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# Greggs Bakery / Twickenham

## Phase I, Environmental Assessment

# CONTENTS

Section	Page
SYNOPSIS	1
1 Walk over survey	2
2 Historic map records	3
3 Database searches	7
3.1 Environmental permits, incidents & registers	
3.1.1 Negative search results within 500 m of search centre	7
3.1.2 Part A(2) and Part B Activities	8
3.1.3 EA List 2 recorded pollution incidents	8
3.2 Landfill and other waste sites	
3.2.1 Landfill sites	9
3.2.2 Other waste sites	9
3.3 Current land use	
3.3.1 Potentially contaminative industrial sites	9
3.3.2 Petrol and fuel sites	10
3.4 Geology	10
3.5 Hydrogeology and Hydrology	
3.5.1 Groundwater vulnerability	10
3.5.2 Abstraction licences	11
3.5.3 Flooding	11
3.6 Environmentally sensitive sites	11
3.7 Natural hazards	11
3.8 Mining	12
4 Development proposals	12
5 Discussion	
5.1 Solid and liquid phase contaminants	12
5.2 Gas phase	14
5.3 Risk assessment	14
5.4 Conceptual model	
5.4.1 Source(s)	15
5.4.2 Pathways	16
5.4.3 Receptors	17
6 Recommendations	17
 Procedural Notes	
 APPENDIX	
A Figures	
B UST Decommissioning Information	
C Current Industrial Data	

**FORMER GREGGS BAKERY  
GOULD ROAD  
TWICKENHAM  
TW2 6RT**

**Phase I  
Environmental Assessment**

## **Synopsis**

A Phase I Environmental Assessment has been carried out into the past and present usage of land currently occupied by a former Greggs Bakery and the closed Enessa Works on the instructions of London Square Developments. The purpose of the study was to conduct a visual appraisal of the site and to research available data with reference to chemical constraints that may impinge upon the proposal to redevelop the site for both residential and commercial use.

The investigation comprised a walkover survey followed by examination of historic map records. In addition, searches were carried out of various databases held by the Environment Agency and others. The information obtained from these sources is summarised herein.

It is considered that previous activities on or in the immediate vicinity of the site constitute a low to medium risk of significant or widespread contamination. An intrusive investigation has been commissioned to determine the physical characteristics of the soil with respect to foundation design and related matters and will be extended to assess environmental aspects of the development. Public Health England do not consider that Radon protection will be required.

# 1

## Walk over survey

The area under investigation is an approximate 'L' shaped plot of land extending to some 1.12 hectares, as shown on Figure 1 at Appendix A. The site was, from 1953 until November 2016, a bakery and distribution depot for Greggs.

The site has two vehicular access points; one from Gould Road at its juncture with Crane Road in the north west and one in the south of the site, on Edwin Road. The former is for cars and vans whilst the latter is for larger vehicles and lorries. A three storey building with metal fire escapes and walkways lies adjacent to the access on Gould Road and previously housed the maintenance area on the ground floor with office space above. The north west portion of the site contains an asphalt surfaced car park and a single storey, flat roofed building previously used as offices. Anecdotal information suggests there may be a WWII bomb shelter (or the remains of) on the far western boundary.

A collection of one, two and part three storey structures line the eastern side of the car park and these were also used as offices. To the west of these offices lies the bakery proper which occupies the northern and central portions of the site. At the time of our visit the bakery was being stripped of useable machines and other equipment although a considerable amount remains, including a very large commercial oven. A number of cold storage areas, fridges and the boiler house lie at the rear (north) of the bakery. Information from Greggs operatives still present on site suggests there may be two cavities or partial voids under the northern end of the site. They were apparently caused by hot water/steam 'blow-down' from the boiler.

At the southern end of the bakery is a large canopy under which are four large freezers, a stockade and a rectangular building containing a box washer.

The south of the site contains two rectangular buildings. The one on the eastern side was used as storage whilst the one bordering the western boundary is the former Enessa Works. No entry to either building was available at the time of our visit. Two silos are located adjacent to the eastern building which also has an above ground fuel tank complete with pump on its northern side. A petrol interceptor is located to the south of the silos and was apparently regularly emptied when the bakery was in operation. The former Enessa Works building lies on the western side of the southern portion of the site. It is understood that the works were precision engineers and involved in producing pewter products and latterly a turners. Three underground fuel storage tanks (USTs) are located between the Enessa Works and the building to its north. Surplus diesel was removed from tank No. 3 and the USTs were foam filled between 27 and 29 September 2006. Full details are presented at Appendix B.

There was no visual or olfactory evidence of contamination noted during the walk over survey. All surfaces were free of staining and all hardstanding was in a generally good state of repair.

Residential properties bound the site on three sides; to the east, south and west. The River Crane and a railway line lie to the north.

## **2**

### **Historic map records**

Extracts from historic maps are presented at Figures 2 - 11 of Appendix A and illustrate site usage from 1865 to 2014.

#### **1865**

The earliest available mapping is given at Figure 2 and shows the site to be undeveloped. The main portion of the site has a path across it, up to the River Crane whilst the north west is

part of an orchard. The orchard continues some way to the west and one is also present immediately east of the site. A railway line runs east - west just to the north of the site and another railway line lies to the south east. Land to the north of the railway line is undeveloped save for Marsh Farm, some 200 m to the north east. The Duke of Northumberland's River is noted in the far north west of the mapped area. Land south of the site is fairly well developed and includes numerous residential properties, a School, Chapel, Post Office and Brewery.

### **1896**

The site appears essentially unchanged although the footpath is no longer depicted. A Gravel Pit is noted immediately to the east of the site. A large Sewage Works has been constructed to the north, on the other side of the river and railway and a Fever Hospital is noted just to its west. The course of the River Crane has been altered somewhat, with some of the meanders straightened. Marsh Farm is no longer depicted although a single, square structure remains. Additional lines have been added to the railway to the east and the road layout has altered where the railway line crosses (what was) Staten Lane, now Marsh Farm Road and Lion Road. The Town of Twickenham to the south continues to develop.

### **1915**

The site and surrounding area have undergone significant change in the nearly 20 years. The north west portion of the site has been developed with a number of unknown buildings including a small glazed structure on the northern boundary. A small building is also shown on the eastern boundary of the main body of the site. The gravel pit immediately east has been infilled and replaced by a Laundry in the north and Norcutt Road with residential terraced housing to the south. New residential streets of mainly terraced housing have been constructed to the east and west of the site. An Electricity Works with large Tank is shown 100 m east and a miniature Rifle Range is located 250 m to the north east. The Sewage

Works to the north have expanded and new Filter Beds are shown. An Engineering Works has been constructed some 200 m to the west.

### **1934**

An additional building is shown in the north west part of the site and the glazed structure is no longer present. The main body of the site is now depicted as Allotment Gardens whilst a Laundry has been constructed on the southern part. The Laundry immediately east has expanded and additional structures are shown. The Electricity Works somewhat further east is no longer labelled as such and additional buildings are shown, including two chimneys. An Engineering Works is shown some 200 m to the south west. The Sewage Works to the north have gained additional Filter Beds and the adjacent Hospital is no longer labelled as such.

### **World War II**

Online information does not record a direct bomb strike on the site although a number of strikes are recorded in the surrounding area. The closest being to the west, close to Gould Road, as shown on Figure 6 at Appendix A. An unexploded ordnance threat assessment has been requested for the site and will form a separate report.

### **1960**

The site has undergone significant development. Buildings in the north west have been consolidated and altered somewhat and a large Bakery now occupies the northern portion of the site. Two rectangular structures have been constructed on the western boundary; the southernmost one is labelled as a Works whilst the other one is unidentified. The latter has a Tank on its northern side and the Laundry also has a Tank depicted on its western wall. The Laundry immediately east is now shown with a couple of Tanks and a Well. The former Electricity Works further to the east is now shown as a Depot; without chimneys but with

additional unknown buildings. The River Crane appears to have been canalised and its course altered significantly; it has been straightened to the west of the site and moved southwards to the north of the site. A large number of Works are noted within the mapped area; 20, 70 & 180 m south, 50, 160, 180 & 250 m to the south east and 250 m to the south west. A Works is also noted 20 m west of the NW boundary of the site. The large Engineering Works 200 m west, first noted on Figure 4 of 1915 is now shown as a Bakery.

No Filter Beds or associated infrastructure are shown on the former Sewage Works to the north although the main building remains and a number of other buildings have been constructed. The site is now a Corporation Depot.

#### **1974 - 1979**

The Bakery has expanded southwards and now includes the canopy and an Electricity substation is shown in the far north east of the site. The Tanks identified on Figure 7 of 1960 are no longer depicted on either building on site. The Laundry in the south has altered its footprint slightly and is no longer labelled as a Laundry. A Printing Works has replaced the Laundry immediately to the east and the Electricity works, latterly Depot, has reduced in size and a number of other buildings are shown, including an electricity substation. The Works just to the west have expanded and now border the site.

#### **1993 - 1994**

The majority of the site remains unchanged although the main Bakery outline has changed and a rectangular building is shown in the north west. The Printing Works immediately to the east have been demolished and replaced by Norcutt House and three square structures.



## **2002**

No large scale maps are available from 1993 - 1994 to the present day and small scale maps have therefore been included. The map scale allows the site to be seen within its wider context. The site appears unchanged.

## **2014**

Figure 11 at Appendix A shows the site and surrounding area much as it is today and no significant changes are evident.

# **3**

## **Database searches**

Database searches have revealed the following information, generally within a 250 m radius of the site.

### **3.1**

#### **Environmental permits, incidents and registers**

##### **3.1.1**

##### **Negative search results within 500 m of search centre**

Historic IPC authorisations.

Part A(1) and IPPC authorised activities.

Red list discharge consents (potentially harmful discharges to controlled waters).

List 1 or List 2 dangerous substances inventory sites.

Licensed discharge consents.

Water industry referrals (potentially harmful discharges to the public sewer).

Hazardous substance consents and enforcements.

Records of COMAH or NIHHS sites.

Environment Agency (EA) List I recorded pollution incidents.

The Local Authority have not determined any sites as Contaminated Land under Part IIa of the EPA 1990.

### 3.1.2

#### **Part A(2) and Part B Activities**

Two current permits have been identified by the database search as detailed in Table 1.

Table 1: Part A(2) and Part B Activities and Enforcements

Distance, m	Direction	Activity	Enforcement
294	E	Dry cleaning	None
344	SW	Dry cleaning	None

### 3.1.3

#### **EA List 2 recorded pollution incidents**

Two National Incidents Recording System (NIRS) List 2 records have been identified within 500 m of the study site, as detailed in Table 2.

Table 2: List 2 recorded pollution incidents

Distance, m	Direction	Date	Pollutant	Impact
46	N	14/10/2003	Chemicals/products - Inorganic chemical	Water: No impact Land: Minor Air: No impact
131	NE	07/07/2003	Oils and fuel - Diesel	Water: Minor Land: No impact Air: No impact

## **3.2**

### **Landfill and other waste sites**

#### **3.2.1**

##### **Landfill sites**

No operational landfill sites have been identified within 1000 m of the search centre.

One historical landfill has been identified 909 m to the north at Twickenham Trading Estate. Waste was deposited between December 1946 and December 1963. The waste type is listed as inert and the landfill is recorded as having gas control measures.

#### **3.2.2**

##### **Other waste sites**

No records of operational or non-operational waste treatment, transfer or disposal sites have been found within 500 m.

A Waste Transfer Station is located 150 m north at Langhorne Drive. No other EA licensed waste sites have been identified by the database search within 1000 m.

## **3.3**

### **Current land use**

#### **3.3.1**

##### **Potentially contaminative industrial sites**

As befits its urban location, 43 records of potentially contaminative industrial sites have been identified, seven of which are electricity substations and are not considered significant. Older

substations have the potential to contain polychlorinated biphenyls although they are generally considered to be relatively immobile.

In addition, the search is very broad in its remit and only those activities considered potentially contaminative have been listed. Full details are available at Appendix C.

### **3.3.2**

#### **Petrol and fuel sites**

None are located within 500 m of the study site.

### **3.4**

#### **Geology**

Published records of the British Geological Survey (BGS) indicate the site to lie on Kempton Park Gravel over London Clay.

### **3.5**

#### **Hydrogeology and Hydrology**

##### **3.5.1**

#### **Groundwater vulnerability**

Information supplied by the EA indicates that the Kempton Park Gravel is a Principle Aquifer whilst the London Clay is classed as Unproductive.

The site is not located within 500 m of a groundwater Source Protection Zone.

### **3.5.2**

#### **Abstraction licences**

No groundwater, surface water or potable water abstraction takes place within 1000 m of the study site.

### **3.5.3**

#### **Flooding**

The northern boundary of the site is described by the River Crane. A Zone 3 floodplain impinges onto the very northernmost part of the site. In addition, floodplains associated with the River Crane and Duke of Northumberland's River line both banks of both rivers.

The EA RoFRaS database indicates that there is a low risk of flooding at the centre of the site.

No flood defences, areas benefiting from flood defences or areas benefiting from flood storage are located within 250 m of the site.

### **3.6**

#### **Environmentally sensitive sites**

A Local Nature Reserve is located 900 m to the south east at Ham Lands.

### **3.7**

#### **Natural hazards**

The British Geological Survey combine data sets for ground stability and conclude the following:

Shrink / swell clay	Moderate
Landslides	Very low
Soluble rocks	Negligible
Compressible ground	Moderate
Collapsible rocks	Very low
Running sand	Very low

### **3.8**

#### **Mining**

No coal mining areas are located within 75 m of the study site and no non-coal mining areas are located within 50 m.

## **4**

### **Development proposals**

It is intended to demolish all buildings and construct a new residential street on the main body of the site comprising houses with private gardens. The north and north west parts of the site are likely to be mixed use.

The proposed general arrangement is given at Figure 12 of Appendix A.

## **5**

### **Discussion**

#### **5.1**

##### **Solid and liquid phase contaminants**

The development history of the site and its immediate surroundings have been summarised in the foregoing, as far as could be ascertained within the present remit.

The site was undeveloped on the first available mapping of 1865. The north west portion was developed by the time of the 1915 mapping and a Laundry was present in the south by 1934. The next available mapping of 1960 shows the Bakery and Enessa Works on site. A small scale map of 1948 (not included) shows the site in the same configuration as Figure 5 of 1934, indicating the Bakery and Enessa Works were constructed post-war. Some further, albeit fairly small scale development continued over the years, culminating in the building layout of the present day.

The Tanks shown on the 1960 map (absent by 1973), the Enessa Works, the USTs and the interceptor are considered to be the main areas of potential contamination.

Land to the east and west was also undeveloped on the first mapping whilst land to the south comprised the beginnings of Twickenham. A number of potentially contaminative land uses have been identified within the mapped surroundings, as discussed on the various Figures. A number of electricity substations are also located within the surrounding area.

The database searches have revealed activities within the surrounding area which could potentially give rise to contamination although their likely impact on the subject site is considered to be low.

The underlying geology is mapped as Kempton Park Gravel underlain by London Clay. A mantle of Made Ground is also likely given the development history of the site and surroundings. Migration of mobile contaminants is therefore possible within the Kempton Park Gravel (a Principle Aquifer), both from on site sources and from off site sources. The underlying London Clay will severely retard any migration, both laterally and vertically due to its very low permeability.

## 5.2

### Gas phase

No operational landfill sites have been identified by the database searches within 1000 m and the BGS does not record the site as being either Worked Ground or Made Ground. An historic landfill has been identified 900 m to the north although the waste type is listed as inert and gas control measures are in place.

The former gravel pit immediately east was backfilled with unknown material. The gas generating potential depends on the constituents of the backfill used to restore levels. The risk of ground gas is therefore considered to be low to medium.

The database searches record the site as being in an area where less than 1 % of homes exceed the Radon Action level. The Health Protection Agency do not consider further action to be necessary and no Radon protection is required.

## 5.3

### Risk assessment

This risk classification is designed to consider environmental risk in the context of alternative use strategies where redevelopment or a change of use may be required. This must be set in the context of the following hierarchy of risks as follows:-

*High:* Significant risk of contamination without remediation. Precludes all but the least sensitive of development such as car parking. Significant potential for environmental pollution. Remediation measures expensive. Site investigation required.



*Medium:* Risk of contamination but allowing non-sensitive development such as commercial for reasonable costs of remediation. More sensitive development such as housing may require substantial remedial measures. Potential for environmental pollution. Site investigation required.

*Low:* Little risk of contamination where all development options are likely to be possible with little or no remediation measures. Little potential for environmental pollution. Confirmatory site investigation required.

The information available in this assessment has revealed that there is a *low to medium* potential risk of contamination arising from the previous uses of the site.

Surrounding uses also form a *low to medium* risk of potential contamination migrating to the subject site.

## **5.4**

### **Conceptual model**

#### **5.4.1**

##### **Source(s)**

The historical uses of parts of the site are considered to represent a potentially contaminative use. The Tanks shown on the 1960 map, the Enessa Works, the USTs and the interceptor are all considered to be areas of potential contamination. However, the historical and current extent of building cover and hardstanding is likely to have provided a degree of protection against any potential contaminants at the surface entering the ground, although this cannot be relied upon.

The pollution incidents listed at Section 3.1.3 are not considered to represent a significant risk.

The site currently sits within a predominately residential environment which has evolved from a mix of residential and commercial land use. As such there is the potential for background contamination to exist across the surrounding area.

## **5.4.2**

### **Pathways**

The site is located on a Principle Aquifer. Therefore there is the potential for any contamination (if present) beneath the site to have migrated to groundwater. In addition, off site contamination has the potential to migrate to the subject site. The underlying solid geology of the London Clay is Unproductive strata. The London Clay is an effective aquiclude and significant lateral and downward migration within this stratum is considered unlikely. Although it is acknowledged that fissures exist in London Clay and could potentially act as a pathway, the degree and orientation of fissuring will partly dictate the extent of any potential migration, as will the volume of any liquid contaminants.

Currently, the site is 100 % hardstanding and building cover. The hardstanding and building cover will offer a significant degree of protection to current site users and occupiers from any contamination beneath the site if present.

Following redevelopment, the extent of building cover and hardstanding will be significantly reduced and private gardens are included within the proposals. Human contact with potentially contaminated soil is therefore possible, assuming no mitigation measures.

Buried service runs could act as both a potential source and a pathway.

A potential vapour risk also exists but its significance will depend on the degree of hydrocarbon contamination from the historical tanks, foam filled USTs, petrol interceptor and any Made Ground present.

The backfilled gravel pit immediately east is a potential source of ground gas. However, the age of backfill and the presence of houses on the former pit suggests that ground gas from this potential source is not an issue.

### **5.4.3**

#### **Receptors**

Future site residents, users/visitors, groundworkers, flora, fauna, new services (water pipes etc.) and the underlying Aquifer all have the potential to be impacted by any contamination present beneath the site.

Off-site receptors include the adjacent residential properties and the River Crane. However, the risk of significant contamination migrating off site is considered to be low.

## **6**

### **Recommendations**

The Risk Assessment has indicated there to be a medium risk of significant or widespread contamination of soil or groundwater at the site.

An intrusive investigation has been commissioned to determine the ground conditions and will be extended to confirm the findings of this study and to evaluate the presence and extent of any contamination. Based upon the findings of this study, the following potential contaminants should be considered:-

Metals & metalloids: Total arsenic, cadmium, chromium, copper, lead, mercury, nickel, selenium and zinc. Water soluble boron.

Organic: Petroleum hydrocarbons, polyaromatic hydrocarbons and phenols.

Others: Asbestos screen and Waste Acceptance Criteria.  
Ground gas monitoring with PID readings.

The scope of investigation should be tailored to the development proposals and the risk to construction workers and end users. Selected soil samples should be analysed for the foregoing range of contaminants. Should contamination be present to significant depth, the assessment should be extended to determine its impact upon groundwater.

The extent of all aspects of the investigation should be reassessed in the light of the conditions revealed in the early stages, and on consideration of the test results. In particular, significant levels of contamination may warrant further investigation to determine its spatial distribution and mobility. A 'watching brief' should be maintained during the construction phase and any suspect material should be brought to the attention of AP Geotechnics.

R G Chapman  
AP GEOTECHNICS LTD.  
14th March 2017

This report has been prepared for the sole and specific use of London Square for the purpose of the redevelopment of the former Greggs Bakery, Gould Road, Twickenham and should not be relied upon by any third party. Any other persons who use any information contained herein without the written permission of AP GEOTECHNICS LTD. do so at their own risk.

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# PROCEDURAL NOTES for ENVIRONMENTAL ASSESSMENTS

This report reviewed and evaluated information from the client, property owner, local authority, Environment Agency and others. The opinions, conclusions and recommendations are based on this information and observations made during the site reconnaissance.

The recommendations made in this report represent our professional opinions. These opinions were arrived at in accordance with current accepted industry practises and hydrological and engineering practises at this time. As such they are not a guarantee that the site is free of hazardous or potentially hazardous material or conditions.

## APPENDIX

### A Figures

- Figure 1: Site Plan
- Figure 2: Extract from Ordnance Survey County Series: 1865
- Figure 3: Extract from Ordnance Survey County Series: 1896
- Figure 4: Extract from Ordnance Survey County Series: 1915
- Figure 5: Extract from Ordnance Survey County Series: 1934
- Figure 6: WWII Bomb Sight
- Figure 7: Extract from Ordnance Survey National Grid: 1960
- Figure 8: Extract from Ordnance Survey National Grid: 1974-1979
- Figure 9: Extract from Ordnance Survey National Grid: 1993-1994
- Figure 10: Extract from Ordnance Survey 1:10,000 Raster: 2002
- Figure 11: Extract from Ordnance Survey National Grid: 2014
- Figure 12: Proposed Development

### B UST Decommissioning Information

### C Current Industrial Data

## APPENDIX A

### FIGURES

Greggs, Gould Road,  
Twickenham, TW2 6RT

**Existing Site Plan**

Scale: unknown



Existing site plan

Figure 1





Greggs, Gould Road,  
Twickenham, TW2 6RT

Extract from Ordnance Survey Map  
County Series: 1865

Scale: approx. 1/2,500 @ A3

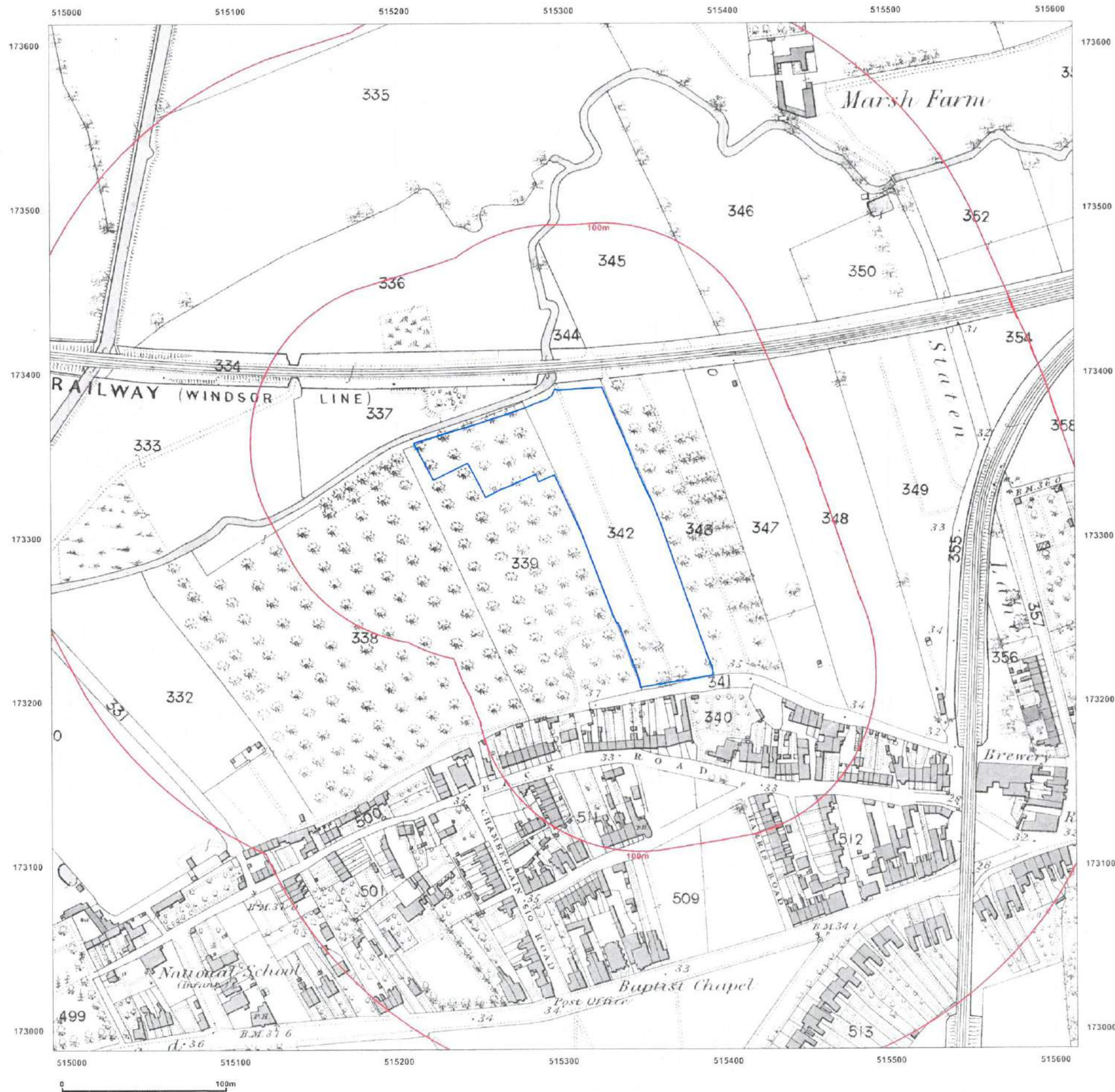


Figure 2





Greggs, Gould Road,  
Twickenham, TW2 6RT

Extract from Ordnance Survey Map  
County Series: 1896

Scale: approx. 1/2,500 @ A3

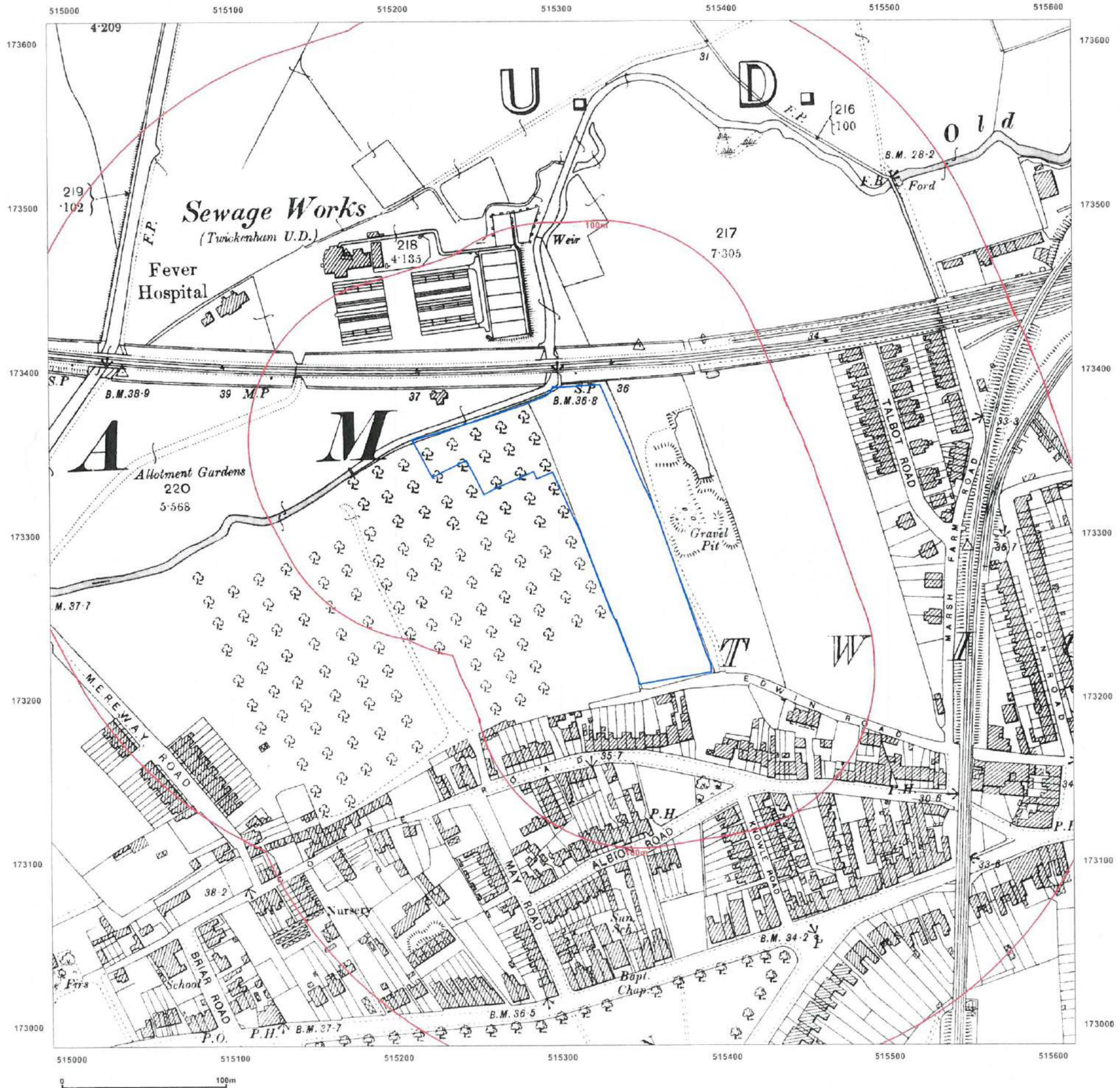
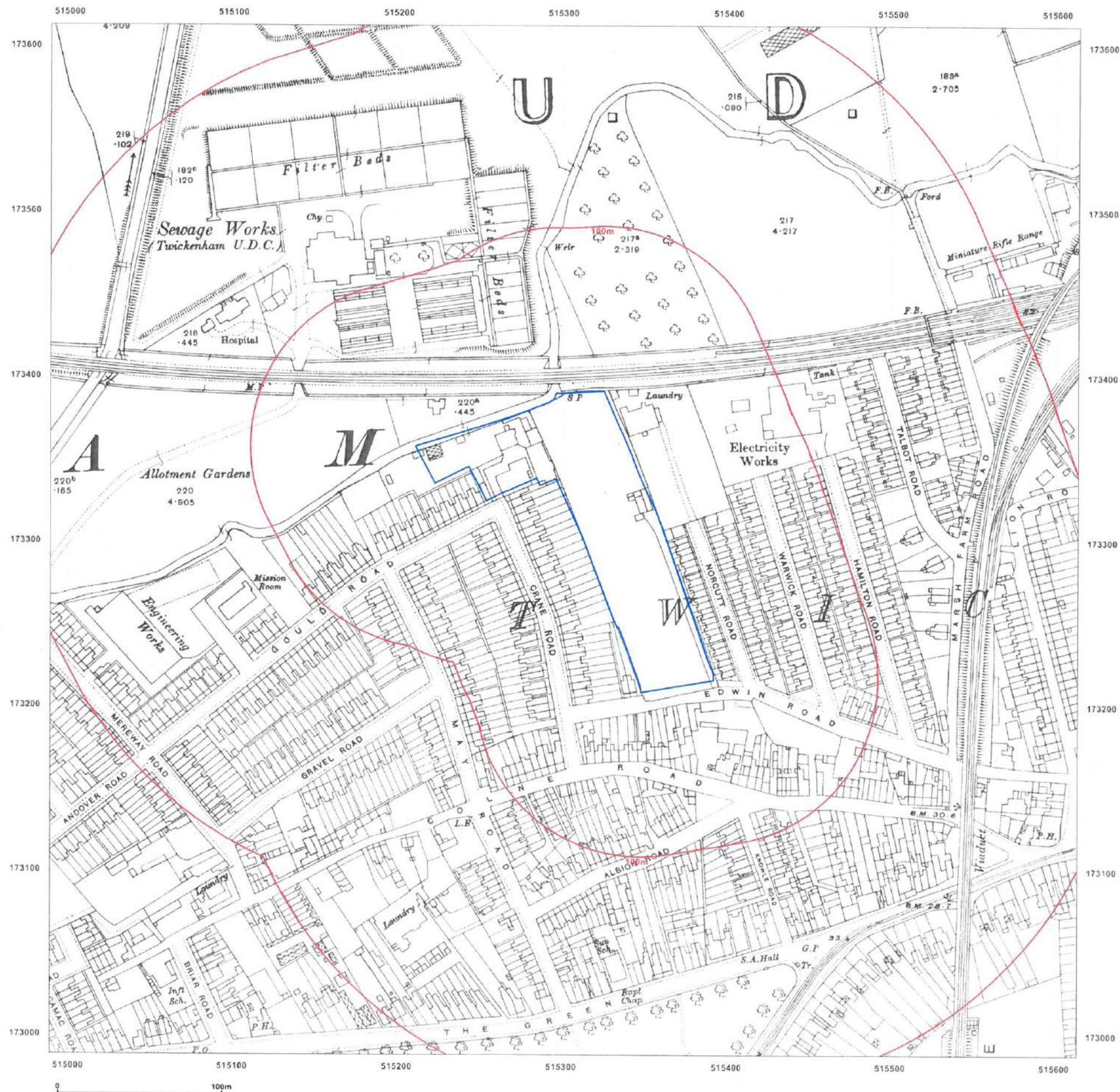


Figure 3





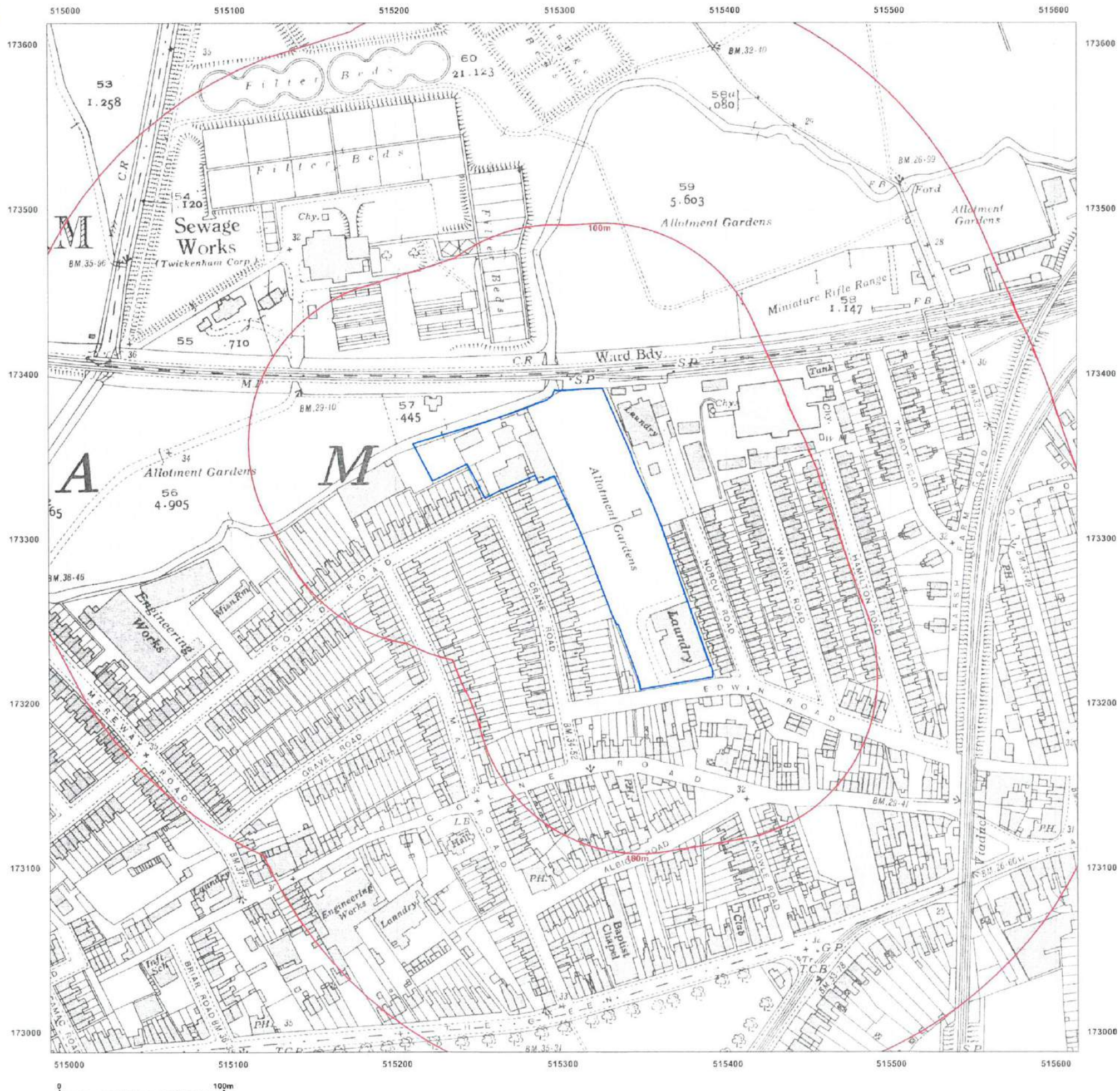
Greggs, Gould Road,  
Twickenham, TW2 6RT

Extract from Ordnance Survey Map  
County Series: 1915

Scale: approx. 1/2,500 @ A3

Figure 4





Greggs, Gould Road,  
Twickenham, TW2 6RT

Extract from Ordnance Survey Map  
County Series: 1934

Scale: approx. 1/2,500 @ A3

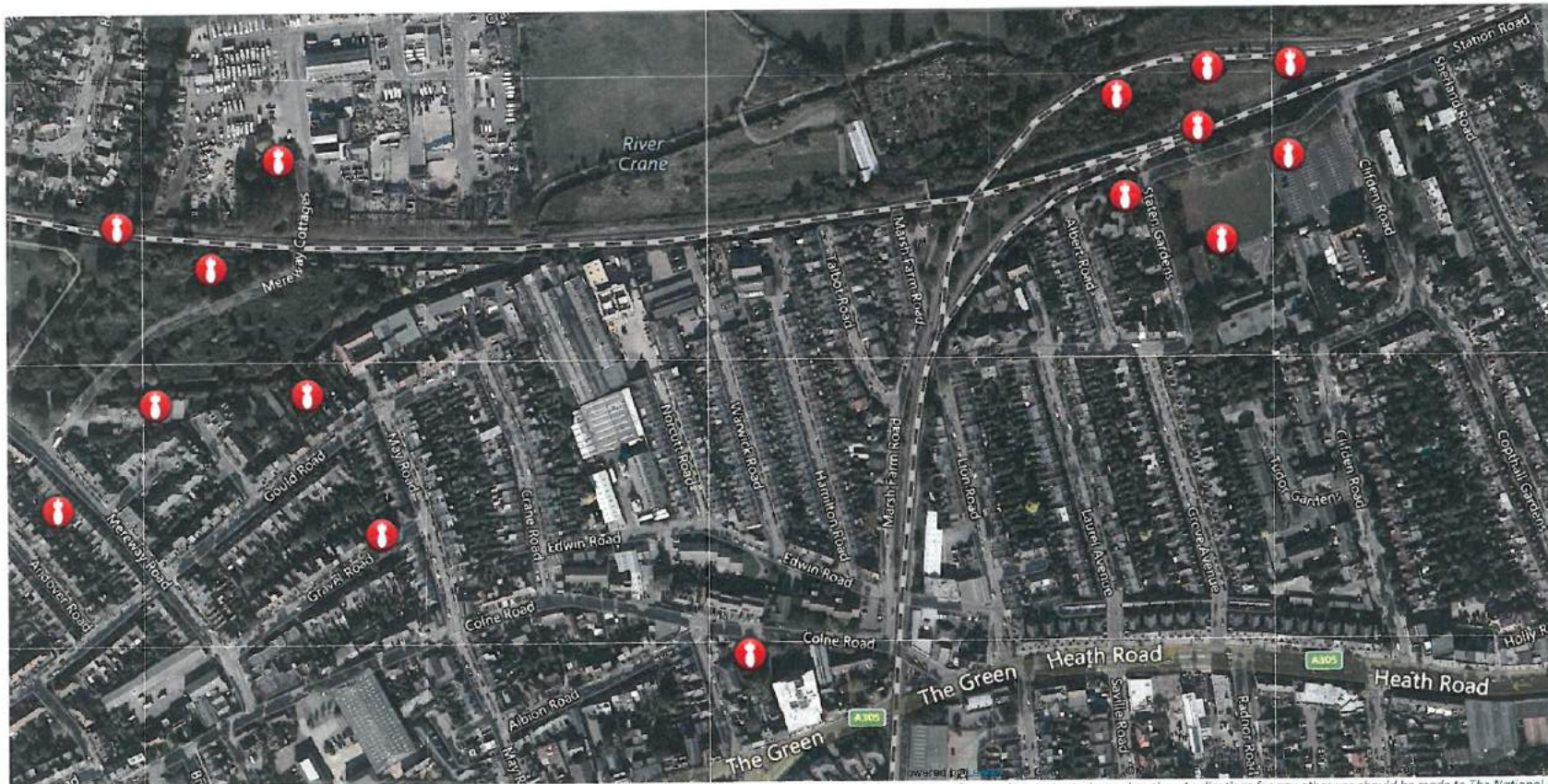
Figure 5



Greggs, Gould Road,  
Twickenham, TW2 6RT

WWII Bomb Sight

Scale: unknown



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Figure 6





Greggs, Gould Road,  
Twickenham, TW2 6RT

Extract from Ordnance Survey Map  
National Grid: 1960

Scale: approx. 1/2,500 @ A3

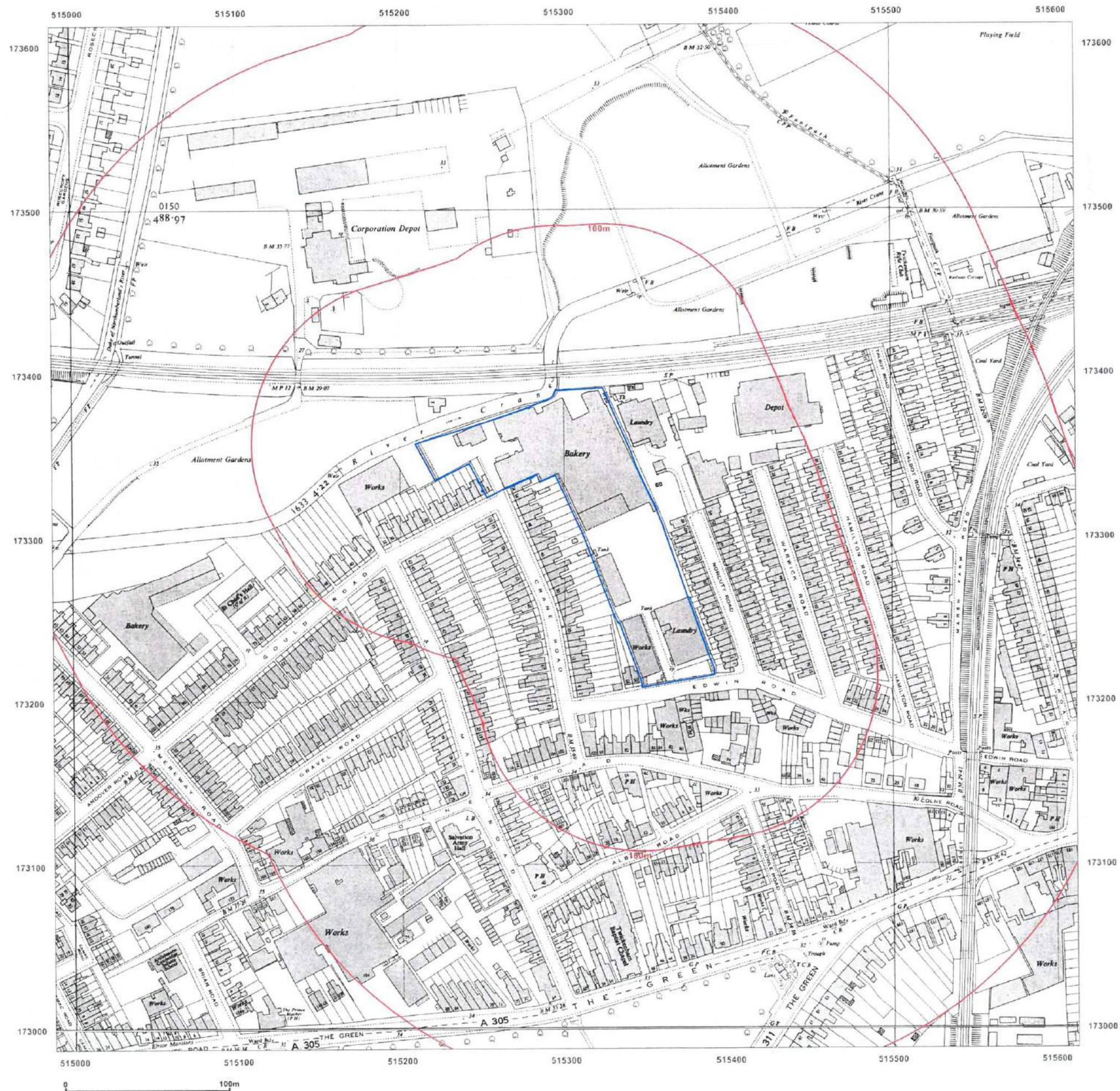


Figure 7





515200

515400

Greggs, Gould Road,  
Twickenham, TW2 6RT

Extract from Ordnance Survey Map  
National Grid: 1974-1979

Scale: approx. 1/2,000 @ A3

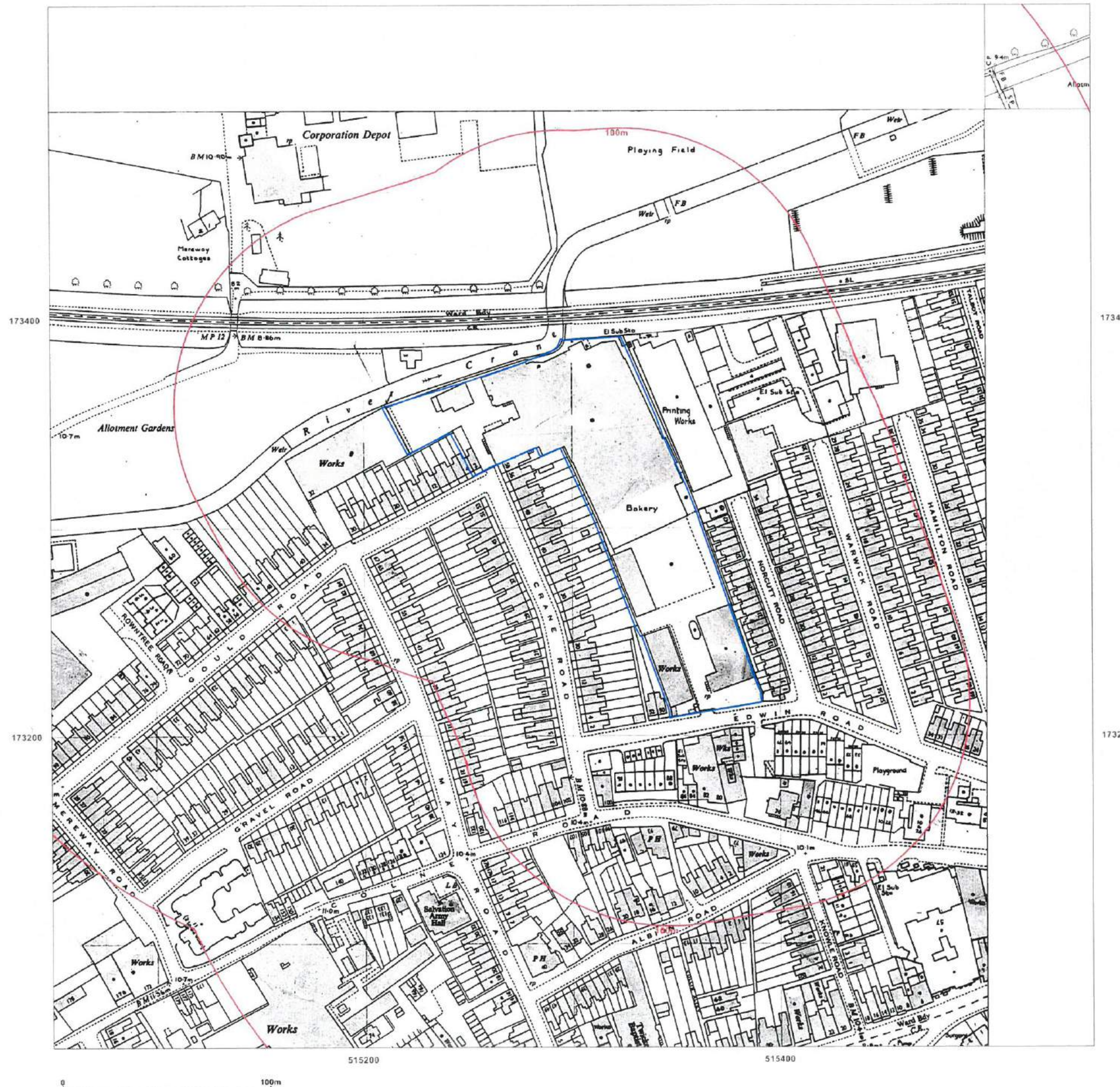


Figure 8





Greggs, Gould Road,  
Twickenham, TW2 6RT

Extract from Ordnance Survey Map  
National Grid: 1993-1994

Scale: approx. 1/2,000 @ A3



Figure 9





Greggs, Gould Road,  
Twickenham, TW2 6RT

Extract from Ordnance Survey Map  
1:10,000 Raster: 2002

Scale: approx. 1/10,000 @ A3

Figure 10





Greggs, Gould Road,  
Twickenham, TW2 6RT

Extract from Ordnance Survey Map  
National Grid: 2014

Scale: approx. 1/10,000 @ A3



Figure 11



Greggs, Gould Road,  
Twickenham, TW2 6RT

**Proposed Development**

Scale: unknown



Proposed ground floor plan

Figure 12

APPENDIX B

UST DECOMMISSIONING INFORMATION

Adler and Allan Limited, 22/42 Livingstone Road, London E15 2LJ  
www.adlerandallan.co.uk email: sales@adlerandallan.co.uk  
Tel: 020 8555 7111 Fax: 020 8519 3090

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We hope you find the above quotation of interest and we look forward to hearing further from you in due course.

Yours faithfully,  
**Adler & Allan Limited**

**Steve Madeley**  
Operations Supervisor

KURT — 3 Days /  
1 Remove LIDS  
2. Empty  
3- Pink Foam .

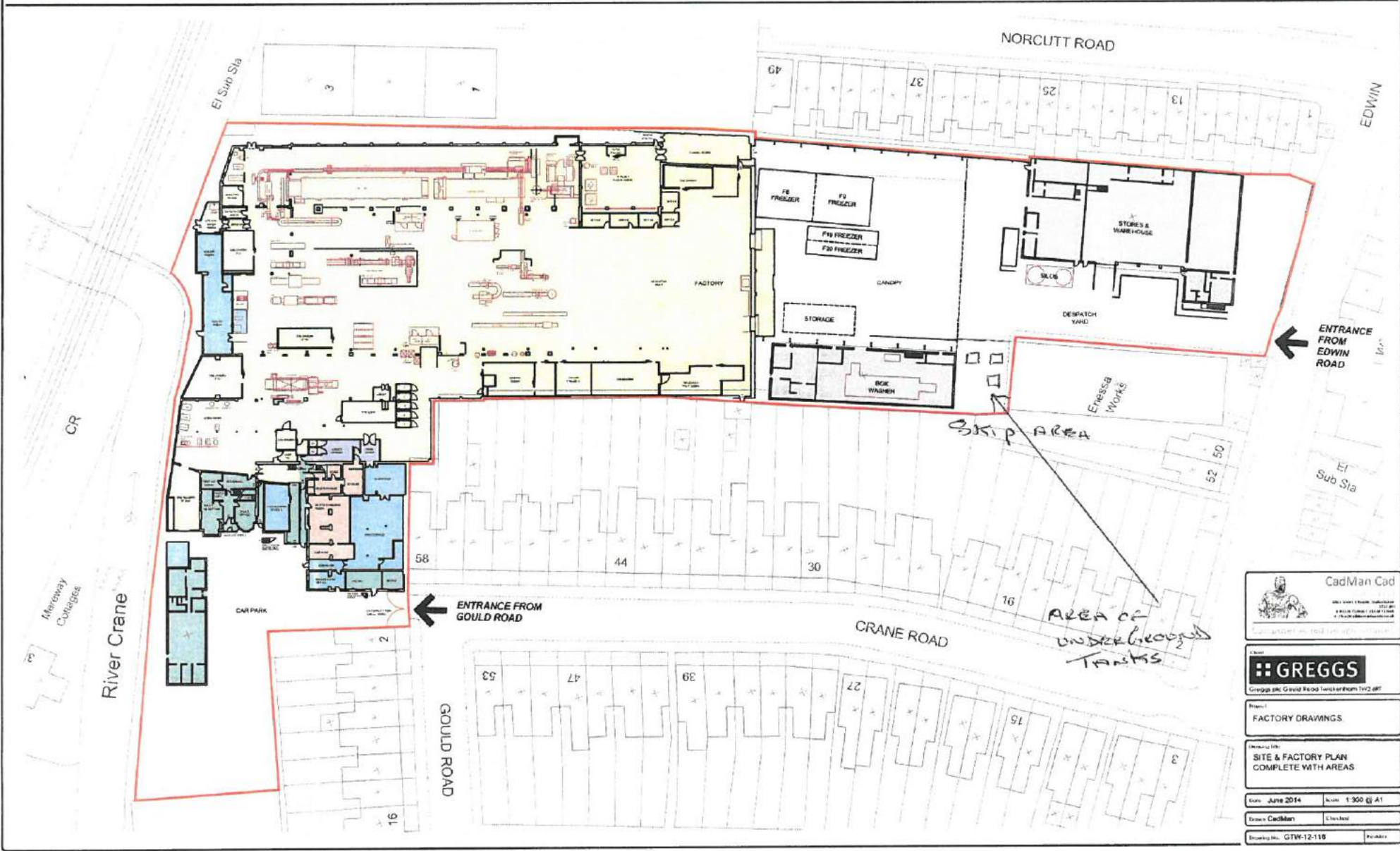
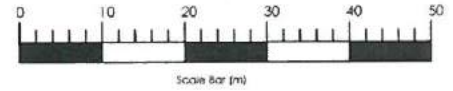
S.I.C CODE  
AAP 698

PREMISES CODE  
15.81

TOTAL  
£3441.00

**LEGEND**

- BAKERY -**  
Area = 4564m<sup>2</sup>
- ENGINEERING / PLANT-**  
Area = 347m<sup>2</sup>
- STORE & WAREHOUSE**  
BOX WASHER BLDG -  
Area = 1007m<sup>2</sup>
- CHANGE AREA -**  
Area = 229m<sup>2</sup>
- OFFICES & AMENITIES**  
Area = 310m<sup>2</sup>
- EXTERNAL FREEZERS**  
& STORAGE -  
Area = 290m<sup>2</sup>
- SITE BOUNDARY**  
Area = 10,569m<sup>2</sup>



**CadMan Cad**  
1000 Lakeshore Blvd. Suite 1000  
 1000 Lakeshore Blvd. Suite 1000  
 1000 Lakeshore Blvd. Suite 1000

**GREGGS**  
Greggs plc, Gould Road, Ipswich, Suffolk IP1 3DF

**Project:**  
**FACTORY DRAWINGS**

**Worked on:**  
**SITE & FACTORY PLAN**  
**COMPLETE WITH AREAS**

**Date:** June 2014    **Scale:** 1:300 @ A1  
**Drawn:** Cadman    **Checked:**  
**Drawn by:** GTW-12-118    **Project:**





ORDER

PURCHASE ORDER No. WL 14413

South East

GREGGS SOUTH EAST

*Adlam & Allan Ltd*

West London Service Centre  
Gould Road, Twickenham, Middlesex TW2 6RT  
Tel. No. 020 8894 2121 Fax No. 020 8755 1959

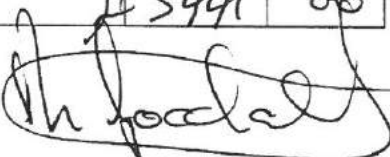
North London Service Centre  
87 Millmarsh Lane, Enfield, Middlesex EN3 7XJ  
Tel. No. 020 8805 3314/4911 Fax No. 020 8804 8301

VAT REG. No. 659 8804 74

Date: *12/9/06*

Note to Supplier - No invoice will be passed for payment unless the above order number is quoted  
Invoices are to be sent to the Accounts Department as ticked above.

DESCRIPTION	COST
<u>Confirmation</u>	
As per your quotation ref / PO 8493 / SLW 25/7/06	
To Remove Surplus Diesel x 3 Tanks	
+ Foam Roll x 3 Tanks	
Supply Certification	

*AS441 00*  
  
Signature

Delivery Instructions:

Distribution: White - Supplier Blue - Accounts Pink - Remain in Book

A division of Greggs plc.  
Registered Office: Fernwood House, Clayton Road, Jesmond, Newcastle upon Tyne NE2 1TL  
Registered in England No. 502851

# ■ ■ GREGGS

DATE: 13/9/06

TIME:

NUMBER OF PAGES (INCLUDING THIS ONE)

II

TO STEVE MADBLEY

FAX NUMBER 0208 519 3090

FROM Mick Goodall — CHIEF PENINGEAR

GREGGS SOUTH EAST (WLSC)

FAX NUMBER: 020-8755-1959

TEL NUMBER: 020-8894-2121

MESSAGE ~~STEVE~~ AS DISCUSSED ON PHONE

COMPANY ORDER ATTACHED

ESTIMATED TANK VOLUME TOTAL 42 CUB/METRE

S.I.C CODE AAP698 — PREMISES CODE 15.81

START DATE 27/9/06 To 29/9/06 - 3 DAYS.

REGARDS

M. Goodall



South East

○ West London  
Service Centre  
Gould Road, Twickenham  
Middlesex TW2 6RT

Tel • 020 8894 2121  
Fax • 020 8755 1959

with compliments





Adler and Allan Limited, 22/42 Livingstone Road, London E15 2LJ  
www.adlerandallan.co.uk email: sales@adlerandallan.co.uk  
Tel: 020 8555 7111 Fax: 020 8519 3090

Our ref: P08493/SLM

25<sup>th</sup> July 2006

**Gregg's**

**For the attention of Ian Blackwood**

**Via E-Mail: ian.Blackwood@greggs.co.uk**

**Re: Fuel transfer and tank works @ Gregg's, Twickenham & Enfield**

We thank you for your enquiry and following our recent site to are pleased to provide our quotation for the works required as follows:

**To supply tanker labour and equipment to perform the following works;**

- Uplift surplus diesel from tank no 3 and transfer alternative fuel storage unit within the site.
- Bottom out tank 1,2 & 3 and prepare for foam filling.
- Transfer tank bottoms for licensed disposal under EA consignment note.

For the sum of £795.00 plus disposal

Disposal @ £78.00 per 1000-litres or part thereof

*Tank 3 (2000 Ltrs)  
5,900 litres removed  
(£468.00)*

Supply labour and equipment to perform the following works

- Foam fill tanks 1, 2 & 3 with Bacel RG22 Resin and supply certification

For the sum of £60.00 per cubic metre

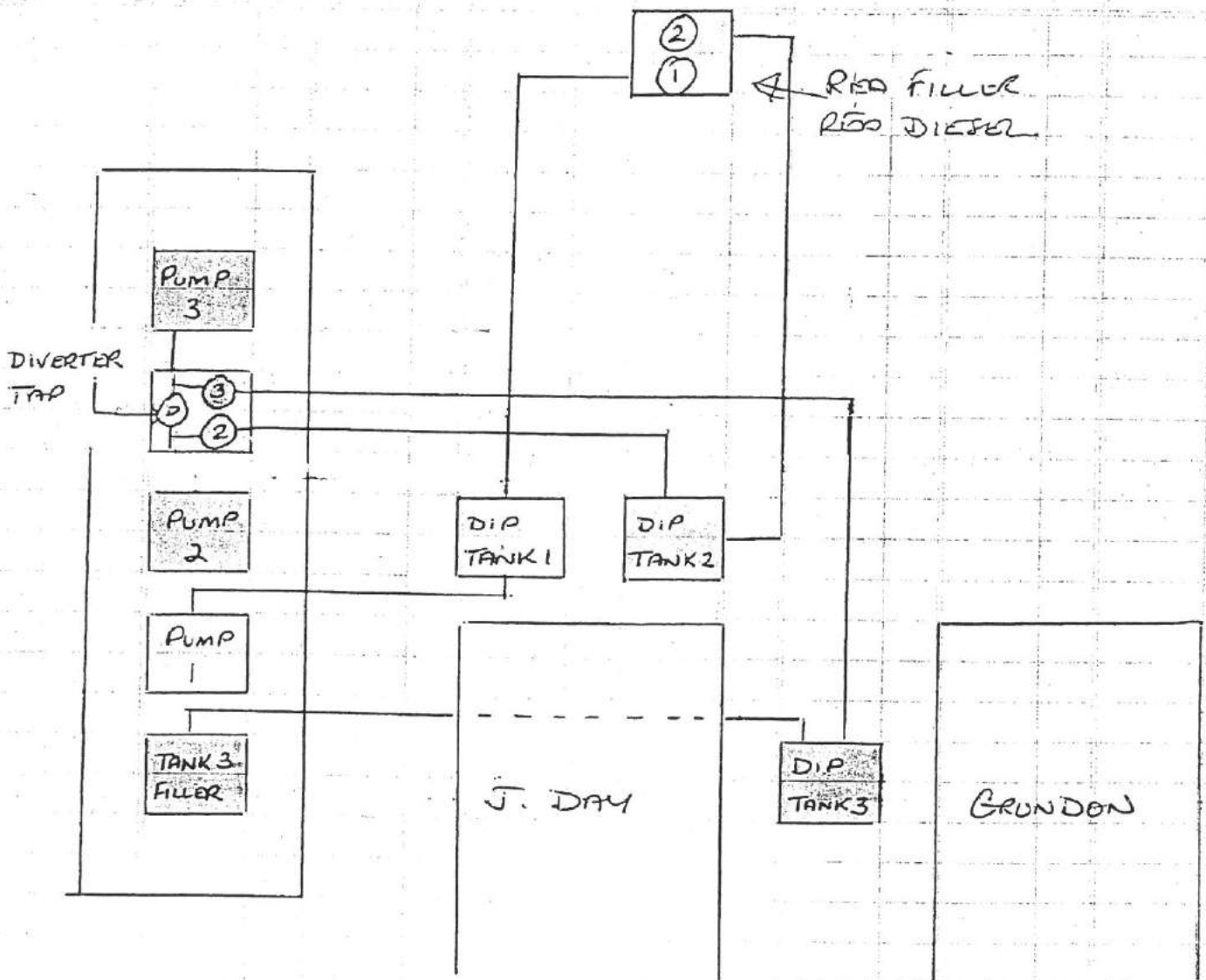
*> £60 x 41.5 cu m = £2490*

Notes:

- Quotation based on weekday working.
- Gregg's bakery to provide site premise and SIC codes for the disposal of tank sludge.
- Adler and Allan do not accept retentions.

# FUEL TANK PLAN

TANK 1 + 2  
FILLER POINT.



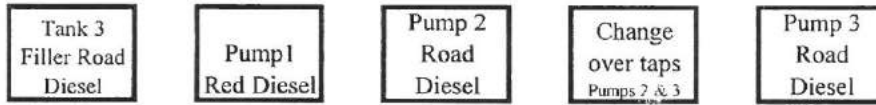
LTR

TANK 1	4546	(1000 GALLS)
TANK 2	13638	(3000 GALLS)
TANK 3	23200	(5100 GALLS)

TOTAL STORAGE 41384 (9105 GALLS).

LTRS 4.546 = 1 Gall.

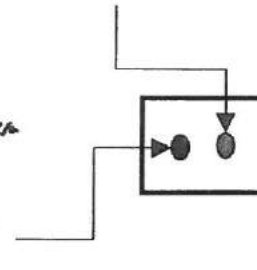
## Fuel Pump and Tank Locations



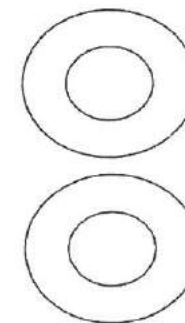
○  
Tank 1 —  $4,546 \text{ LTR (1000 GALLS)} \times 0.0353 = 160.5 \text{ c/mtr}$  <sup>c/mtr</sup>  $\times 0.02832 = 4.5 \text{ c/mtr}$  Tank 1 Filler  
RED Diesel

○  
Tank 2 —  $13638 \text{ LTR (3000 GALLS)} \times 0.0353 = 481.4 \text{ c/mtr}$  <sup>c/mtr</sup>  $\times 0.02832 = 13.6 \text{ c/mtr}$

2000 LTR  
Tank 3 —  $23200 \text{ LTR (5100 GALLS)} \times 0.0353 = 819 \text{ c/mtr}$  <sup>c/mtr</sup>  $\times 0.02832 = 23.2 \text{ c/mtr}$



TOTAL STORAGE 41384 (9103 GALLS)  
 41.4 c/mtr.



Engineers Workshop



# The Hazardous Waste Regulations 2005: Consignment Note

PRODUCER'S/HOLDER'S/CONSIGNOR'S COPY (Delete as appropriate)

### PART A Notification details

1 Consignment note code: **AAD698 / AS219**

2 The waste described below is to be removed from (name, address, postcode, telephone, e-mail, facsimile):  
**GREEK'S SOUTH EAST, EDJIN ROAD  
TWICKENHAM, MIDOX, TW2 5RF**

4 The waste will be taken to (name, address and postcode):  
**ADLER AND ALLAN LTD, 24 SALAMONS WAY  
FERRY LANE SOUTH, RAINHAM, ESSEX  
RM13 9UL**

5 The waste producer was (if different from 2) (name, address, postcode, telephone, e-mail, facsimile):

3 Premises code (where applicable): **AAD698**

**AS(2)**

### PART B Description of the waste

If continuation sheet used, tick here

1 The process giving rise to the waste(s) was: **DECOMMISSIONING OF UNDERGROUND FUEL TANKS**

2 SIC for the process giving rise to the waste: **15.811**

3 WASTE DETAILS (where more than one waste type is collected all of the information given below must be completed for each EWC identified)

Description of waste	List of wastes (EWC code)(6 digits)	Quantity (kg)	The chemical/biological components of the waste and their concentrations are:		Physical form (gas, liquid, solid, powder, sludge or mixed)	Hazard code(s)	Container type, number and size
			Component	Concentration (% or mg/kg)			
<b>FUEL OIL + DIESEL</b>	<b>130701*</b>	<b>5900 kg</b>	<b>DIESEL OIL</b>	<b>70.1%</b>	<b>MIXED</b>	<b>H7</b>	<b>2000-GALVAN ROAD FUEL TANKER</b>
		<b>e</b>	<b>X WATER</b>				

The information given below is to be completed for each EWC identified

EWC code	Packing group(s)	UN identification number(s)	Proper shipping name(s)	UN class(es)	Special handling requirements
<b>130701*</b>	<b>III</b>	<b>1202</b>	<b>DIESEL</b>	<b>3</b>	<b>ADR</b>

### PART C Carrier's certificate

### PART D Consignor's certificate

(If more than one carrier is used, please attach schedule for subsequent carriers. If a schedule of carriers is attached tick here. )

I certify that I today collected the consignment and that the details in A2, A4 and B3 are correct and I have been advised of any specific handling requirements.

1 Carrier name: **ADLER AND ALLAN LTD**  
On behalf of (name, address, postcode, telephone, e-mail, facsimile):  
**22-42 LIVINGSTONE ROAD  
LONDON, E15 2LJ**

2 Carrier registration no./reason for exemption:  
**67L/311490/CB**

3 Vehicle registration no. (or mode of transport, if not road):  
**OL6286**

Signature:   
Date: **27/09/2006** Time:

I certify that the information in A, B and C above is correct, that the carrier is registered or exempt and was advised of the appropriate precautionary measures. All of the waste is packaged and labelled correctly and the carrier has been advised of any special handling requirements.

1 Consignor name: **X**  
On behalf of (name, address, postcode, telephone, e-mail, facsimile):  
**GREEK'S SOUTH EAST  
EDJIN ROAD  
TWICKENHAM  
MIDOX  
TW2 5RF**

Signature:   
Date:  Time:

### PART E Consignee's certificate (where more than one waste type is collected all of the information given below must be completed for each EWC)

Individual EWC code(s) received	Quantity of each EWC code received (kg)	EWC code accepted/rejected	Waste management operation (R or D code)

1 I received this waste at the address given in A4 on: Date  Time

2 Vehicle registration no. (or mode of transport if not road): Name:   
On behalf of (name, address, postcode, telephone, e-mail, facsimile):

3 Where waste is rejected please provide details:

I certify that waste management licence/permit/authorised exemption no(s).

authorises the management of the waste described in B at the address given in A4.

Signature:   
Date:  Time:





# The Hazardous Waste Regulations 2005: Consignment Note

RETURN'S COPY

**PART A Notification details**

1 Consignment note code: **AD0698/AS219**

2 The waste described below is to be removed from (name, address, postcode, telephone, e-mail, facsimile):  
**GREEK SOUTH EAST, EDLWING ROAD TWICKENHAM, MIDDX, TL2 5RT**

3 Premises code (where applicable): **AD0698**

4 The waste will be taken to (name, address and postcode):  
**ADLER AND ALLAN LTD, 24 SALAMONS WAY FERRY LANE SOUTH, RAINHAM, ESSEX RM13 9UL**

5 The waste producer was (if different from 2) (name, address, postcode, telephone, e-mail, facsimile):  
**AS(2)**

**PART B Description of the waste**

If continuation sheet used, tick here

1 The process giving rise to the waste(s) was **DECOMMISSIONING OF UNLUBRICATED FUEL TANKS**

2 SIC for the process giving rise to the waste: **15.611**

3 WASTE DETAILS (where more than one waste type is collected all of the information given below must be completed for each EWC identified)

Description of waste	List of wastes (EWC code)(6 digits)	Quantity (kg)	The chemical/biological components of the waste and their concentrations are:		Physical form (gas, liquid, solid, powder, sludge or mixed)	Hazard code(s)	Container type, number and size
			Component	Concentration (% or mg/kg)			
FUEL OIL + DIESEL	1 30701	5900	DIESEL OIL	>0.1%	MIXED	147	200 GALLON ROAD FUEL TANKS

The information given below is to be completed for each EWC identified

EWC code	Packing group(s)	UN identification number(s)	Proper shipping name(s)	UN class(es)	Special handling requirements
1 30701	III	1202	DIESEL	3	ADR

**PART C Carrier's certificate**

**PART D Consignor's certificate**

(If more than one carrier is used, please attach schedule for subsequent carriers. If a schedule of carriers is attached tick here. )

I certify that I today collected the consignment and that the details in A2, A4 and B3 are correct and I have been advised of any specific handling requirements.

1 Carrier name: **ADLER AND ALLAN LTD**  
 On behalf of (name, address, postcode, telephone, e-mail, facsimile):  
**22-42 LIVINGSTONE RD LONDON, E15 2LJ**

2 Carrier registration no./reason for exemption:  
**611371490/CO**

3 Vehicle registration no. (or mode of transport, if not road):  
**0116286**

I certify that the information in A, B and C above is correct, that the carrier is registered or exempt and was advised of the appropriate precautionary measures. All of the waste is packaged and labelled correctly and the carrier has been advised of any special handling requirements.

1 Consignor name:  
 On behalf of (name, address, postcode, telephone, e-mail, facsimile):  
**GREEK SOUTH EAST EDLWING ROAD TWICKENHAM MIDDX TL2 5RT**

Signature \_\_\_\_\_  
 Date **11/01/06** Time \_\_\_\_\_

Signature \_\_\_\_\_  
 Date \_\_\_\_\_ Time \_\_\_\_\_

**PART E Consignee's certificate** (where more than one waste type is collected all of the information given below must be completed for each EWC)

Individual EWC code(s) received	Quantity of each EWC code received (kg)	EWC code accepted/rejected	Waste management operation (R or D code)
1 30701	5900	ACC	R3

1 I received this waste at the address given in A4 on: Date **27/01/2006** Time **11:00**

2 Vehicle registration no. (or mode of transport if not road): **0116286** Name: **R. DUFF**  
 On behalf of (name, address, postcode, telephone, e-mail, facsimile):

3 Where waste is rejected please provide details:

I certify that waste management licence/permit/authorised exemption no(s).

**WMI 20669**

authorises the management of the waste described in B at the address given in A4.

**ADLER & ALLAN LTD  
 24 SALAMONS WAY FERRY LANE STH.  
 RAINHAM, ESSEX RM13 9UL  
 TEL: 01708 525 830 FAX: 01708 523 904**

Signature \_\_\_\_\_  
 Date **27/01/2006** Time **11:00**

## APPENDIX C

### CURRENT INDUSTRIAL DATA

## Appendix C

### Current Industrial Data

Distance, m	Direction	Company	Address	Activity
0	On site	Enessa Works	TW2	Unspecified Works or Factories
0	On site	D A Wright Engineering	Enessa Works, Edwin Road, Twickenham, TW2 6SU	Precision Engineers
11	E	Electricity Sub Station	TW2	Electrical Features
11	SW	Sophie Steller	Unit 2, Crane Mews, 32 Gould Road, Twickenham, TW2 6RS	Textiles, Fabrics, Silk and Machinery
15	S	Turner Automotive	Ryecroft Works, Edwin Road, Twickenham, TW2 6SP	Vehicle Repair, Testing and Servicing
16	S	Phoenix Automotive Structural Engineers	Unit 2, Ryecroft Works, Edwin Road, Twickenham, TW2 6SP	Vehicle Repair, Testing and Servicing
17	S	Electricity Sub Station	TW2	Electrical Features
17	S	Works	TW2	Unspecified Works or Factories
19	S	C G & W Young Ltd	Unit A, Ryecroft Works, Edwin Road, Twickenham, TW2 6SP	Tools, including Machine Shops
25	SW	Works	TW2	Unspecified Works or Factories
28	S	The Green Service Centre	76-78, Colne Road, Twickenham, TW2 6QE	Vehicle Repair, Testing and Servicing
30	S	Works	TW2	Unspecified Works or Factories
32	S	Works	TW2	Unspecified Works or Factories
36	E	Electricity Sub Station	TW2	Electrical Features
39	S	The Green Service Centre	76-78, Colne Road, Twickenham, TW2 6QE	Vehicle Breakdown and Recovery Svcs

Distance, m	Direction	Company	Address	Activity
138	SE	Works	TW2	Unspecified Works or Factories
141	S	Works	TW2	Unspecified Works or Factories
152	N	Depot	TW2	Unspecified Works or Factories
168	SE	Barnham's	190, Heath Road, Twickenham, TW2 5 TX	Waste Storage, Processing and Disposal
173	SW	Works	TW2	Unspecified Works or Factories
175	E	Labfacility Ltd	First Floor, Electroline House, 15, Lion Road, Twickenham, TW1 4JH	Electronic Equipment
180	E	Works	TW1	Unspecified Works or Factories
182	SE	Twickenham Plating Group Ltd	7-9, Edwin Road, Twickenham, TW1 4JJ	Vehicle Parts and Accessories
183	S	Billy Allen Autos Ltd	56, The Green, Twickenham, TW2 5AB	Vehicle Repair Testing and Servicing
185	E	Warehouse	TW1	Container and Storage
190	E	Twickenham Rifle Club	TW2	Shooting Facilities
196	E	R. Payne Print Services	3-5, Edwin Road, Twickenham, TW1 4JJ	Published Goods
196	E	S W Motors	3-5, Edwin Road, Twickenham, TW1 4JJ	Vehicle Repair, Testing and Servicing
197	E	Electrify Sub Station	TW1	Electrical Features
198	E	Works	TW1	Unspecified Works or Factories
208	SW	Works	TW2	Unspecified Works or Factories



<b>Distance, m</b>	<b>Direction</b>	<b>Company</b>	<b>Address</b>	<b>Activity</b>
210	E	Works	TW1	Unspecified Works or Factories
214	SW	Electricity Sub Station	TW2	Electrical Features
217	N	Electricity Sub Station	TW2	Electrical Features
235	SW	Electricity Sub Station	TW2	Electrical Features