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Darren Smith Builders Ltd.
Development at
(Former Lidl store) Station Lane,
Mirfield
W Yorks.

Validation Report (Phase 1)

21162_VR001a

20th December 2021

Revised February 2022

Prepared by

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INTRODUCTION

This report was commissioned to report on the validation of the remediation of the above site based on the submitted Remediation Strategy prepared by Haigh Huddleston & Associates SR 6788_R001 and its revision report In February 2022 and previously approved by Kirklees MDC.

The previous reports and remediation strategies for this site outline the possible risks on the site and any possible linkages or risks to future residents. The site is a former retail store with associated carparking that covers most of the site save a narrow strip of landscaped land to the periphery of the site. The site has previously been redeveloped as a retail store in 2000 and the development did not highlight any possible linkages to contaminants on the site at that time. Phase 1 covers the erection of Block A and the Access road up to base course level. It also includes the sewer diversion through the site to allow other blocks to be built.

The objective of this strategy is to deliver a remediated and safe site for future residents on the site. There have been minor variations on the layout from the initial layout but nothing that would affect the remediation statement or proposed remediation strategy.

REMEDICATION WORKS

The Remediation Strategy Report outlined the fact that the site was 95% covered by existing tarmac and existing buildings. These areas apart from the original store building were to remain intact and thus provide a minimum of 500mm hardcore cover to the original site ground levels prior to development of the Lidl Store. This was verified by small excavations made on site.

The store area was demolished and the floor slab broken out and then crushed down to produce a clean aggregate material that was spread on site as required. spread on site as additional hardcore. The remaining carpark areas are to remain as existing to form the ground floor to the internal car parking areas of the residential blocks. These areas will receive a further 75mm of tarmac to form internal car parking.

The only areas that required any possible remediation was the existing landscaped areas adjacent to the canal, to the northern boundary behind proposed block C, and the strip fronting onto Station Road on the eastern boundary. In phase1 only the strip adjacent to the canal would be affected.

The remediation strategy showed only one elevated contamination result in Trial Pit 6. Further trial pits were excavated either side of trial pit 6 and samples of the topsoil were tested prior to any works commencing as outlined in the remediation strategy. The results of these tests did not show any elevated levels of contamination and this means only one trial pit (trial pit No 6) has showed a slightly elevated Benzo(a) pyrene. The testing these new trial pits showed the materials encountered to be fall below the SGV guide lines for uncultivated open spaces. Further testing around the offending Trial Pit showed that the levels were all lower and therefore acceptable for this use, On this basis the result is considered an outlier and so no remedial works were considered necessary for this site at the present time.

The Remediation strategy report has stated that a watching brief would be maintained as the site is developed to ensure if any contaminated soil is exposed it is correctly treated or remediated as required.

This has been carried out for phase A and no issues with contaminated soils have been found. No excavated materials have left site and the depth of the hardcore cover confirmed as part of the excavations for the sewer diversion. This has been enhanced over the footprint of the main road by the addition of further road base and a bitumen macadam overlays which augments the existing hard cover depths.

To date only Block A has been started and the foundations, as will all of the blocks, are formed with driven steel piles with a concrete ground beam supporting the construction above. Any excavated material has been replaced beneath the foot print of the building. The external levels of the building are to be reinstated to original levels.


To date there have been no evidence of contaminated ground being encountered during these operations. The site is to be developed in phases with each block being a separate phase. Phase 1 has included Block A and the main infrastructure for the site development i.e. the sewer diversion and the formation of the main access road into the site, which sits on the original footprint of the road serving the former Lidl store.

Each phase is being monitored on site with all excavations inspected by an engineer and any suspect material tested in accordance with the remediation strategy. To date no materials have been found. The landscaped areas that are to remain will only be disturbed if so required for services etc and any arisings also monitored.

The residential area at ground floor level of Block A has been formed with suspended beam and block floors with a ventilated void. The floor has been further protected by the installation of a Gas Resistant membrane which is being inspected by others and will be certified by others. This is all within the Requirements of the remediation strategy.

CONCLUSIONS

The remediation of the site is proceeding in accordance with the approved remediation strategy and a validation report will be issued at completion of each stage of the site development. When the site is completed a final validation report will be issued. There have not been any issues encountered during this first phase of the development.

A handwritten signature in black ink, appearing to read 'T. Haigh', written in a cursive style.

Trevor Haigh B.Sc., C.Eng., M.I.C.E.

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