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Proposed EV Charging Station
Tottenham Hale Train Station
Tottenham Hale
London





Phase I Desk Study Report

July 2025
Revision 01
R-DS-29674-01-01

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1.0 Executive Summary

1.1.1 The following is provided as an overview and should not be relied upon in isolation to the main report.

Summary overview	
Existing site	The site is approximately 0.12ha in size and comprises an irregular shaped plot of land which is currently vacant. The entrance to Tottenham Hale Railway Station is immediately south east of the site.
Proposals	It is proposed to develop the site into a new covered EV charging station, with shelters, capable of serving two car spaces at once, along with turning space for vehicular access, benches, 24/7 public toilets, monitoring cabinets and planted vegetation.
History	A review of the historical maps shows that the site has been in near constant use with railway sidings terminating within the site from the earliest mapping. The site was then shown to be in use as a car park from the 1999 aerial imagery, with the site becoming a contractor's car park in 2016. The surrounding area initially comprised of undeveloped/agricultural fields to the north, south and west with train tracks bordering the eastern site boundary. The immediate surrounding area developed into residential properties to the west, yards to the north, infrastructure associated with buses and trains to the south and the existing train tracks to the east. In the wider surrounding area to the north west, south west, south east and east numerous factories and works were mapped from 1910, which underwent many stages of redevelopment through the dated maps. Most of the site had been fully redeveloped with residential land use by the early 2000's.
Geology	The site is situated on a superficial deposit boundary with the Enfield Silt Member (clay and silt) appearing to directly underlie the site, with deposits of Alluvium (clay, silt, sand and peat) mapped along the eastern boundary. The underlying bedrock geology is mapped as the London Clay Formation.
Hydrology and Hydrogeology	The superficial Enfield Silt Member is mapped as an Unproductive Aquifer and the Alluvium deposits are mapped as a Secondary (undifferentiated) Aquifer. The underlying London Clay Formation is mapped as an Unproductive Aquifer.
Radon	The site is in a lower probability radon area (less than 1% of homes are estimated to be at or above the Action level). Therefore, no radon protective measures are necessary in the construction of new dwellings.
Mining and Natural Cavities	There are no man-made mining cavities or natural cavities recorded within 1.0km of the site.
Coal Authority	Not recorded within a coal mining area.
UXO Risk	The site is considered to be a moderate risk of encountering UXO's on site and further work will be required to assess the risks posed to construction and future ground investigation works.
Contamination Assessment	Potential sources of onsite contamination have been identified, as the site has been in near constant use since earliest mapping. Contaminants associated with the identified sources comprise metals, hydrocarbons, PAHs and asbestos. The risk of encountering contamination associated with the sources identified above is considered to be moderate. Numerous sources of offsite contamination were also identified in the immediate surrounding area associated with the numerous stages of development which could have led to the formation of deep Made Ground soils and the presence of the railway sidings/tracks to the east of the site. These sources of contamination (leachate, ground gas, heavy metals, PAH's and hydrocarbons) pose a moderate risk to the subject site due to the potential migration of contaminants through soils and onto the subject site.
Phase II Ground Investigation Recommendations	A Phase II Ground investigation covering the footprint of the site with laboratory testing is required to quantify these potential sources and risk. The ground investigation will need to consider the human health risks associated with any proven-on site contamination for Public open space (park) end use.

Table 1.1

2.0 Introduction

2.1 Client Instructions and Reliance

2.1.1 JPP Geotechnical & Environmental Ltd were appointed by Willis Hazell on behalf of their client Fastned, to carry out a Phase I Desk Study Assessment and walkover survey at a site adjacent to Tottenham Hale Train Station in Tottenham Hale, London.

2.1.2 This report has been produced for the benefit of Fastned and JPP Geotechnical & Environmental Ltd will not accept liability for the third-party use of the information herein without prior reliance agreed. This report is valid for 6 years from the date of issue however any significant changes to the proposals or followed legislation and guidance within this time could dictate a review of our findings and recommendations.

2.2 Site Proposals

2.2.1 It is proposed to develop the site into a new covered EV charging station, with shelters, capable of serving two car spaces at once, along with turning space for vehicular access, benches, 24/7 public toilets, monitoring cabinets and planted vegetation.

2.2.2 Based on the development proposals, the site, once developed, would be considered as public open space (park) as a worst-case scenario given the proposed soft landscaping and amenity areas proposed on the development plan attached in Appendix A, ref. 44126_P_102-Proposed Ground Level Plan and 44126_P_103-Proposed Ground Floor Plan.

2.3 Investigation Strategy and Objectives

2.3.1 The scope of works includes a Phase I Desk Study for the proposed development as detailed above. This includes a walkover survey of the site and review of an Envirocheck database report, historical mapping and a preliminary UXO assessment. This Phase I Desk Study Report considers the contaminative and geotechnical risks to the proposed development and identified receptors including the proposed end users of the site.

3.0 Desk Study

3.1 Site Description

3.1.1 The site is located within north London adjacent to the Tottenham Hale Train Station entrance. The A1055 is situated along the sites western boundary with the A503 to the south, contractors yards are present to the north and the railway platform and tracks associated with Tottenham Hale Train Station to the east. In the wider area the A10 is situated to the west and Walthamstow Wetlands (London Wildlife Trust) is to the east. The majority of the immediate surrounding area consists largely of residential properties/apartments (most of which undergoing construction), hotels, restaurants, museums, train stations and commercial properties. Walthamstow and Hackney Marshes are situated further south east of the site. The site is located approximately at a national grid reference of 534499, 189613.

3.1.2 The application site is approximately 0.12ha in size and comprises an irregular shaped plot of land, currently vacant was mostly empty at the time of our walkover, with the exception of a temporary office and skip. There are two more contractor's car parks to the north of the site with fencing separating each car park, a Thames Water pumping station is situated across the boundary of these two car parks.

3.1.3 The site is bounded by train tracks to the east, running in a north-south direction with Tottenham Hale Train Station cutting into the south eastern corner of the site. There is a mini roundabout immediately south of the site used as a taxi rank and as a drop off point, along with two large bus shelters for multiple double decker buses south west of the site. The Ordnance Survey mapping indicates a relatively flat low-lying topography with a 10m AOD contour mapped north east and further west of the site. A more detailed description of the site is included within Section 4 of this report.

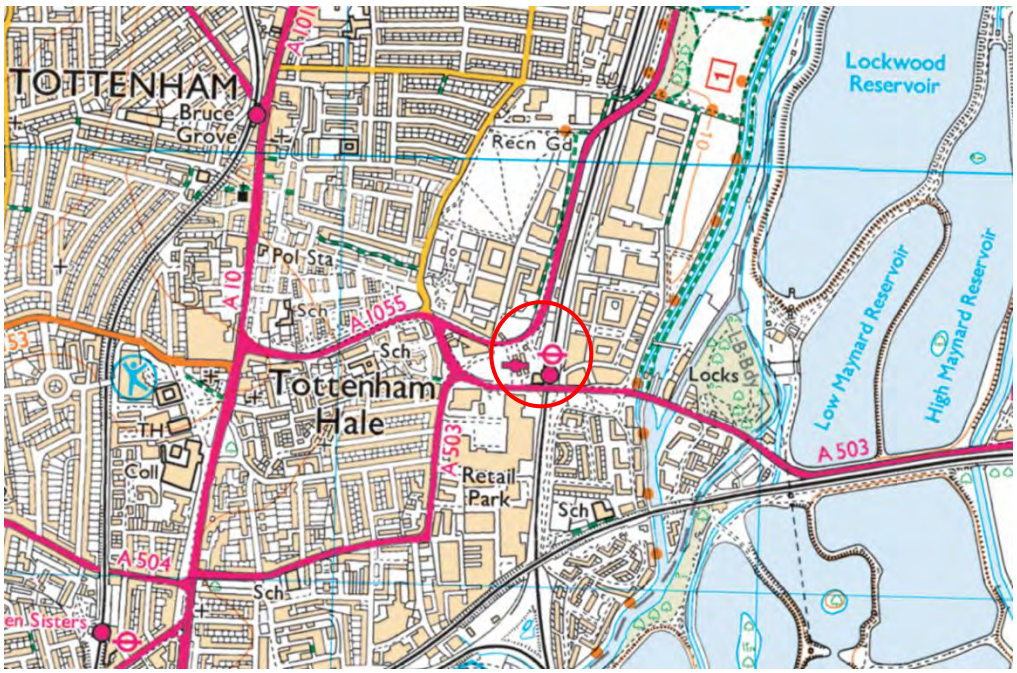


Figure 3.1: Ordnance Survey Mapping with approximate site location in red

3.2 Geology

3.2.1 There is no artificial ground mapped on site or in the immediate vicinity of the site. Artificial ground, classed as worked ground (undivided) is mapped to the east of the site, completely underlying the Walthamstow Wetlands, approximately 500m east of the site. Infilled ground (artificial deposits) is mapped immediately south and north of the wetlands approximately 1.5km and 1.25km from the site respectively.

3.2.2 According to the British Geological Survey (BGS) mapping, the site is situated on a superficial deposit boundary with the Enfield Silt Member (clay and silt) appearing to directly underlie the site, with deposits of Alluvium (clay, silt, sand and peat) mapped along the eastern boundary. The underlying bedrock geology is mapped as the London Clay Formation.

3.2.3 The BGS bedrock and faults map identifies no faults underlying or in close proximity to the site.

3.2.4 There are no BGS archive borehole records within the site itself, however there are several borehole records in the surrounding area, with five drilled down to depths between 6.65m – 24.38m bgl. The boreholes south west and east/north east of the site were drilled during the construction of the Victoria Line between 1962 – 1968 and encountered a firm brown sandy Clay to 1.20m bgl, followed by brown sandy Gravel to 3.95m bgl. The London Clay formation consisting of stiff to very stiff fissured grey silty Clay with occasional sortings of fine sand was then encountered down to 21.00m bgl, which was in turn underlain by very stiff fissured grey and brown becoming mottled grey and red Clay to a maximum depth of 23.06m bgl.

3.2.5 The boreholes situated to the north west of the site encountered variable Made Ground soils to depths between 0.60m – 0.80m bgl.

3.2.6 Groundwater strikes within the surrounding published boreholes were reported at depths of between 0.90m – 4.00m bgl.

3.3 Hydrology and Hydrogeology

3.3.1 The superficial Enfield Silt Member is mapped as an Unproductive Aquifer and the adjacent Alluvium deposits to the east are mapped as a Secondary (undifferentiated) Aquifer. The underlying London Clay Formation is mapped as an Unproductive Aquifer.

3.3.2 The site is within an Outer Groundwater Source Protection Zone (SPZ 2) with another SPZ 2 mapped approximately 735m to the north west of the site. The associated Inner Zone (SPZ 1) is mapped 330m southeast of the site.

3.3.3 There are no surface water features mapped on site or in the immediate surrounding area. The nearest surface water feature is mapped approximately 225m east of the site, as part of the River Lee Navigation within the Walthamstow Wetlands.

3.3.4 There are three water abstraction licenses issued within 250m of the site, three within 1.0km and a further thirty-six within 2.0km. The three closest abstraction licenses are recorded 78m, 97m and 125m south east of the site and are all operated by Wates Construction Limited for dewatering purposes. The nearest potable abstraction license is recorded 908m west of the site at a Thames Water Utilities site, where water is abstracted from a borehole at the Bernie Grant Arts Centre.

3.3.5 There is one discharge consent listed within 250m of the site, one within 500m and a further thirteen within 1.0km of the site. The closest discharge consent was situated 234m east of the site, operated by Urbanfair Ltd for sewage discharges. The next discharge consent was situated 482m south east of the site operated by real estate agents also for sewage discharges at an industrial site. Both discharge consents were revoked in 1990 and 1996 respectively.

3.3.6 There are three pollution incidents listed within 250m of the site, fourteen within 500m and a further twenty-one within 1.0km. The nearest pollution incidents are listed 215m, 217m and 222m south east of the site and were all classed as minor accidents (category 3) involving unknown oils. The incidents occurred in 1989, 1991 and 1994 respectively.

3.3.7 The site itself is not located within a nitrate vulnerable zone (NVZ), however, the site is on a boundary with a NVZ for surface water along the eastern site boundary relating to the Walthamstow Wetlands.

3.4 Flooding Risk

3.4.1 The site is mapped to be in a very low risk area of encountering flooding from Rivers or Seas. There is an area of low risk situated 280m north of the site and areas of high risk mapped 245m east of the site following the River Lee Navigation.

3.4.2 The site and areas to the north and south are situated within a flood zone 2 with an area around River Lee Navigation to the east classed as a flood zone 3.

3.4.3 The site is not in or near to an area benefiting from flood defences. The closest area is approximately 220m east around River Lee Navigation.

3.4.4 The site is mapped having a low risk of surface water flooding with a moderate risk mapped south east of the site along the railway tracks.

3.5 Site History

3.5.1 Historical maps have been assessed with the aim of identifying past land uses on and around the site which could impact upon the proposed development.

3.5.2 A review of the historical maps is set out below in Table 3.5, which concentrates on the salient historical changes to site and surrounding area which could be considered to have potential to impact future development.

Site History

Map series	On site	Off site
1864	The site comprises part of Tottenham Station with railway sidings recorded in the northern part of the site and part of an adjacent building within the southern part of the site.	The presumed building for Tottenham Station is located south east of the site with the railway tracks bounding the eastern boundary of the site. A water works and Railway Cottages are mapped south west of the site, with Hale Farm mapped further west and the River Lea is mapped further to the east. The land immediately west and to the east of the railway line is shown as undeveloped rural land. The wider area is mapped as 'The Hale' with the main road in the west mapped as High Street, there are residential properties on either side of the main road with multiple farms, cottages and mills mapped within the area.
1879	No significant changes to the site.	No significant changes to the surrounding area.
1896	The former sidings on site are no longer shown, with two separate railway tracks recorded along the sites eastern and western boundaries. The building to the south is recorded as a goods shed.	The surrounding area is now mapped as 'Tottenham Hale'. The land to the west of the site has now been developed with residential properties along Brograve Road. The water works to the south is mapped as a Pumping Station (Tottenham Water Works), with filter beds mapped on site. Further south a large-scale horticultural nursery with glasshouses is now shown. In the surrounding undeveloped land to the north and east tracks are now mapped.
1898	No significant changes to the site.	No significant changes to the surrounding area.
1913	No significant changes to the site.	The water works to the south has been demolished and the horticultural nursery has been redeveloped with residential properties, new roads and a range of works including Boot and Shoe Factory, Printing Works and a Neo-cyclostyle works. To the south east new railway sidings have been developed and a large-scale Cabinet Works has been developed. To the north west of the site a Pencil Factory, Woollen Factory, Braid and Bootlace Factory and a school have been developed.
1914-1915	No significant changes to the site.	No significant changes to the surrounding area.
1936	The track along the eastern site boundary has been removed and replaced with a small building.	The factories to the south and north west have expanded. The land to the east of the adjacent railway line has been developed into allotment gardens.

Site History

Map series	On site	Off site
		Further north of the site a recreation ground and associated bowling greens, tennis court and athletics ground has been developed.
1947 (aerial imagery)	The site is shown as railway sidings, with good carts along the western boundary and buildings along the eastern boundary.	There are factories and a recreation ground noted to the northwest of the site and to the east, beyond the railway line, allotment gardens are now shown.
1955	No significant changes to the site.	The station to the east has been redeveloped, with new sidings and platforms developed. The land east of the station is no longer mapped as allotment gardens and appears to have been developed a sports ground with a pavillion. The factories in the surrounding area remain although some have changed description of use.
1961-1975	No significant changes to the site.	A Coal Yard with storage bays is mapped to the north west of the site. The southern part of the sports ground to the east has been developed with a works, whilst the northern half remains as a sports ground. The former cabinet works to the south has been demolished.
1972-1989	The site is mapped as a car park.	The former residential properties to the west of the site have been demolished and replaced by new buildings. A series of sidings to the east of the site have been demolished. A bus terminal is now mapped to the south of the site at the location of the former water treatment works. The former cabinet works to the south has been redeveloped with residential housing. Some of the works buildings to the northwest have been removed and residential properties such as Ashley House have been developed.
1991	No significant changes to the site.	The former industrial units to the south west of the site have been demolished and replaced with Tottenham Hale Retail Park. The sports ground to the north east has been developed into commercial/industrial units.
1991-1994	No significant changes to the site.	The land to the south and west of the site have been redeveloped with a new road layout shown which has led to the demolition of the former bus station and buildings to the west. The coal depot to the northwest is no longer present.

Site History		
Map series	**On site**	**Off site**
1999 (aerial imagery)	The site is shown to be occupied as a car park.	The retail park is shown to the south west, the works/depot is also shown to the east and north east of the site. Residential development mapped to the south and mixed commercial and educational land use mapped to the north west. The new road layout is shown which was developed to the south and west of the site.
2006	No significant changes to the site	No significant changes to the surrounding area.
2024	Road layout immediately south and south west of the site has changed.	Bus shelters have been built south west of the site. The former works/depot to the east of the site has been redeveloped into presumed residential housing.

Table 3.5

3.6 Aerial Photographs

3.6.1 Freely available online aerial imagery dated 1999 shows that the site was in use as a car park adjacent to Tottenham Hale train station. The site was closed off on the 2016 map and appears to be in use as a contractors compound until the present day, associated with the construction of new buildings and bridges associated with Tottenham Hale train station to the southeast.

3.6.2 Aerial imagery shows that the former works/depot to the east was demolished between 2006 and 2009, with residential apartment blocks under construction until 2015. Between 2019 to the present day an additional larger building was under construction to the southeast of the site.

3.6.3 2020 aerial imagery shows the demolition of three buildings west of the bus shelters and replaced with a construction site. Most recent aerial imagery dated 2022 shows fencing still placed around the underground entrance to the train station and progression with the construction site west of the bus shelters.

3.7 Environmental Database Review

3.7.1 An Envirocheck Report has been obtained and is included within Appendix B. The key points noted within the report are discussed within the following sections of this report.

3.7.2 There are no contaminated land register entries within 1.0km of the site.

3.7.3 There are three Local Authority pollution prevention and controls listed within 500m of the site and seven listed within 1.0km. The two closest pollution prevention and controls are associated with petrol filling stations situated 371m south east and 485m west of the site, the closest site had its authorisation revoked. The third site is 485m north of the site involving general waste incineration processes under 1 tonne an hour, this site also had its authorisation revoked.

3.7.4 There are 40 contemporary trade directories listed within 250m of the site, one hundred and nineteen within 500m and a further two hundred and twenty-five within 1.0km of the site. Out of the 40 directories listed within 250m, 34 are inactive, the remaining six are situated 70m east, 116m west, 137m south west, 153m north west, 162m and 205m north east of the site. The active directories are associated with a dry cleaners, petrol filling stations, 'Currys PC World', commercial cleaning services, a brewers and a furniture manufacturer respectively.

3.7.5 There is one fuel station entry listed within 250m of the site and one within 500m. Both fuel station entries, situated 113m west and 371m south east of the site, are classed as obsolete.

3.7.6 There are nine points of interest for manufacturing and production within 250m of the site, nine within 500m and a further sixty-seven within 1.0km. One of the nine sites listed within 250m, situated 243m north east of the site, is classed under business parks and industrial estates, the remaining eight sites, situated between 55m to 156m of the site, are all classed under unspecified works or factories.

3.7.7 There are seven points of interest for public infrastructure within 250m, six within 500m and a further thirty-two within 1.0km. The closest site is situated 37m south west of the site and is listed as a bus stop, the next two sites, both 84m south, are listed as railway stations. The next three sites, 112m, 113m and 135m west of the site are all listed as petrol/fuel stations, and the last site within 250m, situated 114m north west, is listed waste storage, processing and disposal facility belonging to North London Waste Authority.

3.7.8 There are seven points of interest for commercial services within 250m of the site, eight within 500m and a sixty-one within 1.0km. The closest service is situated 113m north west of the site and relates to distribution and haulage, three services relate to vehicle cleaning services and are positioned 113m, 148m and 149m west of the site. The remaining three services are all 150m west of the site and all relate to vehicle repair, testing and servicing.

3.7.9 There are no points of interest for education and health services within 1.0km of the site.

3.7.10 There is one point of interest for recreational and environmental services within 250m of the site, six within 500m and twenty-seven within 1.0km. The closest service is 143m east of the site and is listed as a play area, the remaining sites are listed as either play areas, play centres or playgrounds/adventure playgrounds

3.8 Landfill Sites and Infilled Ground

3.8.1 There are no registered landfill sites recorded within 1.0km of the site.

3.8.2 There is one historical landfill site within 1.0km of the site, which is mapped as Tottenham Marshes, located 593m to the north east. The entry suggests that this site was active from 1955 – 1962 and that the landfill received inert and industrial waste.

3.8.3 There are no BGS recorded landfill sites recorded within 1.0km of the site.

3.8.4 There are no records of non-water related potentially infilled land within 1.0km of the site.

3.8.5 There are two records of water related potentially infilled land within 500m of the site and eleven within 1.0km of the site. All locations are dated from 1876 - 1952 and are unknown filled ground.

3.9 Geological Hazards

3.9.1 The following table summarises the associated geological hazard risks on the subject site and in close proximity to the site, which have been taken from the Envirocheck Report.

Geological Hazard (Ground Stability)	No Hazard	Very Low	Low	Medium	High
Collapsible	✓	✓			
Compressible	✓				✓(5m E)
Ground Dissolution	✓				
Landslide		✓			
Running Sand	✓		✓		
Shrinking or Swelling Clay		✓	✓	✓(on site)	

Table 3.9

3.10 Radon Risk

3.10.1 The site is in a lower probability radon area (less than of 1% homes are estimated to be at or above the Action Level) and therefore no radon protective measures are necessary in the construction new dwellings or extensions.

3.11 UXO Risk

3.11.1 Based on the freely available online data, hazard risk mapping records indicates that the site and surrounding area are classified as at a medium-high risk from Unexploded Ordnance (UXO), with three Luftwaffe targets within 1.0km to the north east, east and south east of the site. There are multiple UXO finds over 1.0km from the site to the north, north west, south and south west.

3.11.2 A site-specific preliminary risk review (Appendix C) was therefore obtained for the site in order to further refine the risk. The report indicated that at least one HE bomb fell within a 100m radius of the site footprint and multiple further strikes were recorded within the immediate surrounding area during WWII. Given the history of the site and subsequent post war development, **there is considered to be a credible likelihood of encountering UXO and the site was determined to have a medium risk within the site boundary**.

3.11.3 On this basis, we consider there to be substantiated risk and this should be taken into account for any intrusive works. The risk in near surface ground for hand pit excavations is lower although caution should be adopted. Any deeper excavations will require EOD engineer supervision to clear positions. The risk of encountering UXO will need to be taken into account for any intrusive works during the construction phase.

3.12 Mining and Mineral Sites

3.12.1 There are no man-made mining cavities or natural cavities recorded within 1.0km of the site.

3.12.2 There are no BGS mineral sites within 1.0km of the site.

4.0 Walkover Survey

4.1 General Description and Boundaries

4.1.1 The site currently comprises a mostly empty fenced off contractor's car park with a skip in the centre and a temporary office near the entrance. The current entrance is from a roundabout at the end of Cygnet Way which is presumably used as a taxi ring and/or drop off point, there is a car park/waiting area that borders part of the western boundary of the proposed site.

4.1.2 The entrance to Tottenham Hale Railway Station is situated to the south east of the site with the main building, presumed electrical sub-stations and storage sheds cutting into the south east corner of the site. Platform 4A borders the entire eastern boundary of the site and continues to the north and south, Watermead Way (A1055) is to the west of the site and eventually connects to Hale Road (A503) south west of the site.

4.1.3 There are two more presumed contractor's car parks situated to the north of the site that are accessed through metal fencing in the south of each area, a Thames Water pumping station is situated across these two areas, north/north west of the proposed site. There are semi-mature/mature deciduous trees on the western side of the site, although outside of the site boundary. There are open spaces and large bus shelters south west of the site opposite the entrance to Tottenham Hale Underground Station. There is ongoing construction and renovation of high-rise buildings to the south west and west.

4.1.4 Overall, the surrounding land consists of railway tracks to the east, train station entrances to the south east and south, a roundabout immediately south, two more presumed contractor's car parks to the north as well as a Thames Water pumping station, a bus shelter to the south west and multiple high rise buildings undergoing construction and/or renovation.

4.2 Topography and Drainage

4.2.1 OS mapping appears to show the site to be fairly flat with no contours mapped within the site or immediate area. There is a 10m AOD contour mapped to the north east and west of the site. Levels on the provided drawings show that the site sits at approximately 8.3m AOD.

4.2.2 No ditches were observed in close proximity to the site. The closest water feature is the River Lee (or Lea) Navigation situated approximately 250m east of the site and is presumed to associated with the Walthamstow Wetlands. The wetlands consist of nine man-made reservoirs that vary in size and shape.

4.3 Buildings and land use onsite and within the immediate vicinity

4.3.1 A temporary office and skip were present within the site itself which is currently a presumed contractor's car park.

4.3.2 Tottenham Hale Railway Station and railway tracks are to the south east and east respectively with Tottenham Hale Underground entrance further to the south. A roundabout is located immediately south of the site and a car park/waiting area borders part of the western boundary, north of the roundabout; both areas are presumed to be taxi ranks and/or drop off points. There is a pavement and landscaped area that borders the rest of the western boundary with the A1055 further west. There are two more presumed contractor's car parks north of the site, the closer of the two borders the entire northern boundary. There is an open area and large bus shelters south west of the site with high-rise buildings undergoing construction and/or renovations further south west and west of the site.

4.4 Vegetation

4.4.1 There are semi-mature/mature deciduous trees lining part of the western boundary with slightly smaller trees immediately north of the current presumed waiting area. Some of the smaller trees may potentially need to be removed to construct the entrance to the proposed site. A detailed arboriculture report should be commissioned to determine the species of the trees encountered for future foundation design.

5.0 Site Photographs



Photograph 5.1 View of the gate entrance to the contractor's car park which will form the exit point of the proposed charging station area.



Photograph 5.2 View from the railway platform to the east (platform 4A) facing south west across the proposed site.



Photograph 5.3: View looking south towards a car park/waiting area next to the contractor's car park, showing approximate area where the entrance to the proposed site will be.



Photograph 5.4: View of the northern site boundary of the proposed site from the west facing east/south east.



Photograph 5.5: View looking south east across the proposed site towards Tottenham Hale train station.



Photograph 5.6: View of a Thames Water pumping station situated slightly south/south east of the proposed site, facing south.

6.0 Contamination Assessment

6.1 Legislation and framework

6.1.1 Statutory legislative Part 2A of the Environmental Protection Act 1990 establishes the legal framework for dealing with Contaminated Land in England. Contaminated land is defined by the legislation as, 'Any land that appears to the local authority by reasons of substances in, on or under the land that significant harm is being caused if there is a significant possibility of such harm being caused or Pollution of controlled waters is being or is likely to be caused'.

6.1.2 An analytical framework has been adopted which is based on a risk assessment methodology using the identification and analysis of the pollutant linkages between source-pathway-receptor. Definition of risk as outlined by the model procedure in CLR 11 is 'a combination of probability, or frequency, of occurrence of a defined hazard and the magnitude of the consequences of the occurrence'. The pollutant linkage comprises the following elements. Each can exist independently but they create a risk only where they are linked together. Identifying whether a pollutant linkage exists allows regulators to determine whether there is a possibility of significant harm.

- **A contaminant (source):** a substance that is in, or under the land and has the potential to cause harm or to cause pollution to controlled waters
- **A pathway:** a route or means by which a receptor can be exposed to, or affected by, a contaminant
- **A receptor**: in general terms, something that could be adversely affected by a contaminant such as people, an ecological system, property, or a water body.

6.1.3 Our approach considers the above in terms of a Conceptual Model. This is a diagrammatic or written representation of the characteristics of a site showing possible relationships between contaminants, pathways, and receptors. Risks from landfill type gases are considered using the same analytical methodology and following BS8485: 2015, CIRIA C665 and NHBC. If there is no pollutant linkage in the Conceptual Model, there is not a risk. If the Conceptual Model determines there to be a pollutant linkage, it still needs to be determined whether remediation is necessary.

6.1.4 The proceeding assessment firstly considers a qualitative approach, taking into account all of the aspects of the desk study and site walkover to derive a Preliminary Conceptual Model. This is then supplemented by a quantitative risk assessment utilising quantitative data (laboratory testing or gas measurements where appropriate) to support the assessment and derive conclusions.

6.1.5 It is important to consider the uncertainties in these assessments such as limitations or restrictions in the investigations and justify how conclusions have been derived.

7.0 Preliminary Conceptual Model

7.1.1 The site has been in near constant use since the earliest mapping where the site was shown to be developed as railway sidings. The railway sidings were noted to be present on site in ever reducing form, with buildings along the eastern boundary until somepoint between the 1970's and 1980's when the site was recorded as a car park. The site remained in use as a car park until 2016 when it was re-purposed as a contractors compound, presumed to be associated with the redevelopment of the station to the south east.

7.1.2 The surrounding area initially comprised of undeveloped/agricultural fields to the north, south and west with train tracks bordering the eastern site boundary. The immediate surrounding area developed into residential properties to the west, yards to the north, infrastructure associated with buses and trains to the south and the existing train tracks to the east. In the wider surrounding area to the north west, south west, south east and east numerous factories and works were mapped from 1910, which underwent many stages of redevelopment throughout the range of dated maps. Most of these sites had been fully redeveloped with residential land use by the early 2000's.

7.2 Potential Contamination - On site

7.2.1 Our review of the historical maps has indicated that the site has been in constant use since earliest mapping with railway sidings appearing to terminate within the site itself and small-scale buildings along the eastern boundary. There is a moderate risk of encountering on site contamination associated with the identified land use and contaminants such as heavy metals, PAH's, hydrocarbons and asbestos could potentially be encountered.

7.2.2 The site was later redeveloped into a car park and compound, which is not considered to pose a significant risk of contamination based on the identified land use. There is a low risk of potential contamination associated with oils/hydrocarbons which may have arisen from small scale leakages from parked vehicles, likely to be most prevalent along drainage runs/features.

7.2.3 There is potential for Made Ground soils of varied thickness and composition to be encountered across the site associated with the aforementioned redevelopment of the site, which could potentially pose a risk of ground gas generation depending on the thickness and composition of such material.

7.2.4 There is a moderate risk of encountering buried UXO's on the site, which will need to be taken into consideration during the construction phase to mitigate risks posed.

7.3 Potential Contamination - Off site

7.3.1 The railway station/tracks and sidings situated to the east of the site are considered a potential source of off-site contamination. However, the contaminants associated with the land use have also been identified on the subject site and are not considered to pose a significantly elevated risk in comparison.

7.3.2 The surrounding area has been redeveloped on numerous occasions which could have led to the formation of Made Ground soils of unknown depth/composition. There is a potential risk of ground gas generation which could be associated with deep Made Ground soils which could be present in close proximity to the site.

7.3.3 There were numerous works/factories in the wider surrounding area which could be considered potential sources of a wide range of contamination. Given these sites have all been redeveloped it is considered that any contamination would have been addressed during the development of each site. In addition, the low permeability of the mapped superficial and bedrock geology would severely restrict the mobility of any contaminants from migrating onto/towards the subject site.

7.4 Pathways

7.4.1 The future development comprises commercial land use with associated areas of soft and hard landscaping for the installation the proposed EV charging site and amenity areas. Based on the proposed land use, pathways associated with consumption, ingestion, inhalation and absorption are considered viable at this stage.

7.4.2 The underlying shallow soils/Made Ground soils are considered to represent pathways for the migration of both on site contamination and offsite contamination (leachate, ground gas) onto the subject site. If shallow groundwater is encountered then this would help to mitigate against the migration of ground gases from off-site sources.

7.4.3 Groundwater is not considered to represent a viable pathway for the migration of offsite contaminants onto the subject site given the anticipated negligible permeability of the mapped geology.

7.4.4 The site is recorded to be within an area at risk from flooding and therefore saturation by floodwater is considered to be a potential pathway.

7.5 Receptors

7.5.1 Identified human receptors include construction workers and future site users (public open space -park). Building materials and infrastructure are also potential receptors.

7.5.2 There are limited areas of soft landscaping proposed in the design which would be considered as potential open space areas, as such the planting would be considered a potential receptor.

7.5.3 Neither surface water or groundwater has been considered as a potential receptor due to the absence of any identified receptors.

7.6 Preliminary Conceptual Model Table

7.6.1 The following table provides a written representation of the Conceptual Model for the site considering the preceding discussion of Source, Pathways and Receptors and the derived risk.

Sources of Contamination	Receptors	Exposure Pathways			Risk
		Identified		Present	
On Site: Historical Land Use Railway Sidings - potential source of metals, metalloids, inorganics, PAHs, TPH-CWG, and asbestos. Made Ground - potential source of metals, metalloids, inorganics, PAHs, TPH-CWG, and asbestos. Made Ground – potential ground gas generation. Current Land Use Incidental leaks and spillages from car/vehicular usage. **Off Site:** Railway Sidings - potential source of metals, metalloids, inorganics, PAHs, TPH-CWG, and asbestos. Made Ground - potential source of metals, metalloids, inorganics, PAHs, TPH-CWG, and asbestos. Made Ground – potential ground gas generation.	**Human Health**				
	Future site users	*Yes*	*Ingestion*	*Yes*	*Moderate*
			Inhalation	*Yes*	
			Absorption	*Yes*	
			Consumption	*Yes*	
	Construction operatives	*Yes*	*Ingestion*	*Yes*	*Moderate*
			Inhalation	*Yes*	
			Absorption	*Yes*	
	Controlled Waters				
	Groundwater	*No*	*Leaching*	-	-
			Run-off	-	
			Saturation	-	
	Surface Water	*No*	*Leaching*	-	-
			Run-off	-	
			Saturation	-	
	Building Materials and Infrastructure	*Yes*	*Chemical attack*	*Yes*	*Low*
	Plants	*Yes*	*Phytotoxicity*	*Yes*	*Low*

Table 7.6

8.0 Summary and Recommendations.

8.1.1 The site currently comprises a vacant plot of land, with the entrance to Tottenham Hale Railway Station immediately south east, railway tracks and Platform 4a line the eastern boundary of the site. There is a roundabout/turning circle which is used as a taxi rank and/or drop off point south of the site, there is another waiting area lining the bottom half of the western boundary. Semi-mature/mature trees are present on the top half of the western boundary with vegetation visible along the northern boundary. Two presumed contractor's car parks are situated north of the site.

8.1.2 Potential sources of onsite contamination have been identified, as the site has been in near constant use since earliest mapping with railway sidings appearing to terminate within the site from the earliest mapping. The site remained in use as a car park until 2016 when it was re-purposed as a contractors compound, presumed to be associated with the redevelopment of the station to the south east, which has since ceased operation, with the site now being vacant land. Contaminants associated with the identified sources comprise metals, hydrocarbons, PAHs and asbestos. The risk of encountering contamination associated with the sources identified above is considered to be moderate.

8.1.3 There is a moderate risk of encountering buried UXO's on the site, which will need to be taken into consideration during the construction phase to mitigate risks posed.

8.1.4 Numerous sources of off site contamination were also identified in the immediate surrounding area associated with the numerous stages of development which could have led to the formation of deep Made Ground soils and the presence of the railway sidings/tracks to the east of the site. These sources of contamination (leachate, ground gas, heavy metals, PAH's and hydrocarbons) pose a moderate risk to the subject site due to the potential migration of contaminants through soils and onto the subject site.

8.1.5 A Phase II Ground investigation, covering the footprint of the site with laboratory testing is required to quantify these potential sources and risk. The ground investigation will need to consider the human health risks associated with any proven-on site contamination for a public open space (park) end use. In addition to human health risks, the risk to buried infrastructure and proposed planting also needs to be considered.

9.0 References

9.1 BS 10175:2011+A2:2017 Investigation of potentially contaminated sites – Code of Practice

9.2 BS 5930:2015+A1:2020 Code of Practice for ground investigations

9.3 The LQM/CIEH S4ULs for Human Health Risk Assessment

9.4 Land Contamination Risk Management – replacement for Contaminated Land Report 11 Model Procedures for the Management of Land Contamination

9.5 Guidelines for Environmental Risk Assessment and Management (Green Leaves III) DEFRA

9.6 CIRIA C552 Contaminated Land Risk Assessment – A Guide to Good Practice

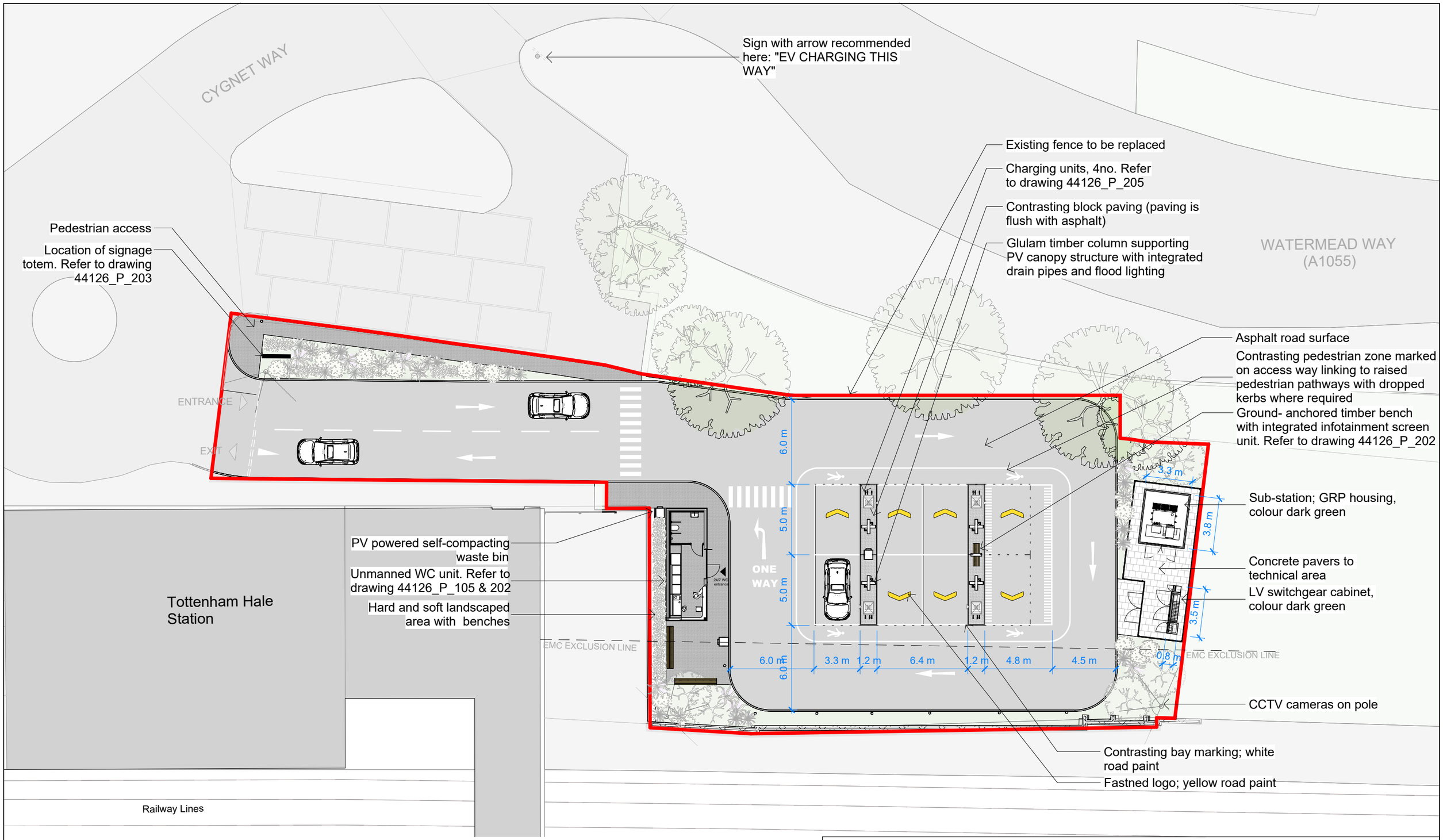
9.7 CIRIA C665 Assessing Risks Posed by Hazardous Gases to Buildings

9.8 BS 8485:2015 Code of Practice for the design of protective measures for methane and carbon dioxide ground gases for new buildings

9.9 BS3882:2015 Specification for Topsoil

9.10 BRE Special Digest 1 'Concrete in Aggressive Ground'

Appendix A
Drawings



1 Proposed Ground Floor Level Plan

1 : 250

Key:

Application Boundary (1206.95 m2)

5m 25m

N

DRAFT

Project:	44.126 Tottenham Hale		
Drawing Title:	Proposed Ground Level Plan		
Status:	PLANNING		
Scale: 1:250	Format: A3	Drawing No: 44126_P_102	
Author: MR	Date: July 25	Revision: -	

Fast Places Ltd.

1st Floor, 3 Bath Place
London
EC2A 3DR

Appendix B
Envirocheck Report

Geology 1:50,000 Maps Legends

Artificial Ground and Landslip

Map Colour	Lex Code	Rock Name	Rock Type	Min and Max Age
	WGR	Worked Ground (Undivided)	Void	Not Supplied - Holocene
	WMGR	Infilled Ground	Artificial Deposit	Not Supplied - Holocene
	MGR	Made Ground (Undivided)	Artificial Deposit	Not Supplied - Holocene

Superficial Geology

Map Colour	Lex Code	Rock Name	Rock Type	Min and Max Age
	ALV	Alluvium	Clay, Silt, Sand And Peat	Not Supplied - Holocene
	ALV	Alluvium	Clay, Silt, Sand and Gravel	Not Supplied - Holocene
	ESI	Enfield Silt Member	Clay and Silt	Not Supplied - Devensian
	KPGR	KEMPTON PARK GRAVEL MEMBER	Sand and Gravel	Not Supplied - Devensian
	LASI	Langley Silt Member	Clay and Silt	Not Supplied - Devensian
	TPGR	TAPLOW GRAVEL MEMBER	Sand and Gravel	Not Supplied - Wolstonian

Bedrock and Faults

Map Colour	Lex Code	Rock Name	Rock Type	Min and Max Age
	LC	London Clay Formation	Clay, Silt and Sand	Not Supplied - Ypresian

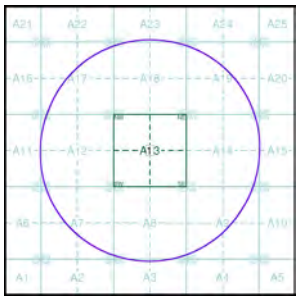
Geology 1:50,000 Maps

This report contains geological map extracts taken from the BGS Digital Geological map of Great Britain at 1:50,000 scale and is designed for users carrying out preliminary site assessments who require geological maps for the area around the site. This mapping may be more up to date than previously published paper maps.
The various geological layers - artificial and landslip deposits, superficial geology and solid (bedrock) geology are displayed in separate maps, but superimposed on the final 'Combined Surface Geology' map. All map legends feature on this page. Not all layers have complete nationwide coverage, so availability of data for relevant map sheets is indicated below.

Geology 1:50,000 Maps Coverage

Map ID: 1
Map Sheet No: 256
Map Name: North London
Map Date: 2006
Bedrock Geology: Available
Superficial Geology: Available
Artificial Geology: Available
Faults: Not Supplied
Landslip: Available
Rock Segments: Not Supplied

Geology 1:50,000 Maps - Slice A



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Search Buffer (m): 1000

Site Details:

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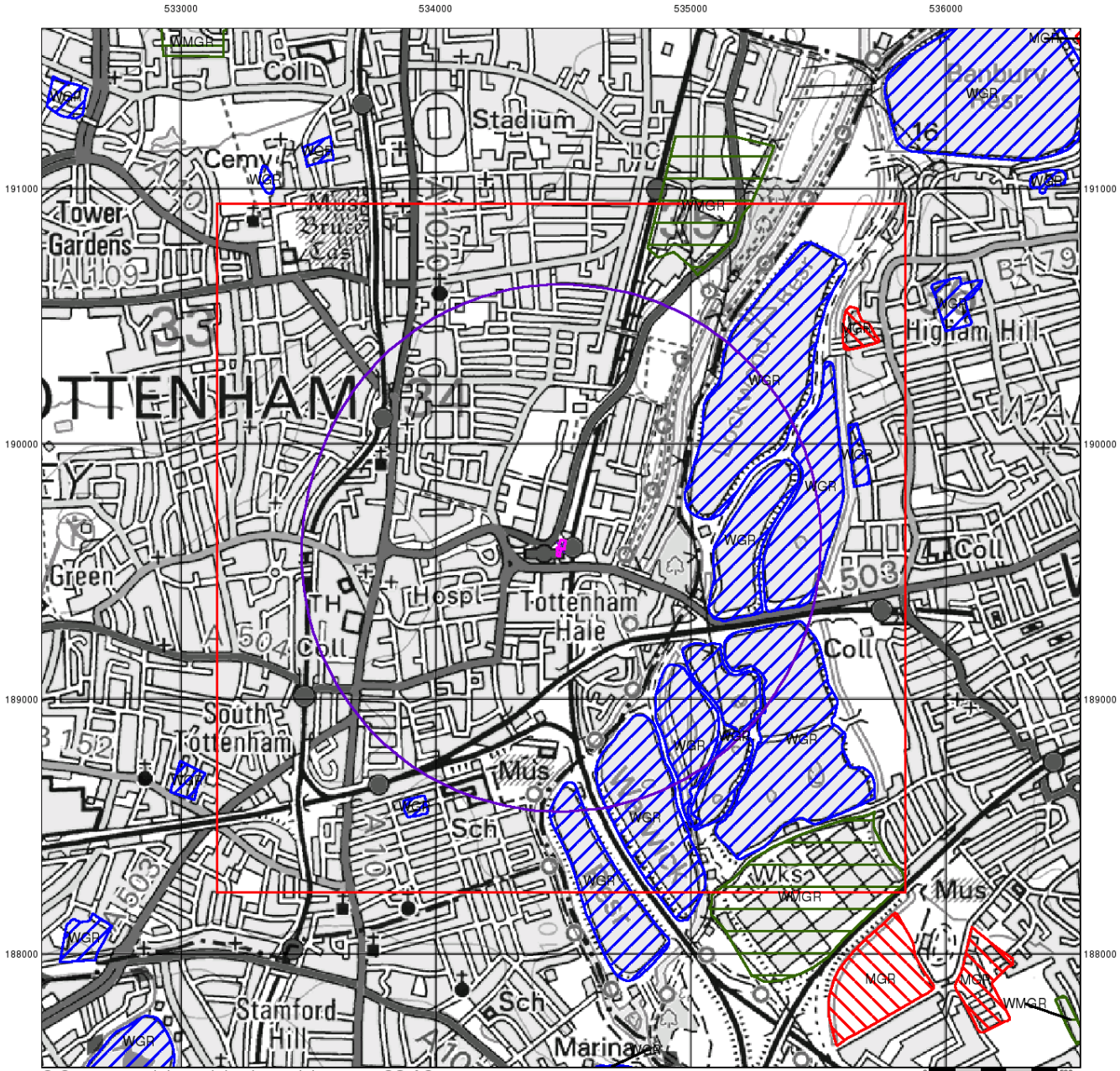

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Artificial Ground and Landslip

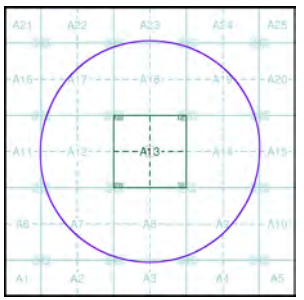
Artificial ground is a term used by BGS for those areas where the ground surface has been significantly modified by human activity. Information about previously developed ground is especially important, as it is often associated with potentially contaminated material, unpredictable engineering conditions and unstable ground.

Artificial ground includes:

- Made ground - man-made deposits such as embankments and spoil heaps on the natural ground surface.
- Worked ground - areas where the ground has been cut away such as quarries and road cuttings.
- Infilled ground - areas where the ground has been cut away then wholly or partially backfilled.
- Landscaped ground - areas where the surface has been reshaped.
- Disturbed ground - areas of ill-defined shallow or near surface mineral workings where it is impracticable to map made and worked ground separately.

Mass movement (landslip) deposits on BGS geological maps are primarily superficial deposits that have moved down slope under gravity to form landslips. These affect bedrock, other superficial deposits and artificial ground. The dataset also includes foundered strata, where the ground has collapsed due to subsidence.

Artificial Ground and Landslip Map - Slice A



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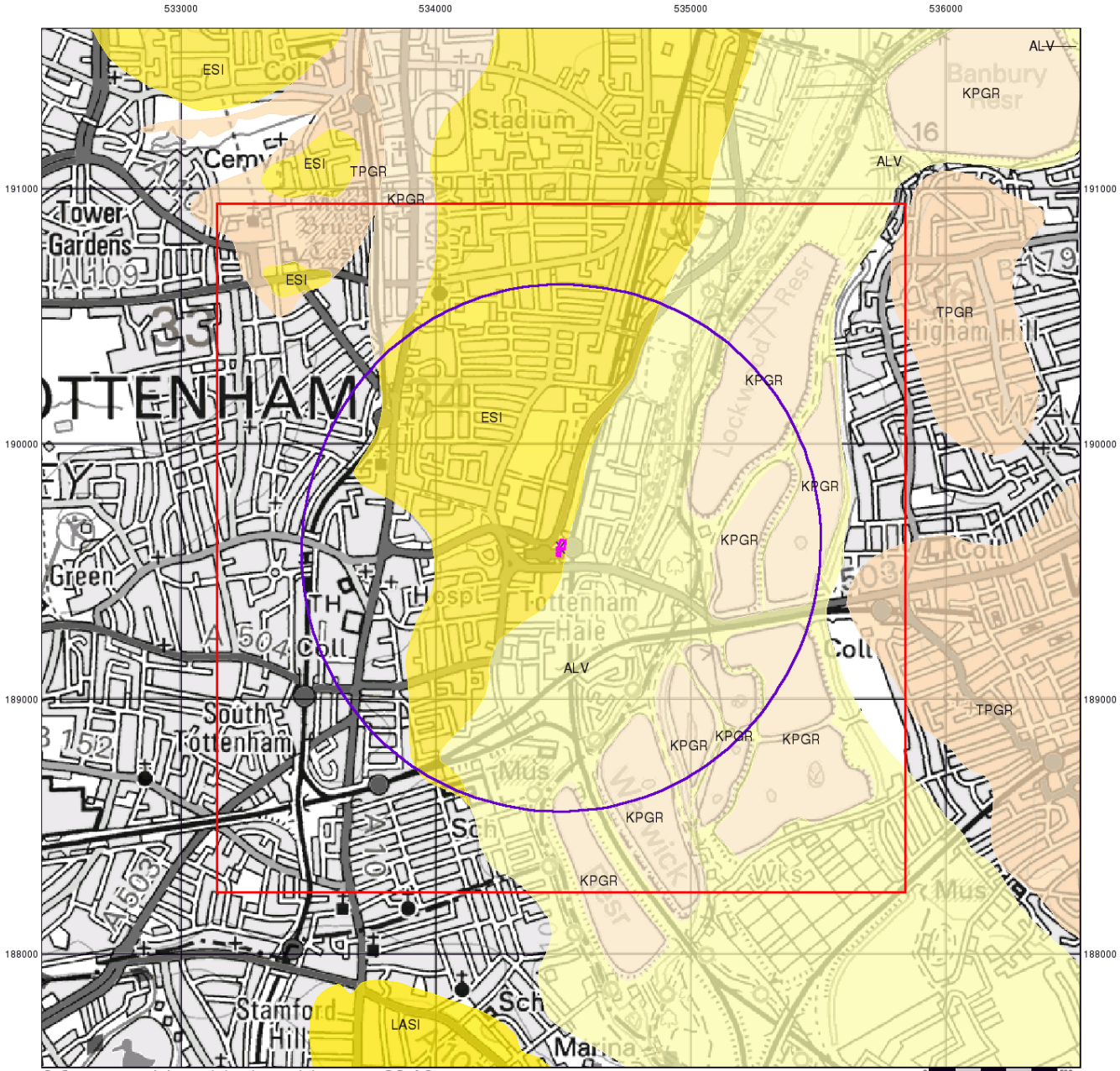

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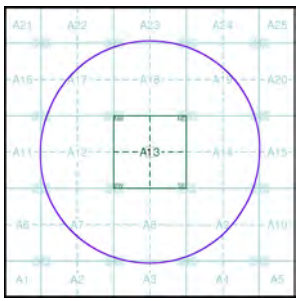
Superficial Geology

Superficial Deposits are the youngest geological deposits formed during the most recent period of geological time, the Quaternary, which extends back about 1.8 million years from the present.

They rest on older deposits or rocks referred to as Bedrock. This dataset contains Superficial deposits that are of natural origin and 'in place'. Other superficial strata may be held in the Mass Movement dataset where they have been moved, or in the Artificial Ground dataset where they are of man-made origin.

Most of these Superficial deposits are unconsolidated sediments such as gravel, sand, silt and clay, and onshore they form relatively thin, often discontinuous patches or larger spreads.

Superficial Geology Map - Slice A



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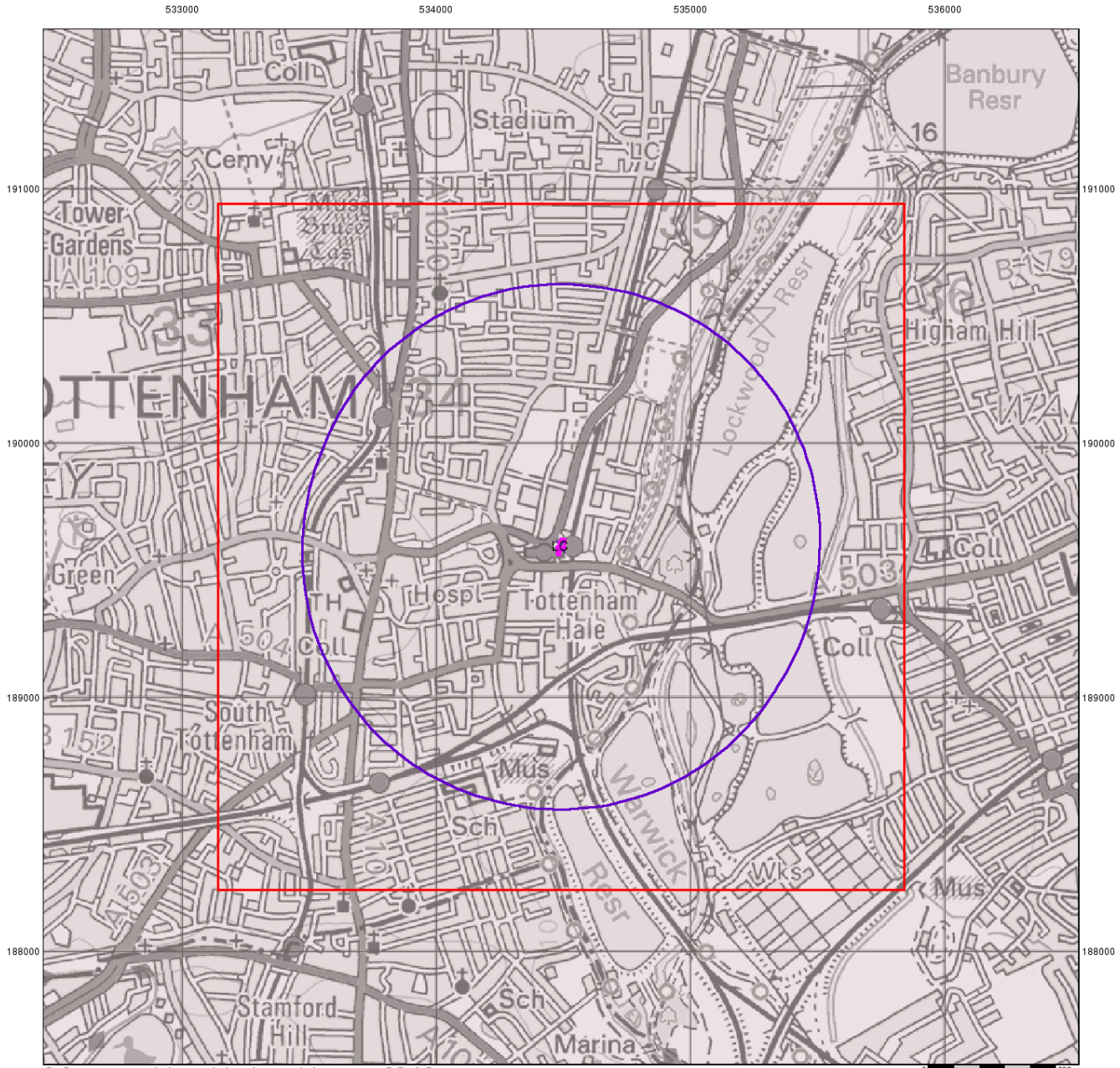

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Bedrock and Faults

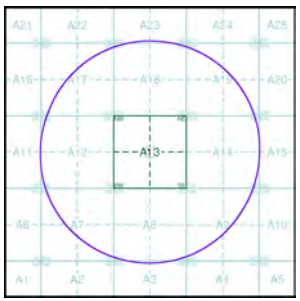
Bedrock geology is a term used for the main mass of rocks forming the Earth and are present everywhere, whether exposed at the surface in outcrops or concealed beneath superficial deposits or water.

The bedrock has formed over vast lengths of geological time ranging from ancient and highly altered rocks of the Proterozoic, some 2500 million years ago, or older, up to the relatively young Pliocene, 1.8 million years ago.

The bedrock geology includes many lithologies, often classified into three types based on origin: igneous, metamorphic and sedimentary.

The BGS Faults and Rock Segments dataset includes geological faults (e.g. normal, thrust), and thin beds mapped as lines (e.g. coal seam, gypsum bed). Some of these are linked to other particular 1:50,000 Geology datasets, for example, coal seams are part of the bedrock sequence, most faults and mineral veins primarily affect the bedrock but cut across the strata and post date its deposition.

Bedrock and Faults Map - Slice A



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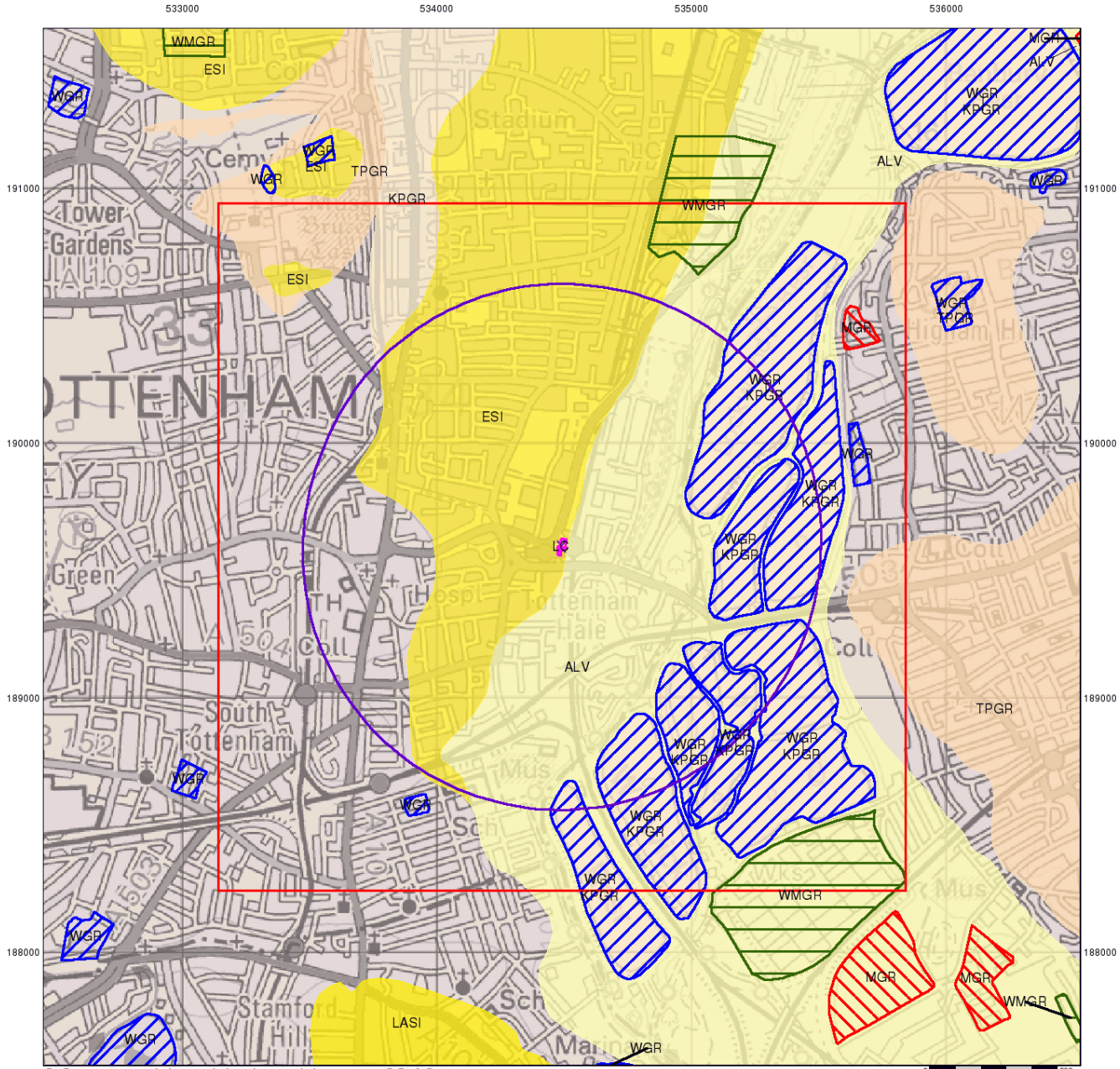

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Combined Surface Geology

The Combined Surface Geology map combines all the previous maps into one combined geological overview of your site.

Please consult the legends to the previous maps to interpret the Combined "Surface Geology" map.

Additional Information

More information on 1:50,000 Geological mapping and explanations of rock classifications can be found on the BGS website. Using the LEX Codes in this report, further descriptions of rock types can be obtained by interrogating the 'BGS Lexicon of Named Rock Units'. This database can be accessed by following the 'Information and Data' link on the BGS website.

Contact

British Geological Survey
Kingsley Dunham Centre
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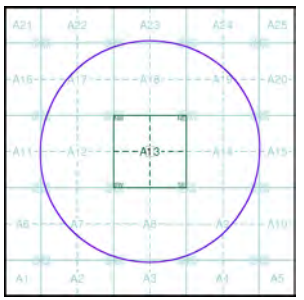
NG12 5GG
Telephone: 0115 936 3143
Fax: 0115 936 3276
email: enquiries@bgs.ac.uk
website: www.bgs.ac.uk

Combined Geology Map - Slice A



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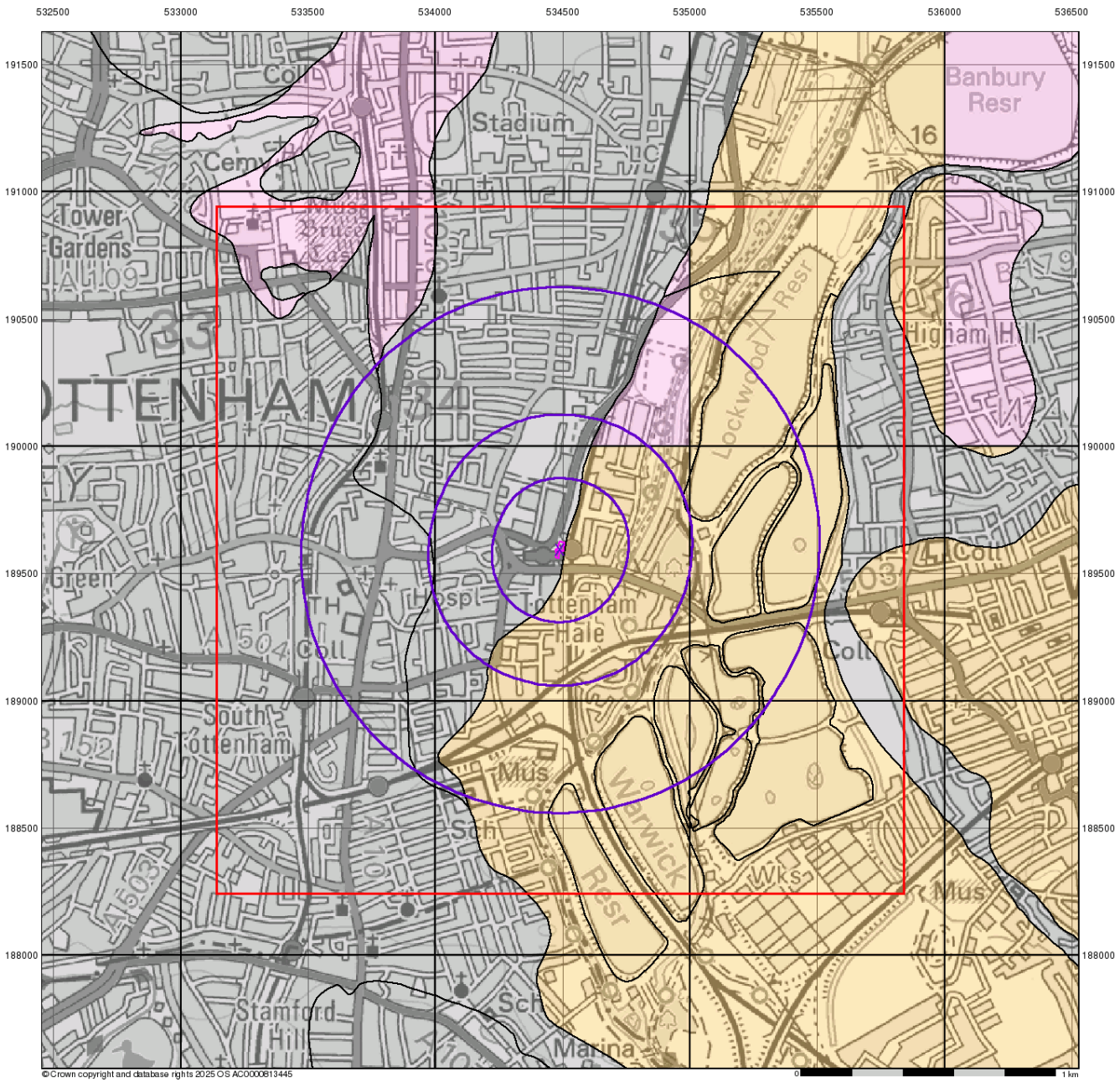


Groundwater Vulnerability

General

Specified Site | Specified Buffer(s) | Bearing Reference Point | Slice | Map ID

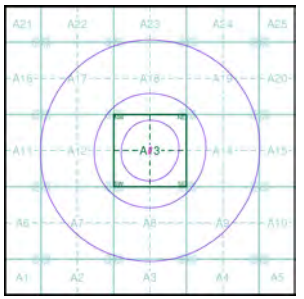
Agency and Hydrological

Bedrock Aquifers	Superficial Aquifers
High Vulnerability, Principal Aquifer	High Vulnerability, Principal Aquifer
High Vulnerability, Secondary Aquifer	High Vulnerability, Secondary Aquifer
Medium Vulnerability, Principal Aquifer	Medium Vulnerability, Principal Aquifer
Medium Vulnerability, Secondary Aquifer	Medium Vulnerability, Secondary Aquifer
Low Vulnerability, Principal Aquifer	Low Vulnerability, Principal Aquifer
Low Vulnerability, Secondary Aquifer	Low Vulnerability, Secondary Aquifer

Unproductive Aquifer

Soluble Rock

Site Sensitivity Context Map - Slice A



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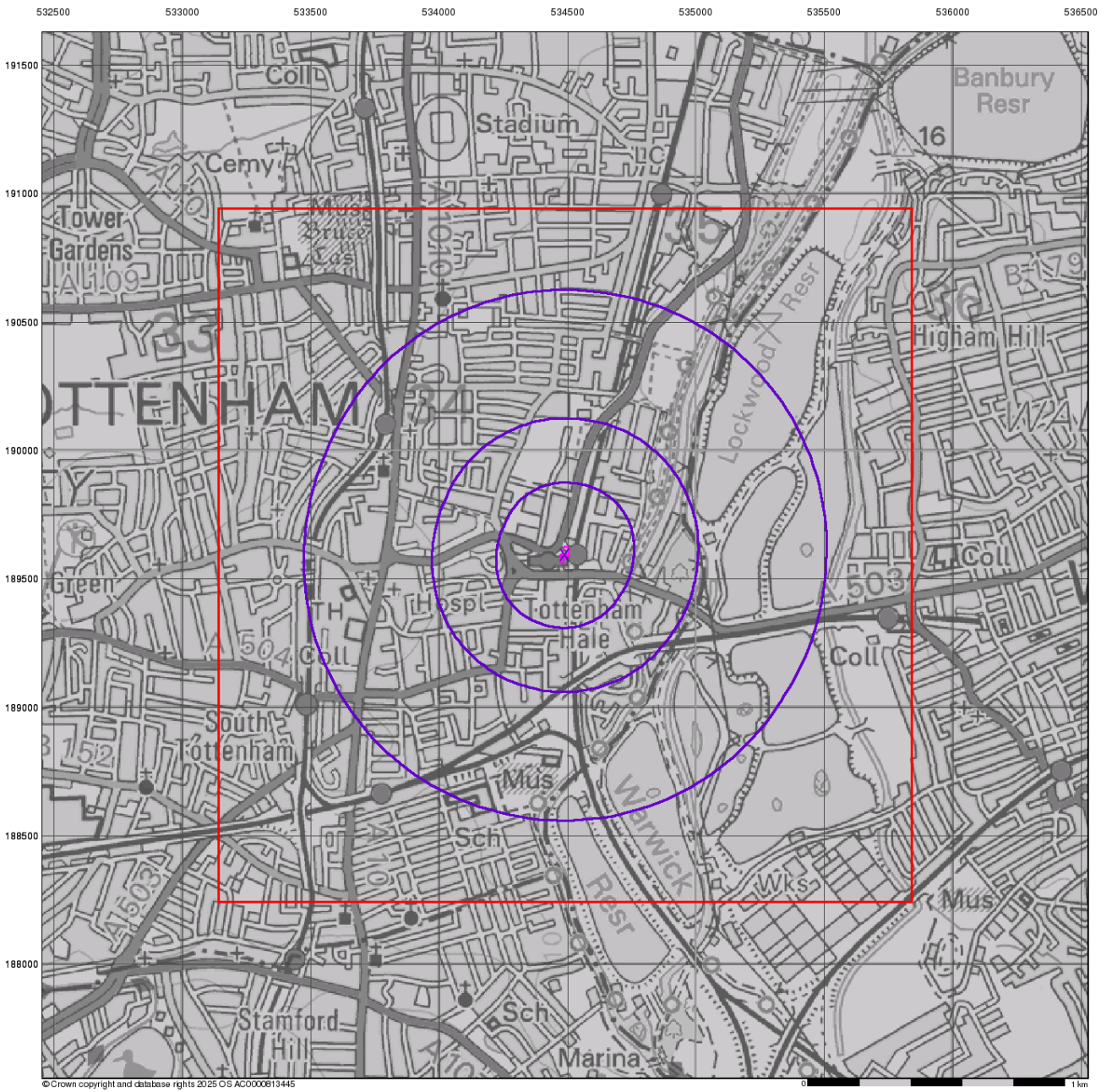


Bedrock Aquifer Designation

General

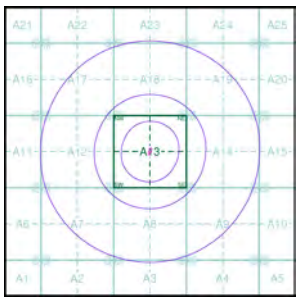
Specified Site | Specified Buffer(s) | Bearing Reference Point | Slice | Map ID

Agency and Hydrological

Geological Classes

- Principal Aquifer
- Secondary A Aquifer
- Secondary B Aquifer
- Secondary Undifferentiated
- Unproductive Strata
- Unknown
- Unknown (Lakes and Landslip)

Site Sensitivity Context Map - Slice A



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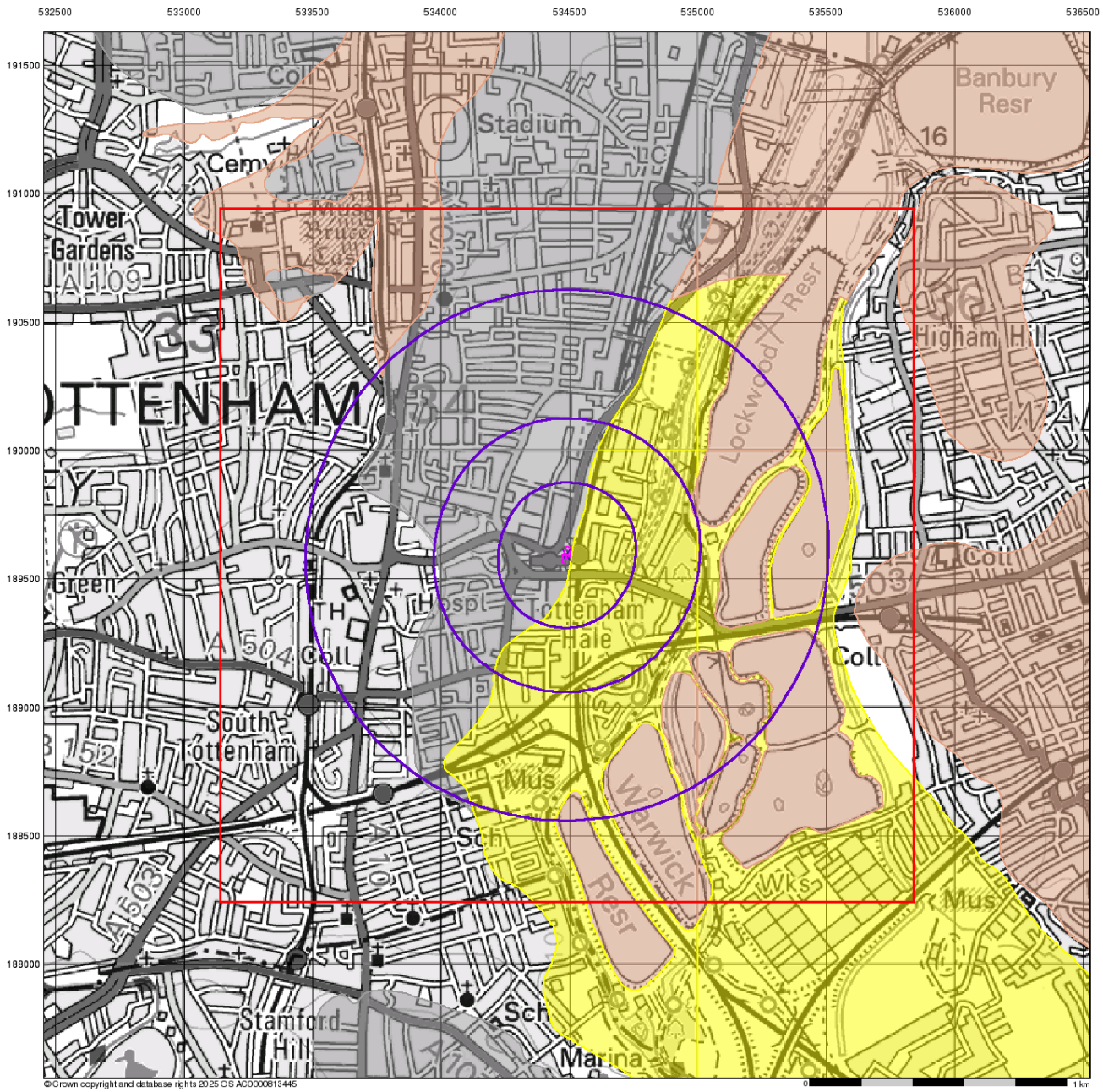


Superficial Aquifer Designation

General

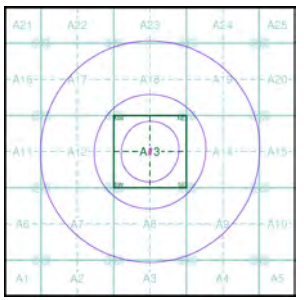
Specified Site | Specified Buffer(s) | Bearing Reference Point | Slice | Map ID

Agency and Hydrological

Geological Classes

- Principal Aquifer
- Secondary A Aquifer
- Secondary B Aquifer
- Secondary Undifferentiated
- Unproductive Strata
- Unknown
- Unknown (Lakes and Landslip)

Site Sensitivity Context Map - Slice A



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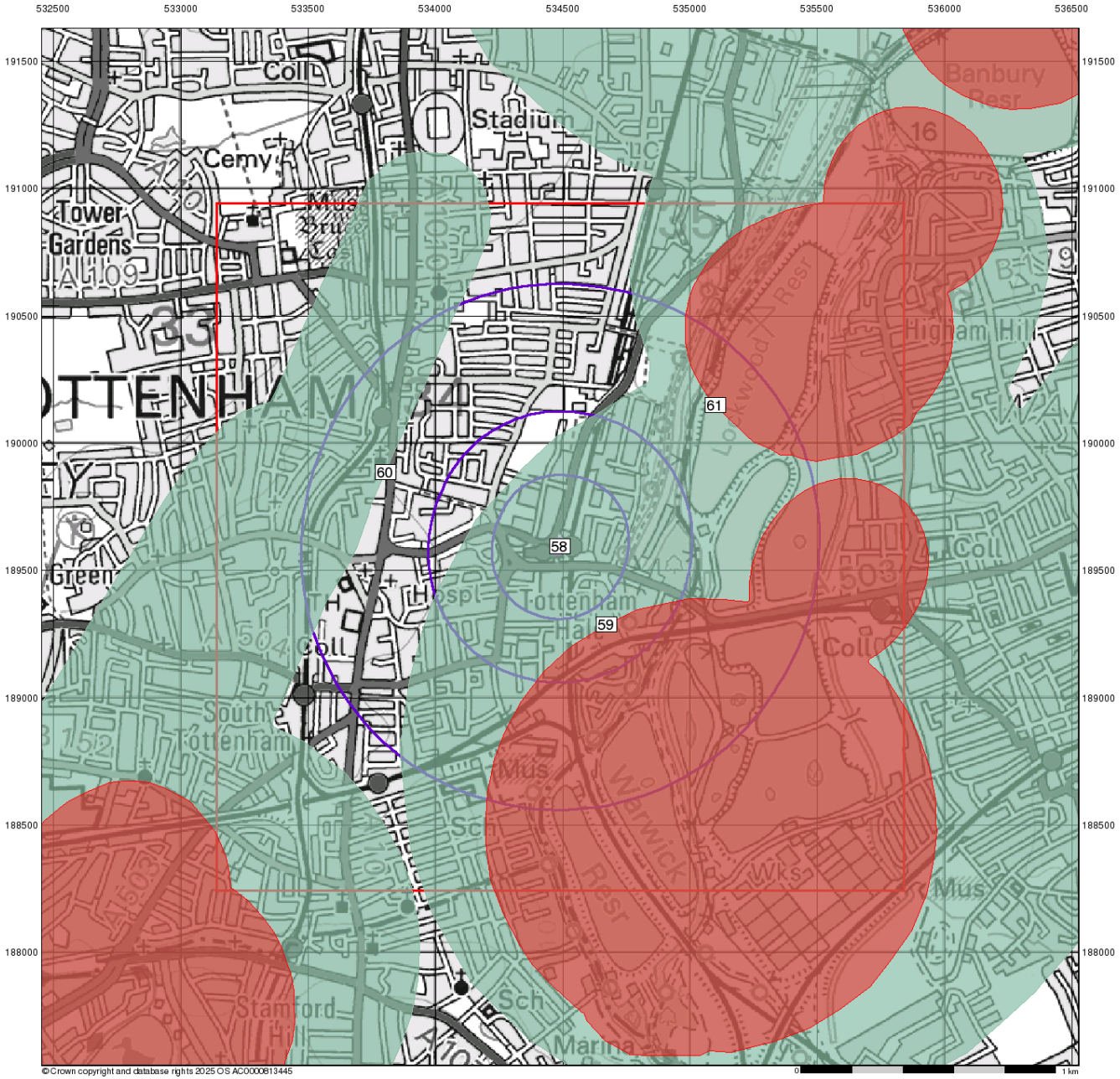


Source Protection Zones

General

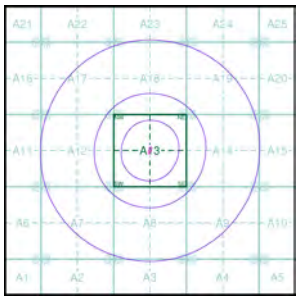
Specified Site | Specified Buffer(s) | Bearing Reference Point

Slice | Map ID

Agency and Hydrological

- Inner zone (Zone 1)
- Inner zone - subsurface activity only (Zone 1c)
- Outer zone (Zone 2)
- Outer zone - subsurface activity only (Zone 2c)
- Total catchment (Zone 3)
- Total catchment - subsurface activity only (Zone 3c)
- Special interest (Zone 4)

Site Sensitivity Context Map - Slice A



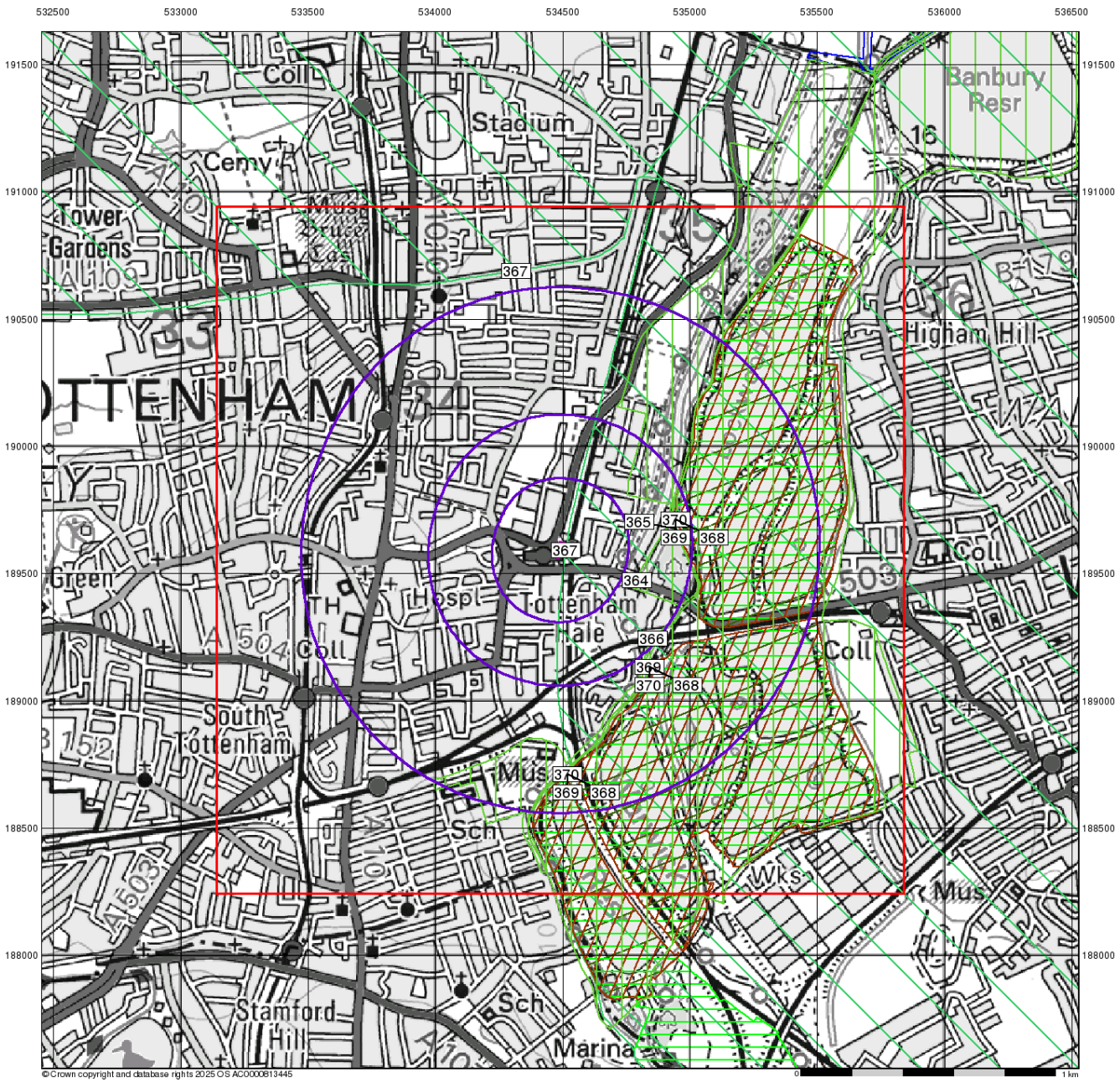
Order Details

Order Number:	369904781_1_1
Customer Ref:	29674
National Grid Reference:	534490, 189590
Slice:	A
Site Area (Ha):	0.12
Search Buffer (m):	1000

Site Details

Tottenham Hale Railway Station, Station Road, Tottenham, London, N17 9NA

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



Sensitive Land Uses

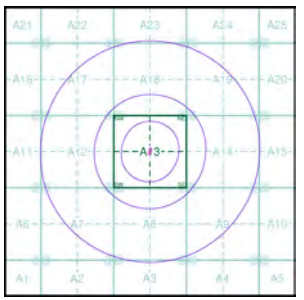
General

Specified Site | Specified Buffer(s) | Bearing Reference Point | Slice | Map ID

Sensitive Land Uses

- Ancient Woodland
- Area of Adopted Green Belt
- Area of Unadopted Green Belt
- Area of Outstanding Natural Beauty
- Environmentally Sensitive Area
- Forest Park
- Local Nature Reserve
- Marine Nature Reserve
- National Nature Reserve
- National Park
- Nitrate Sensitive Area
- Nitrate Vulnerable Zone
- Ramsar Site
- Site of Special Scientific Interest
- Special Area of Conservation
- Special Protection Area
- World Heritage Sites

Site Sensitivity Context Map - Slice A



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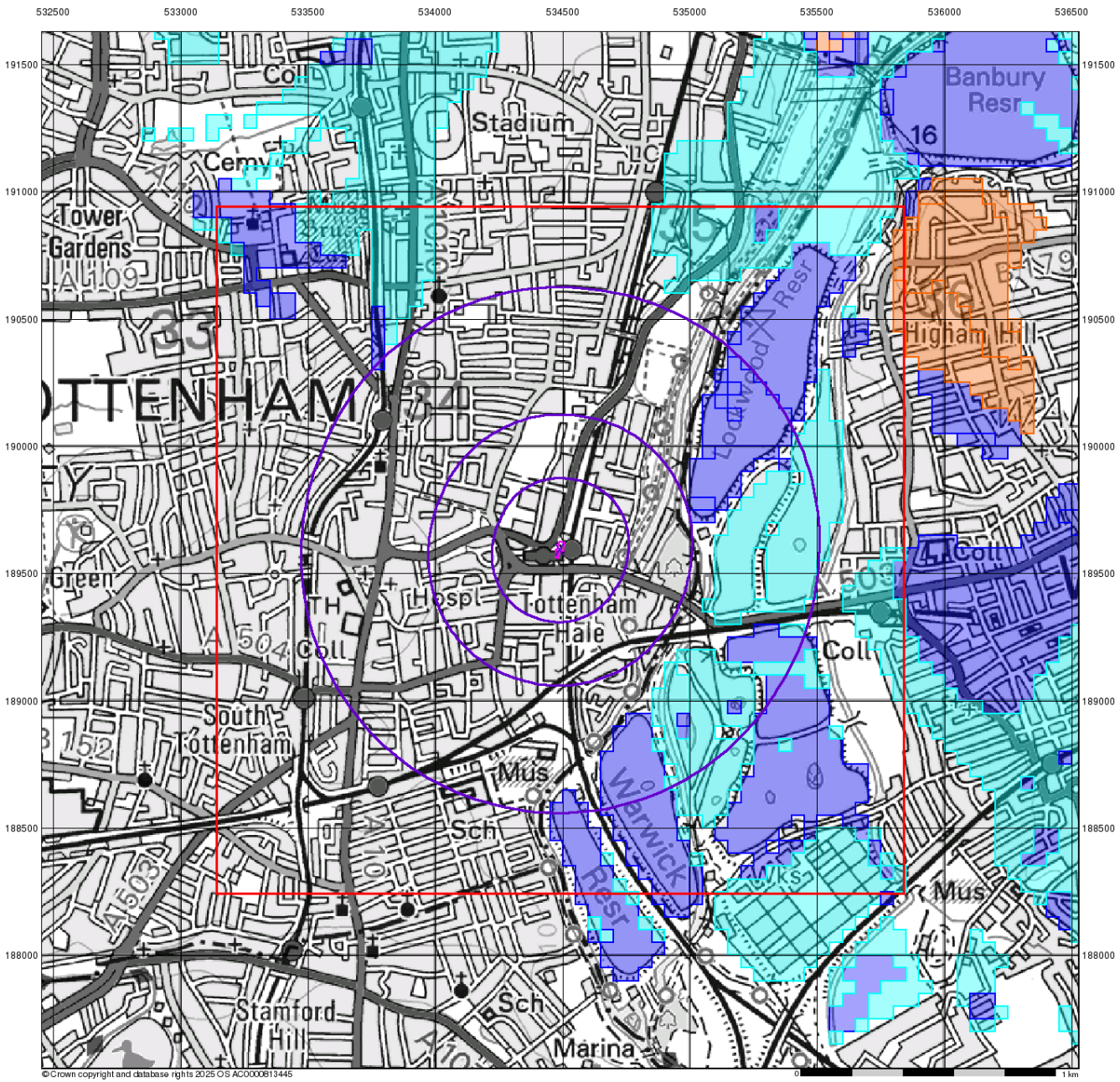


BGS Flood GFS Data

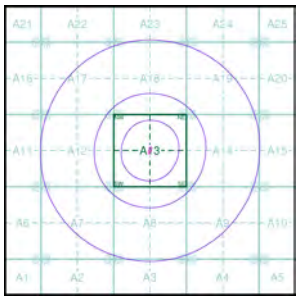
General

Specified Site | Specified Buffer(s) | Bearing Reference Point | Slice

Agency and Hydrological (Flood)

- Limited Potential for Groundwater Flooding to Occur
- Potential for Groundwater Flooding of Property Situated Below Ground Level
- Potential for Groundwater Flooding to Occur at Surface

Site Sensitivity Context Map - Slice A



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