 National Grid Reference: 413320, 416230
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Site Details
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Ordnance Survey Plan

Published 1960 - 1961

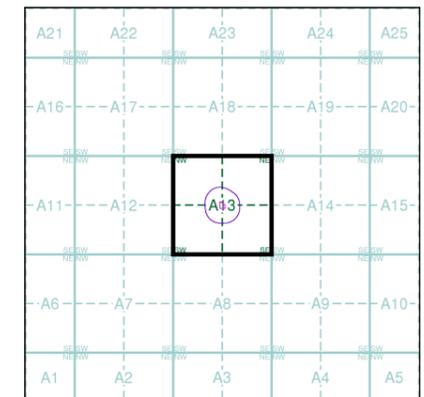
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Map Name(s) and Date(s)

SE 1216NE	SE 1316NW	SE 1316NE
1961	1960	1960
1:1,250	1:1,250	1:1,250
SE 1216SE	SE 1316SW	SE 1316SE
1961	1960	1960
1:1,250	1:1,250	1:1,250
SE 1215NE	SE 1315NW	SE 1315NE
1960	1960	1960
1:1,250	1:1,250	1:1,250

Historical Map - Segment A13

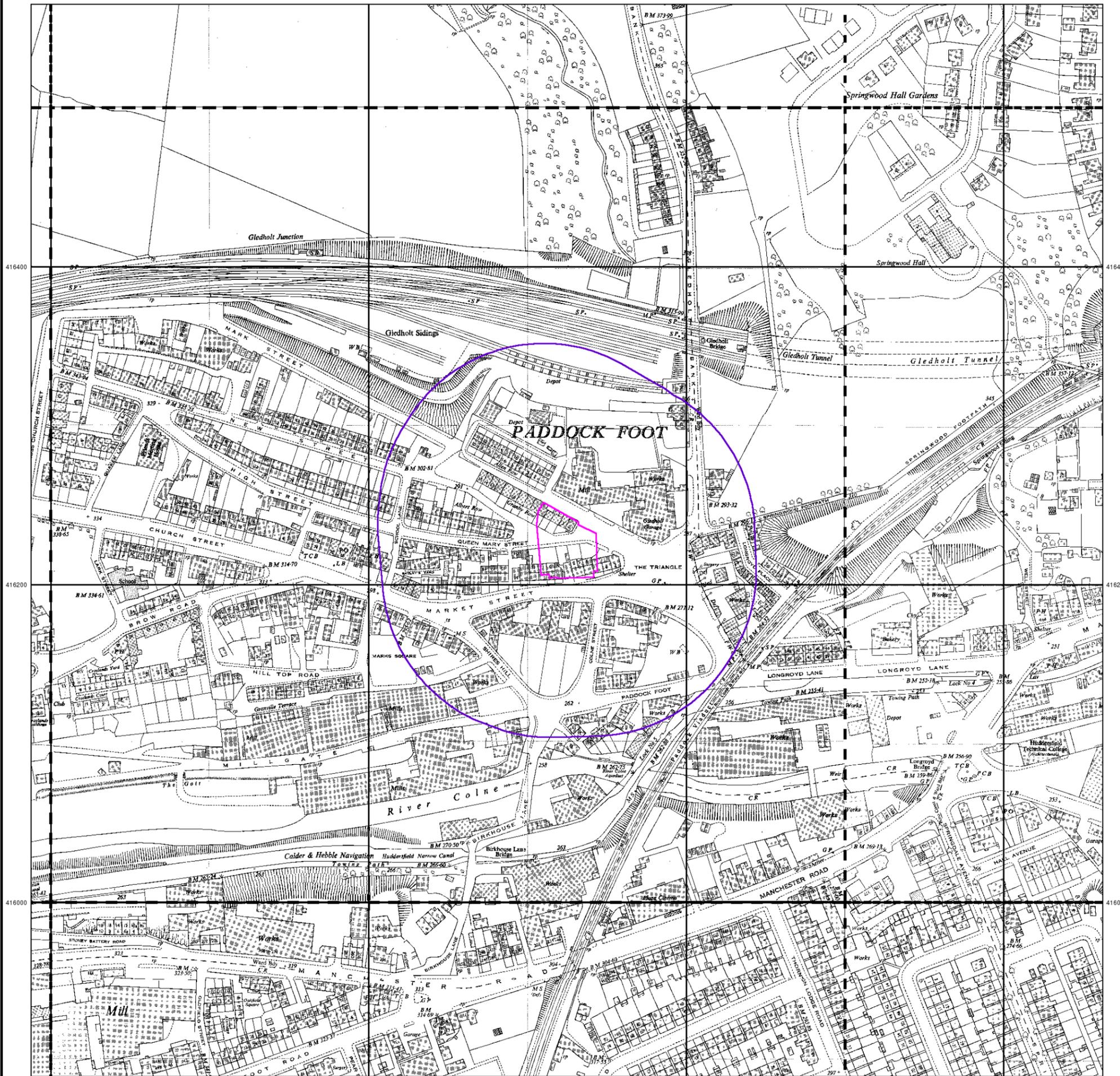


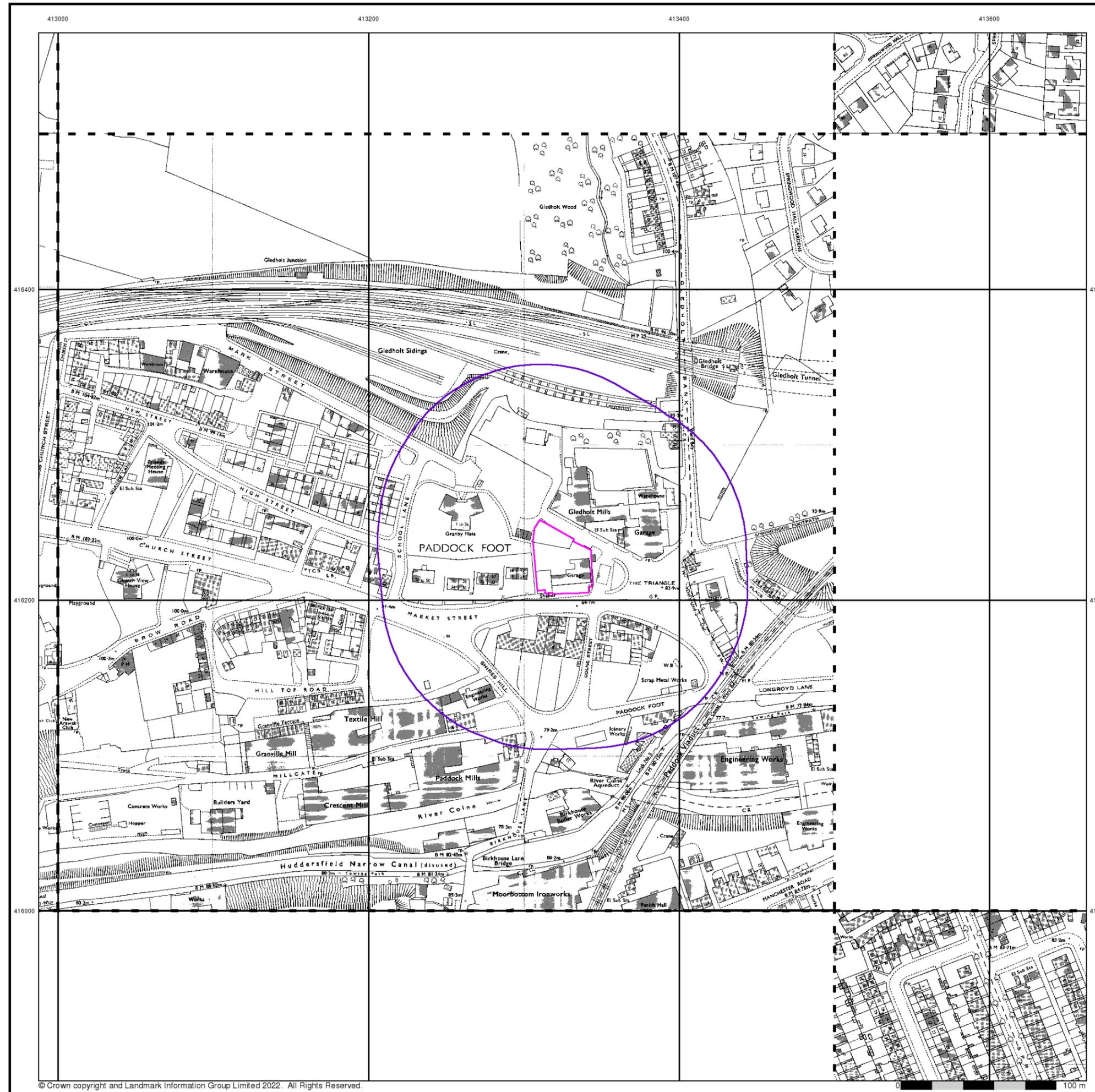
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 Site Area (Ha): 0.14
 Search Buffer (m): 100

Site Details

Longley Park Motors Ltd, The Triangle, HUDDERSFIELD, HD1 4RU





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Ordnance Survey Plan

Published 1972 - 1989

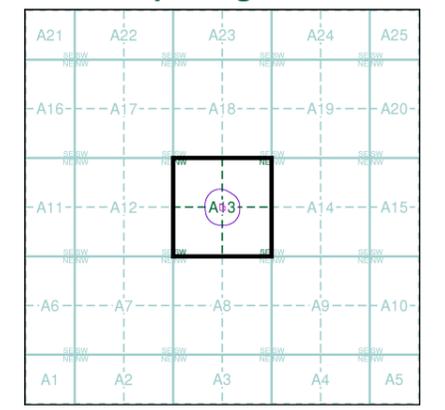
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The historical maps shown were reproduced from maps predominantly held at the scale adopted for England, Wales and Scotland in the 1840's. In 1854 the 1:2,500 scale was adopted for mapping urban areas and by 1896 it covered the whole of what were considered 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)

SE 1216NE	1972	1:1,250	SE 1316NE	1989	1:1,250
SE 1216SE	1974	1:1,250	SE 1316SW	1972	1:1,250
			SE 1315NE	1973	1:1,250

Historical Map - Segment A13



Order Details

Order Number: 303158022_1_1
 Customer Ref: EN22119
 National Grid Reference: 413320, 416230
 Slice: A
 Site Area (Ha): 0.14
 Search Buffer (m): 100

Site Details

Longley Park Motors Ltd, The Triangle, HUDDERSFIELD, HD1 4RU

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Additional SIMs

Published 1960 - 1990

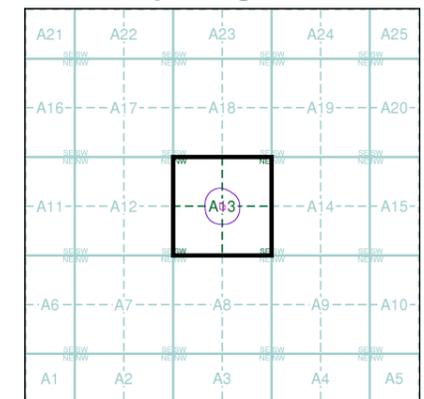
Source map scale - 1:1,250

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)

SE1316NW	SE1316NE	
1960	1960	
1:1,250	1:1,250	
SE1316SW	SE1316SE	
1986	1960	
1:1,250	1:1,250	
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1978	1960	1990
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Historical Map - Segment A13

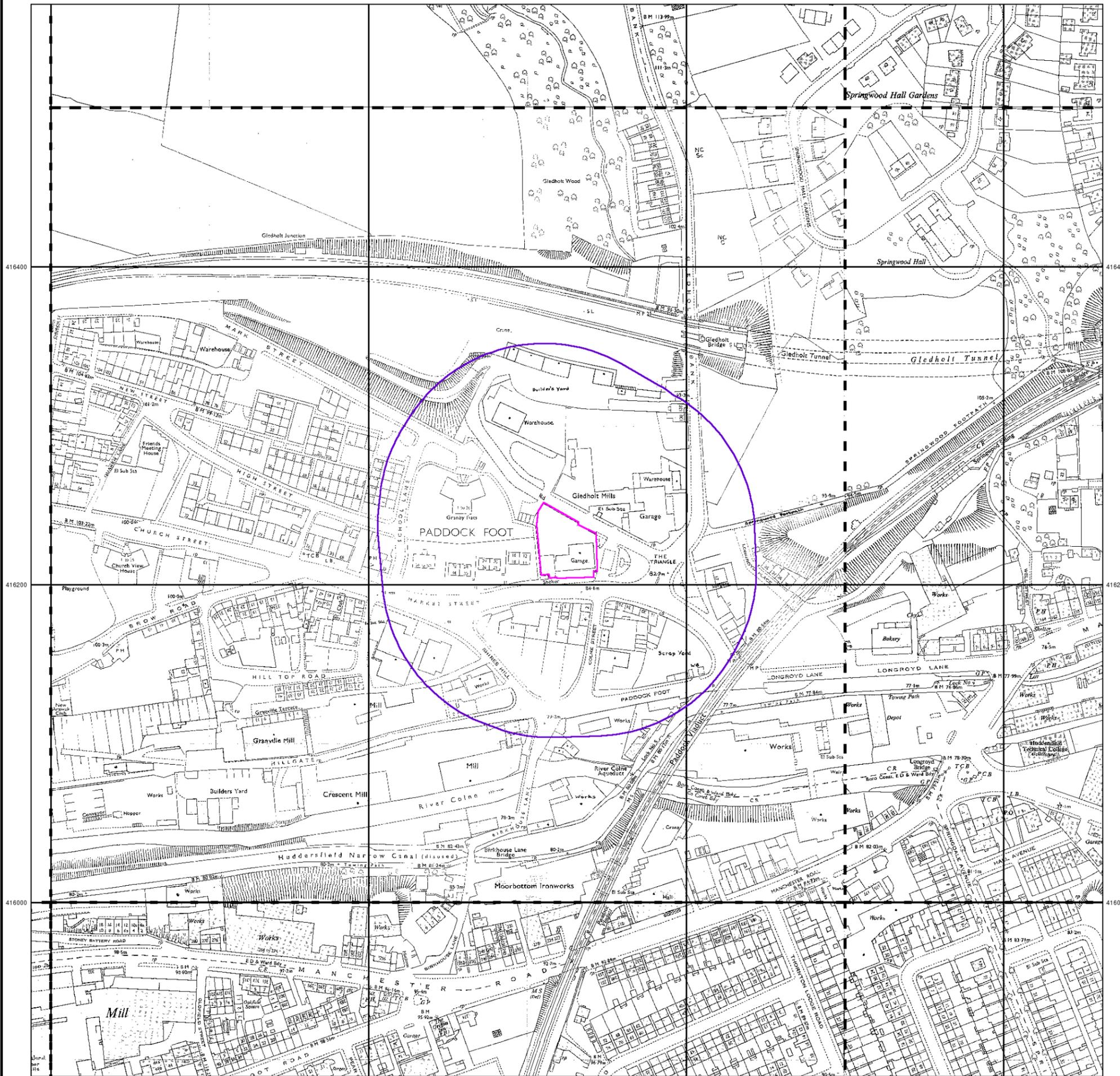


Order Details

Order Number: 303158022_1_1
 Customer Ref: EN22119
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 Site Area (Ha): 0.14
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Site Details

Longley Park Motors Ltd, The Triangle, HUDDERSFIELD, HD1 4RU



413000

413200

413400

413600

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Large-Scale National Grid Data

Published 1993

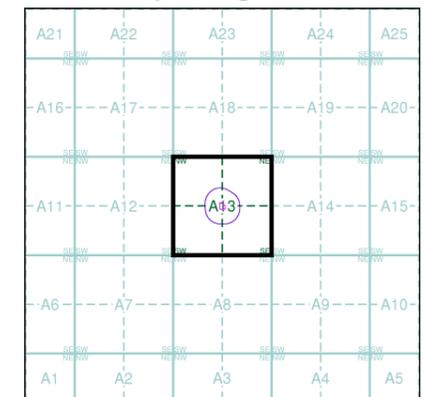
Source map scale - 1:1,250

'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)

SE 1216NE	SE 1316NW	SE 1316NE
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1:1,250	1:1,250	1:1,250
SE 1216SE	SE 1316SW	SE 1316SE
1993	1993	1993
1:1,250	1:1,250	1:1,250
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Historical Map - Segment A13



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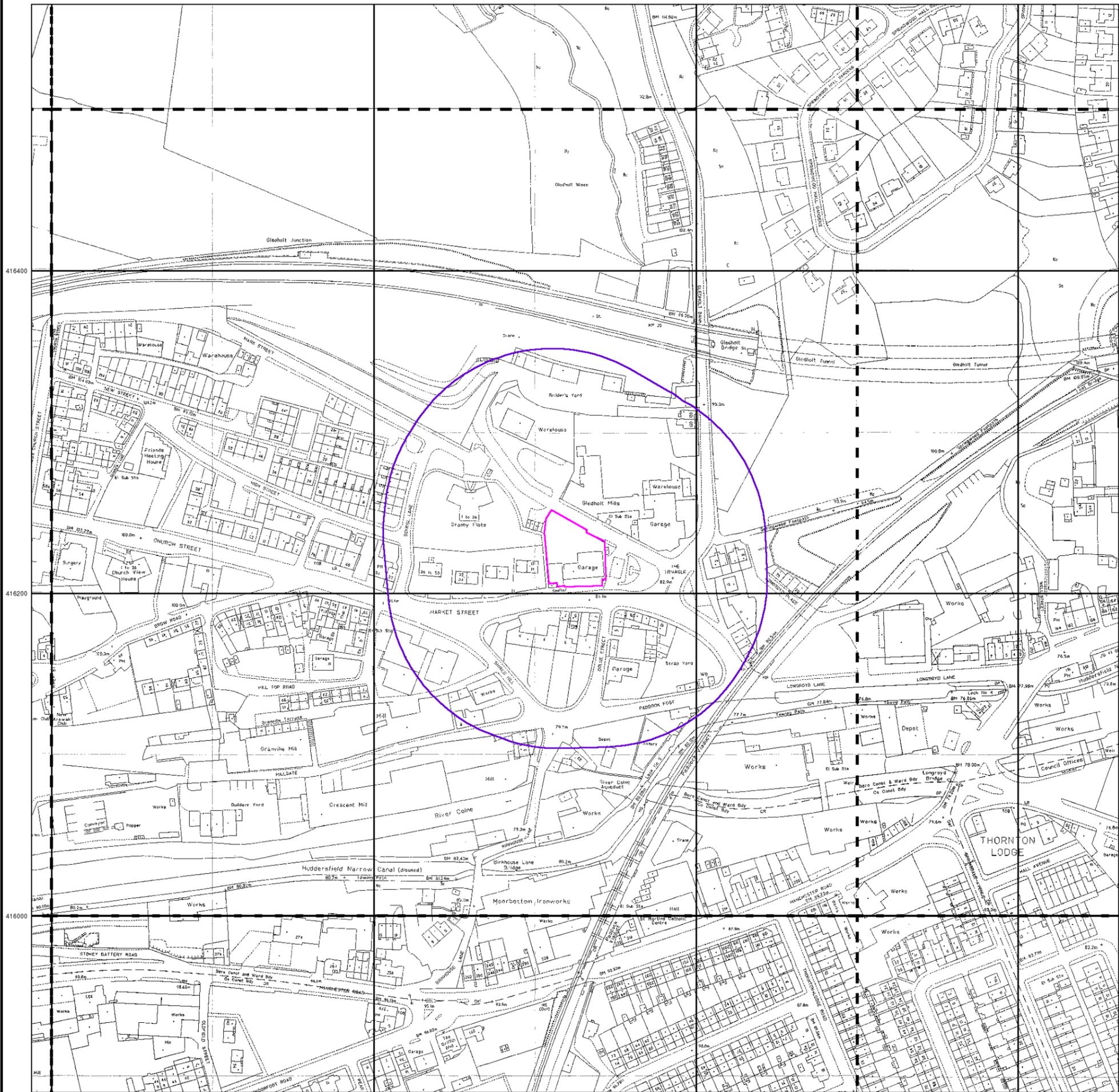
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 Search Buffer (m): 100

Site Details

Longley Park Motors Ltd, The Triangle, HUDDERSFIELD, HD1 4RU

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**ATTACHMENT THREE:
PETROLEUM OFFICERS REPORT**

Client: Enterprise Rent-a-Car UK Ltd

Report	EN22119 CL 001
Date	December 2022
Page	Attachment Three - 1

Records Information Request for Petroleum Officers

SUBADRA

Environmental - Geotechnical - Laboratory - Foundations

13 Triangle Business Park, Stoke Mandeville, HP22 5BL
Tel: 01296 739400 Email: consultants@subadra.com

Site Name:	Paddock Filling Station
Site Location:	70-72 Market Street Paddock Huddersfield, HD1 4RU
Permission for Release of Information Granted by:	John Waite Director SJ Waite Partnership LLP
Date of Search:	26 October 2022

Note: If there are any fees associated with the search please contact Gill Cameron (camerong@subadra.com / 01296 739406)

Petroleum Records Questionnaire

Current Petroleum Installation	When was the site first licensed to store petroleum spirit?	15 July 2001
	Number of operational tanks on record / Details?	1 Tank, 43000 Litres
	Age of operational tanks?	Installed in 2001
	Construction details of operational tanks? double / single skin, steel / GRP etc)	Whilst we cannot confirm the material the tanks are constructed of; we believe that there are steel.
	Construction details of fuel lines? (double / single skin, steel / GRP etc)	Site operator is not currently using the system, we have not been provided this information. De-commissioned please refer to certificate
	Have the tanks or lines been pressure tested in the last 5 years?	N/A De-commissioned
	What type of wet stock gauge /system does the site operate?	N/A De-commissioned
	What type of vapour recovery system is present?	N/A De-commissioned

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Registered Office 13 Triangle Business Park, Stoke Mandeville, HP22 5BL

Records Information Request for Petroleum Officers

SUBADRA

Environmental - Geotechnical - Laboratory - Foundations

13 Triangle Business Park, Stoke Mandeville, HP22 5BL
Tel: 01296 739400 Email: consultants@subadra.com

Petroleum Records Questionnaire (continued)

Other Information	When was the site last redeveloped (i.e. new tanks/lines etc?)	To our knowledge the last re-development was 2001 Site De-commissioned 2014
	To the best of your knowledge are there any old / decommissioned tanks present at the site? Please provide details (number, location, construction details, decommissioning detail)	Please refer to attached De-commissioned certificate
	Are historical site plans available? Please provide plans if possible - or advise if plans are available for viewing	No
	Is there any information regarding reported fuel leaks or spillages at the site? If yes, please provide details i.e. volume lost, fuel type, cause, actions taken etc	We hold no record of any reported leaks, however, Seek confirmation from site operator
	Is there any information relating to previous site investigation and/or remediation works	We hold no record of any reported leaks, however, Seek confirmation from site operator

Please return this form to camerong@subadra.com

Records Information Request for
Petroleum Officers

OSPE19

Ref: 32396

Date: 26 October 2022

Gillian Cameron
Subadra Consulting Ltd
13 Triangle Business Park
Wendover Road
Stoke Mandeville
Bucks
HP22 5BL

West Yorkshire Fire & Rescue Service

Fire Protection
Service Delivery Centre
Oakroyd Hall
Birkenshaw
BD11 2DY

Tel: 0113 3875738

Mobile 07881913685

Email: fire.safety@westyorksfire.gov.uk

Officer dealing: Richard Walters

Dear Madam

The Environmental Information Regulations 2004

**Premises: Disused Petrol Site - Paddock Filling Station 70-72 Market Street Paddock
Huddersfield HD1 4RU**

I refer to the correspondence received regarding historical petroleum storage with regard to your Environmental Risk Assessment for: -

This Authority hold records of licensed storage of petroleum-spirit within the site please see tank records below.

Please be aware that some older historical records may not have been transferred to this Authority. Our records relate specifically to the storage of petroleum-spirit and therefore will not include installations that were for the sole storage of other fuels, such as diesel.

If you require any further information, please do not hesitate to contact the Officer dealing with this matter.

Yours faithfully

Richard Walters
Petroleum & Explosives Supervisor



West Yorkshire Fire & Rescue Service
Record of Petrol Storage Tank Details

FSFRM079

Licensee's Name

N/A Tanks de-commissioned

Address

Paddock Filling Station 70-72 Market Street Paddock Huddersfield, HD1 4RU

Premises Number

32396

Tank Details

Number or Identifier	Date Installed	Size of Tank Litres		Details of any compartmentation or repairs
1	2001	4500	Petrol	
2	2001	9000	Petrol	
3	2001	1800	Petrol	

Details of any serious leaks or spillages

No reports of any leaks or spills

Other relevant Information (brief indications)

West Yorkshire Fire and Rescue Service (WYFRS) is committed to protecting your personal data and privacy. We recognise that ensuring the accuracy and security of your personal data is essential to retaining your confidence and trust. The information you provide to us will only be used for the purposes that you provide it and will never be used for third party marketing. Further details can be found by visiting our website at: - www.westyorkshirefire.gov.uk/your-safety/work/privacy-notices/



LEES INDUSTRIAL
SERVICES
THE MANUFACTURERS OF BRITFOAM®

Certificate of Tank Decommissioning 2014-4184

Site and address:

Paddock Filling Station,
The Triangle,
Paddock,
Huddersfield,
HD1 4RU.

Date: 25th July 2014

Decommissioning Method: Foam filling
with BritFoam®, a resin based hardfoam

Customer:

Chris & Rita Stern, Stoneroyd, 9 Valley Head,
Birkby Road, Huddersfield. HD2 2DH

Copy to:

Steven Hatton, Petroleum/Explosives Inspector,
West Yorkshire Fire & Rescue Service
Oakroyd Hall, Bradford Road, Birkenshaw, BD11 2DY

Tank No	Capacity (Litres)	Product
1	4500	Petrol
2	9000	Petrol
3	18000	Petrol

We certify that the above tanks, associated pipework and the manhole chambers have been decommissioned with our product BritFoam® a resin based hard foam rendering the same “decommissioned and safe in situ”. All works and our product BritFoam® comply with the guidelines set out in APEA/IP’s Design, Construction, Modification, Maintenance and Decommissioning of Filling Stations, 3rd Edition, Revised June 2011 (the “Blue Book”).

Operative: Paul James Lees

Signature:

For and on behalf Lees Industrial Services Limited
322 Haydock Lane
Haydock Industrial Estate,
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