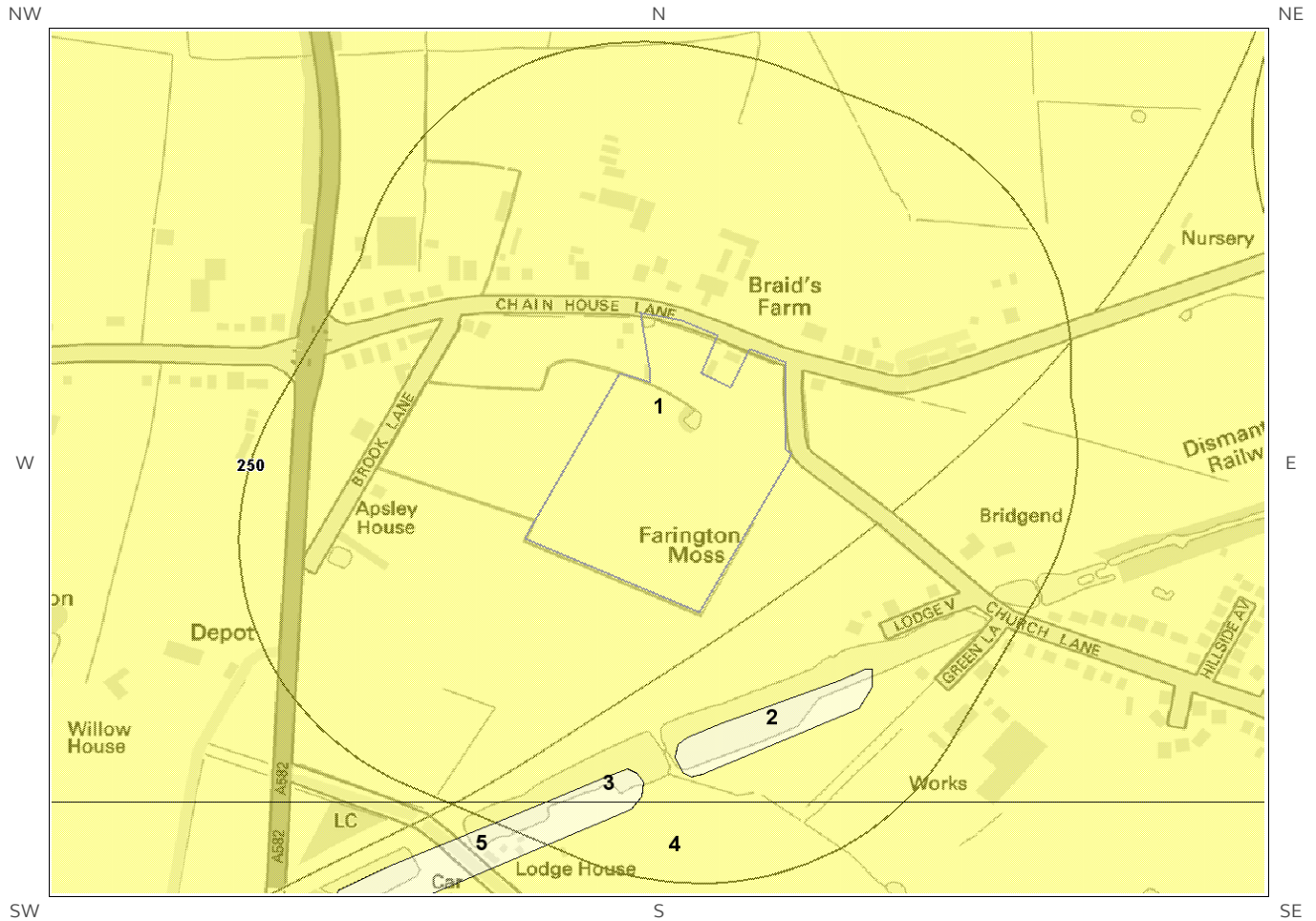


6 Natural Ground Subsidence

6.1 Shrink-Swell Clay map

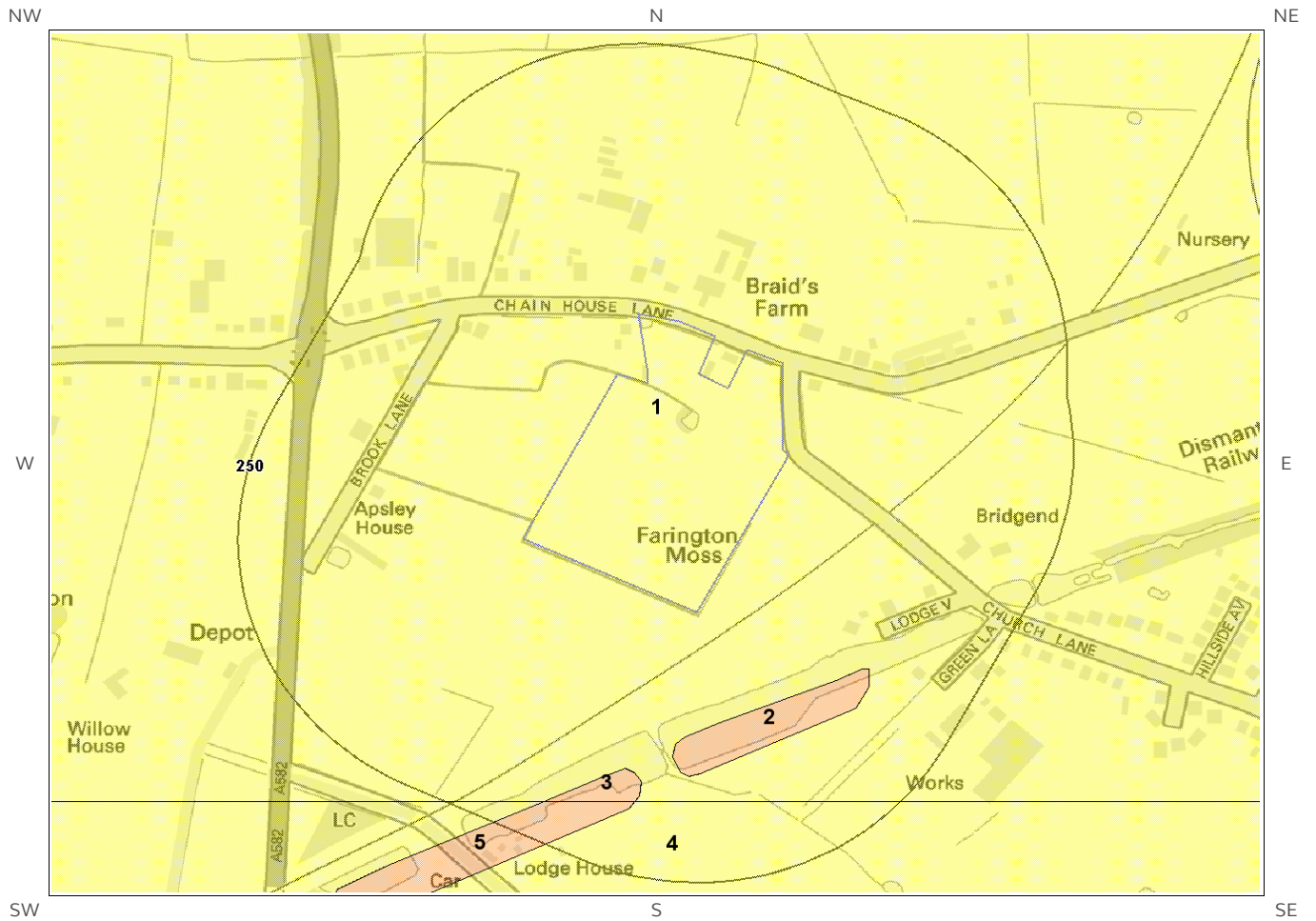


Shrink Swell Clay Legend

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6.2 Landslides map

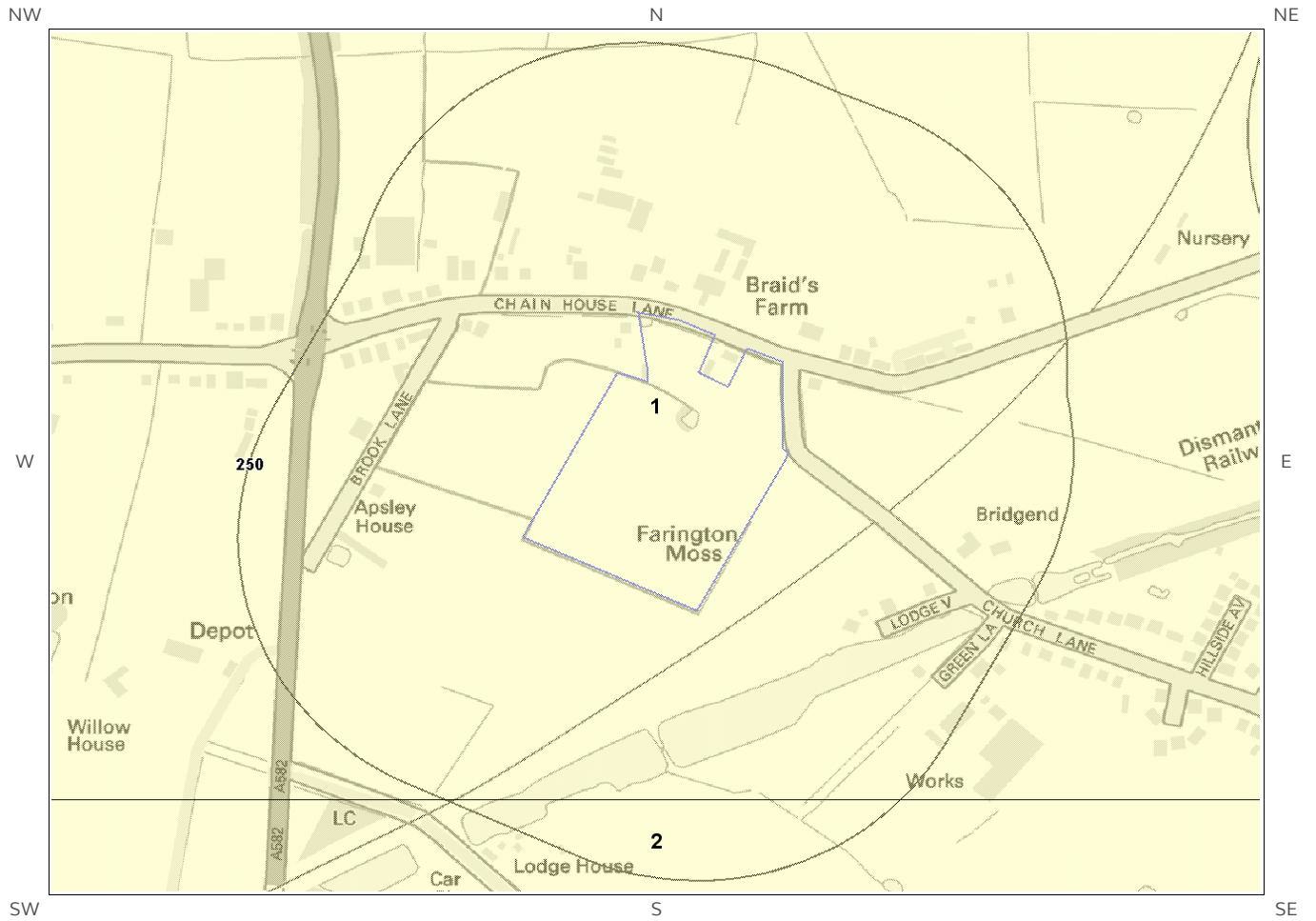


Landslides Legend

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6.3 Ground Dissolution of Soluble Rocks map

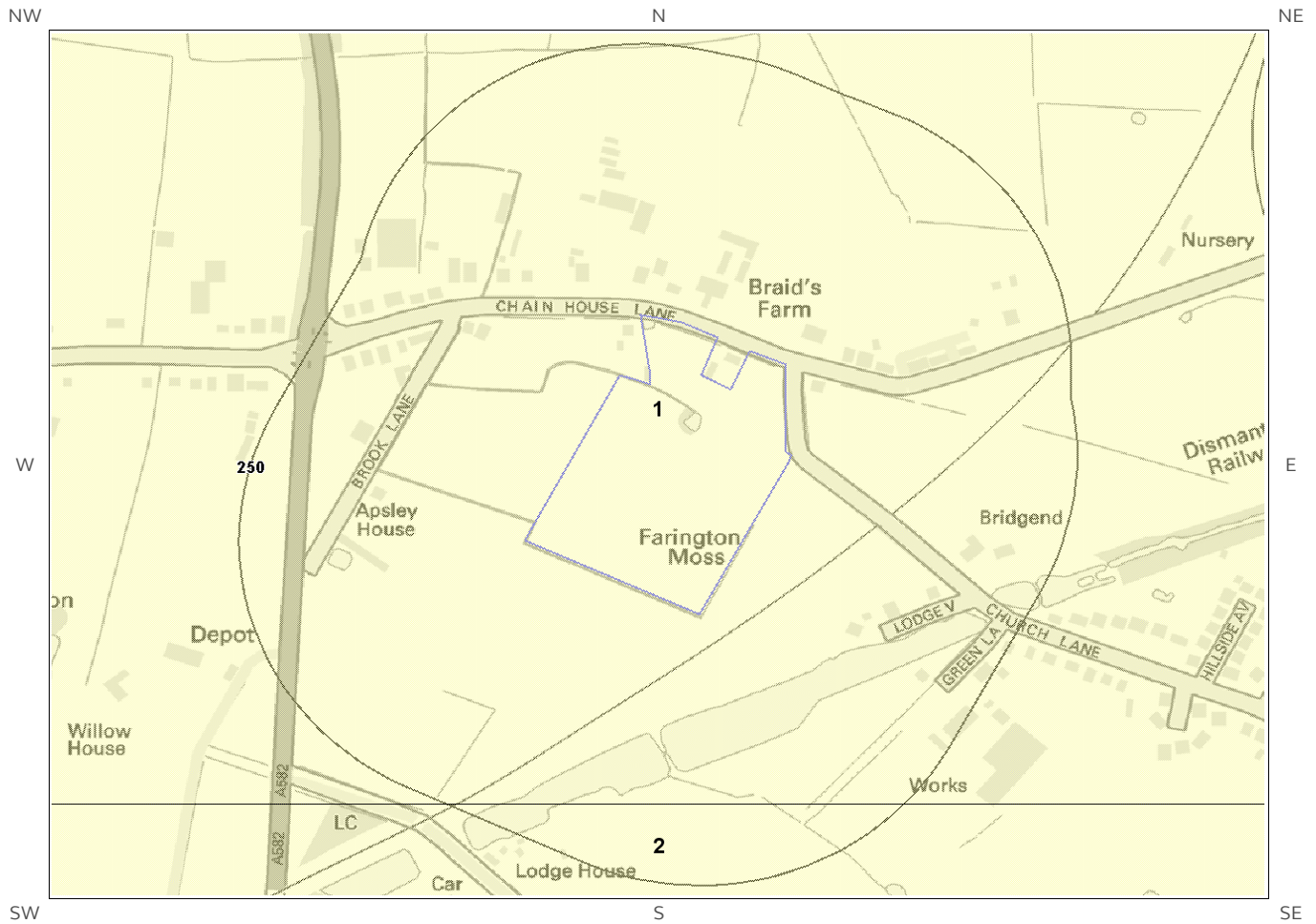


Ground Dissolution Soluble Rocks Legend

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6.4 Compressible Deposits map

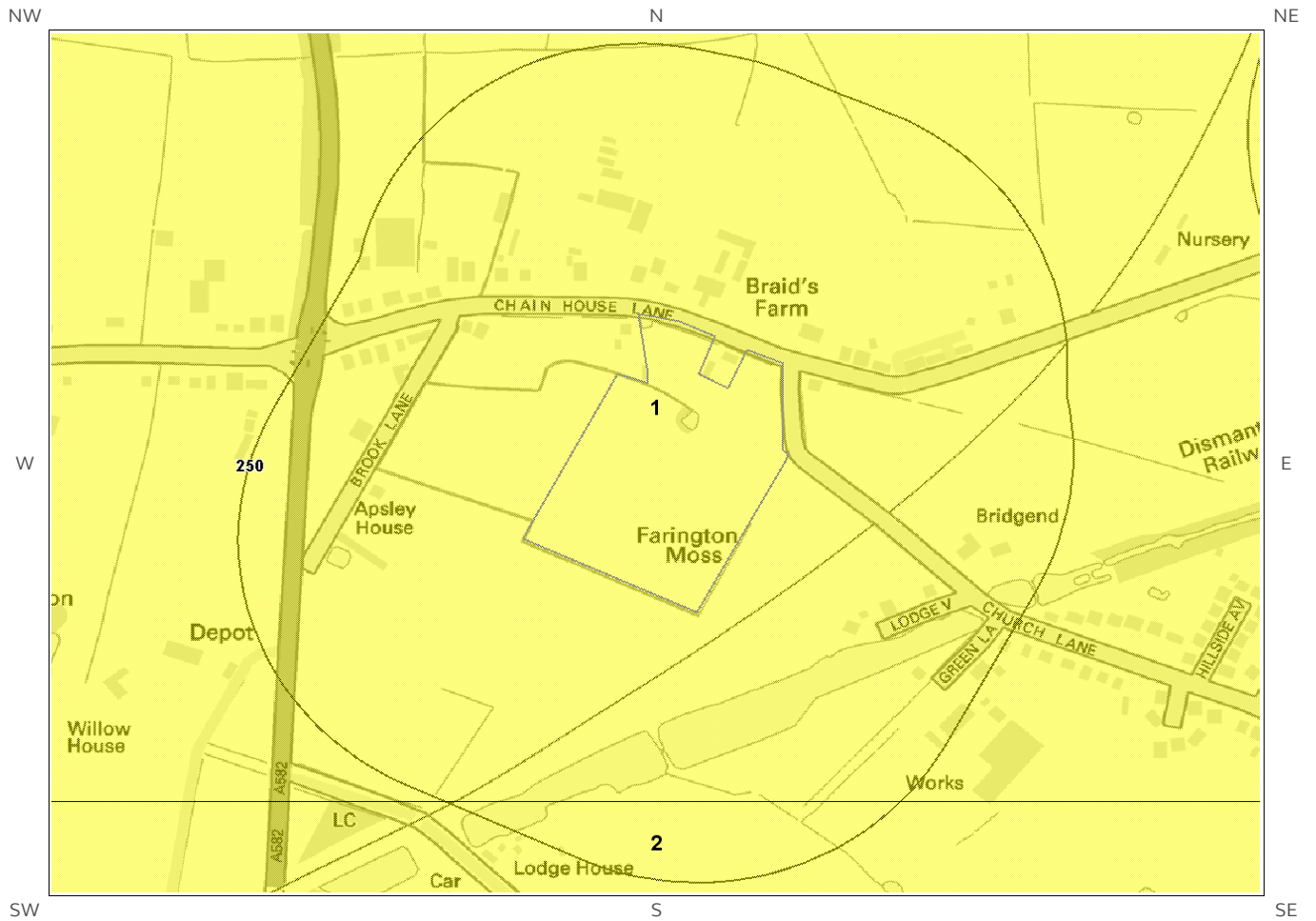


Compressible Deposits Legend

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6.5 Collapsible Deposits map

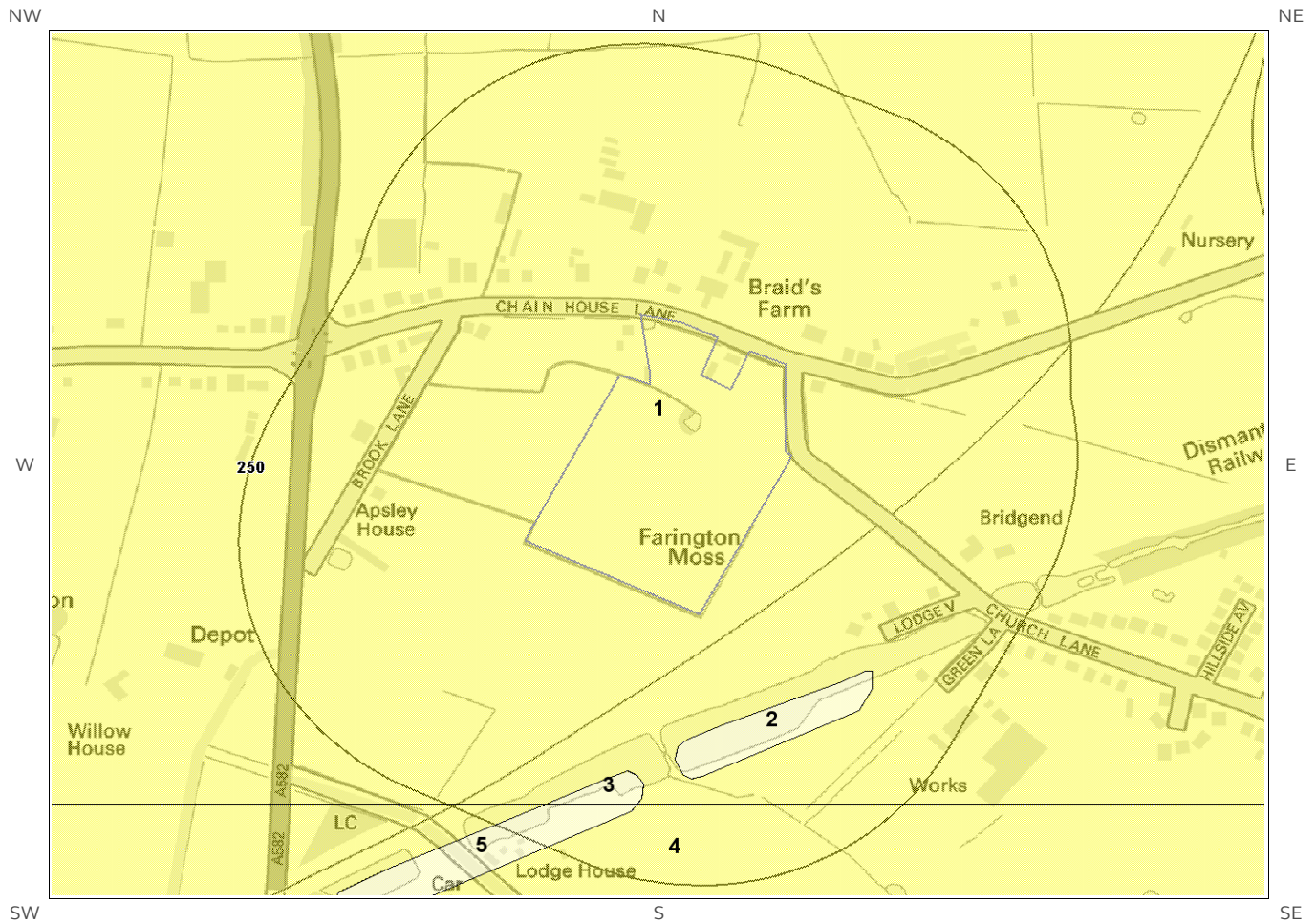


Collapsible Deposits Legend

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6.6 Running Sand map



Running Sand Legend

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6 Natural Ground Subsidence

The National Ground Subsidence rating is obtained through the 6 natural ground stability hazard datasets, which are supplied by the British Geological Survey (BGS).

The following GeoSure data represented on the mapping is derived from the BGS Digital Geological map of Great Britain at 1:50,000 scale.

What is the maximum hazard rating of natural subsidence within the study site** boundary? Very Low

6.1 Shrink-Swell Clays

The following Shrink Swell information provided by the British Geological Survey:

ID	Distance (m)	Direction	Hazard Rating	Details
1	0.0	On Site	Very Low	Ground conditions predominantly low plasticity. No special actions required to avoid problems due to shrink-swell clays. No special ground investigation required, and increased construction costs or increased financial risks are unlikely due to potential problems with shrink-swell clays.

6.2 Landslides

The following Landslides information provided by the British Geological Survey:

ID	Distance (m)	Direction	Hazard Rating	Details
1	0.0	On Site	Very Low	Slope instability problems are unlikely to be present. No special actions required to avoid problems due to landslides. No special ground investigation required, and increased construction costs or increased financial risks are unlikely due to potential problems with landslides.

6.3 Ground Dissolution of Soluble Rocks

The following Ground Dissolution information provided by the British Geological Survey:

ID	Distance (m)	Direction	Hazard Rating	Details
1	0.0	On Site	Negligible	Soluble rocks are present, but unlikely to cause problems except under exceptional conditions. No special actions required to avoid problems due to soluble rocks. No special ground investigation required, and increased construction costs or increased financial risks are unlikely due to potential problems with soluble rocks.

* This includes an automatically generated 50m buffer zone around the site

6.4 Compressible Deposits

The following Compressible Deposits information provided by the British Geological Survey:

ID	Distance (m)	Direction	Hazard Rating	Details
1	0.0	On Site	Negligible	No indicators for compressible deposits identified. No special actions required to avoid problems due to compressible deposits. No special ground investigation required, and increased construction costs or increased financial risks are unlikely due to potential problems with compressible deposits.

6.5 Collapsible Deposits

The following Collapsible Rocks information provided by the British Geological Survey:

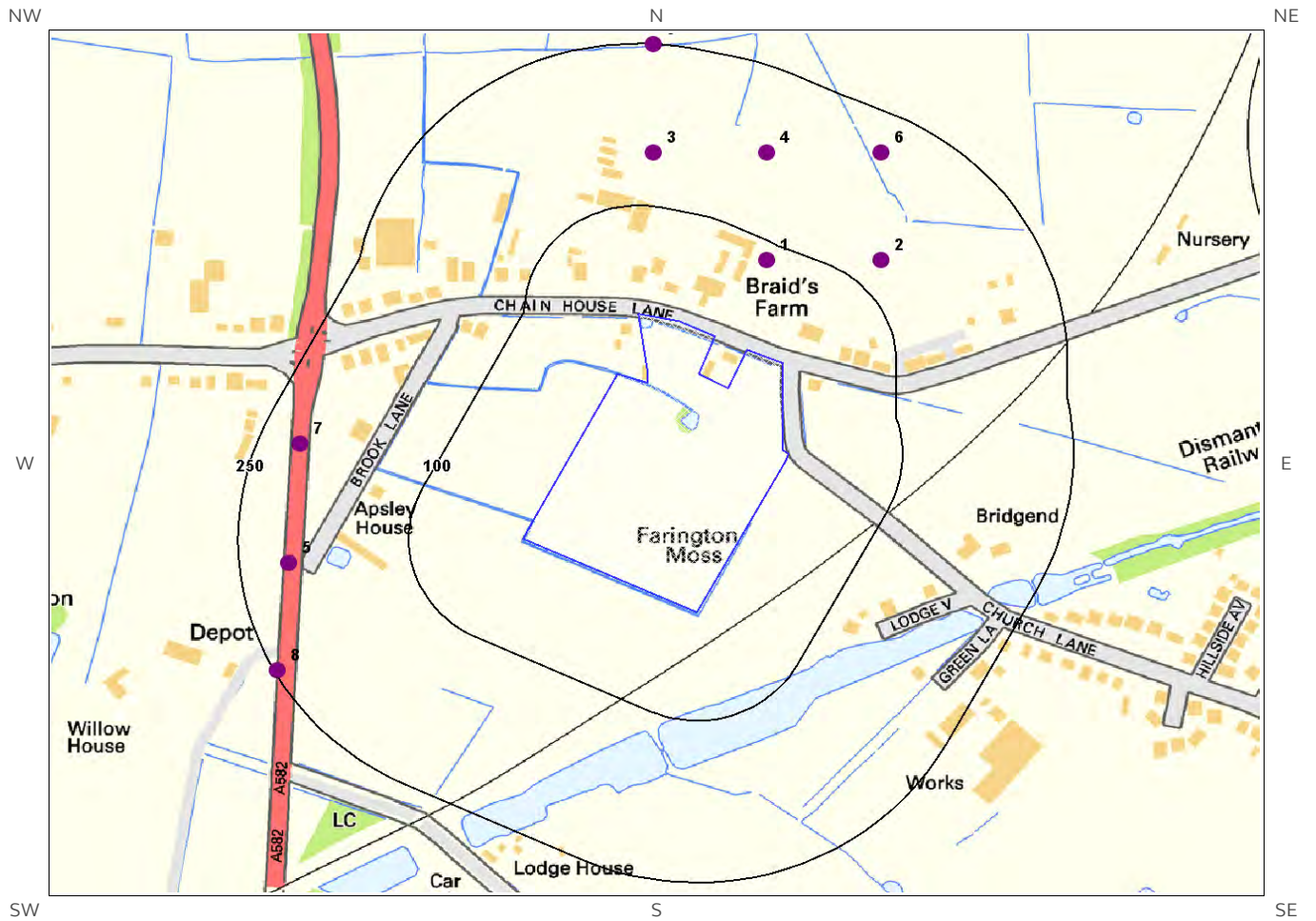
ID	Distance (m)	Direction	Hazard Rating	Details
1	0.0	On Site	Very Low	Deposits with potential to collapse when loaded and saturated are unlikely to be present. No special ground investigation required or increased construction costs or increased financial risk due to potential problems with collapsible deposits.

6.6 Running Sands

The following Running Sands information provided by the British Geological Survey:

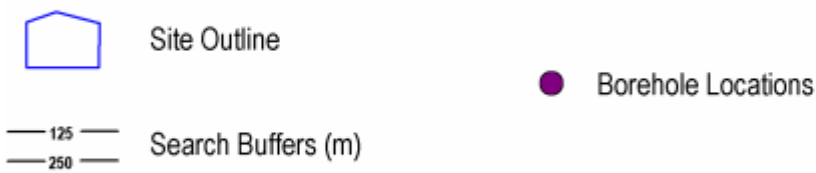
ID	Distance (m)	Direction	Hazard Rating	Details
1	0.0	On Site	Very Low	Very low potential for running sand problems if water table rises or if sandy strata are exposed to water. No special actions required, to avoid problems due to running sand. No special ground investigation required, and increased construction costs or increased financial risks are unlikely due to potential problems with running sand.

7 Borehole Records map



Borehole Records Legend

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7 Borehole Records

The systematic analysis of data extracted from the BGS Borehole Records database provides the following information.

Records of boreholes within 250m of the study site boundary:

9

ID	Distance (m)	Direction	NGR	BGS Reference	Drilled Length	Borehole Name
1	83.0	NE	353300 425500	SD52NW542	6.0	PICKERINGS FARM 6 (1) AREA 87
2	128.0	NE	353400 425500	SD52NW541	6.0	PICKERINGS FARM 6 (1) AREA 86
3	149.0	N	353200 425600	SD52NW535	6.0	PICKERINGS FARM 6 (1) AREA 79
4	174.0	NE	353300 425600	SD52NW536	6.0	PICKERINGS FARM 6 (1) AREA 80
5	207.0	W	352880 425220	SD52NW55	3.0	WESTERN PRIMARY ROAD BH10
6	213.0	NE	353400 425600	SD52NW537	6.0	PICKERINGS FARM 6 (1) AREA 81
7	214.0	NW	352890 425330	SD52NW54	2.0	WESTERN PRIMARY ROAD BH9
8	248.0	SW	352870 425120	SD52NW56	4.0	WESTERN PRIMARY ROAD BH11
9	249.0	N	353200 425700	SD52NW529	6.0	PICKERINGS FARM 6 (1) AREA 70

The borehole records are available using the hyperlinks below: Please note that if the donor of the borehole record has requested the information be held as commercial-in-confidence, the additional data will be held separately by the BGS and a formal request must be made for its release.

- #1: scans.bgs.ac.uk/sobi_scans/boreholes/17155708
- #2: scans.bgs.ac.uk/sobi_scans/boreholes/17155706
- #3: scans.bgs.ac.uk/sobi_scans/boreholes/17155696
- #4: scans.bgs.ac.uk/sobi_scans/boreholes/17155697
- #5: scans.bgs.ac.uk/sobi_scans/boreholes/10664
- #6: scans.bgs.ac.uk/sobi_scans/boreholes/17155699
- #7: scans.bgs.ac.uk/sobi_scans/boreholes/10663
- #8: scans.bgs.ac.uk/sobi_scans/boreholes/10665
- #9: scans.bgs.ac.uk/sobi_scans/boreholes/17155683

8 Estimated Background Soil Chemistry

Records of background estimated soil chemistry within 250m of the study site boundary:

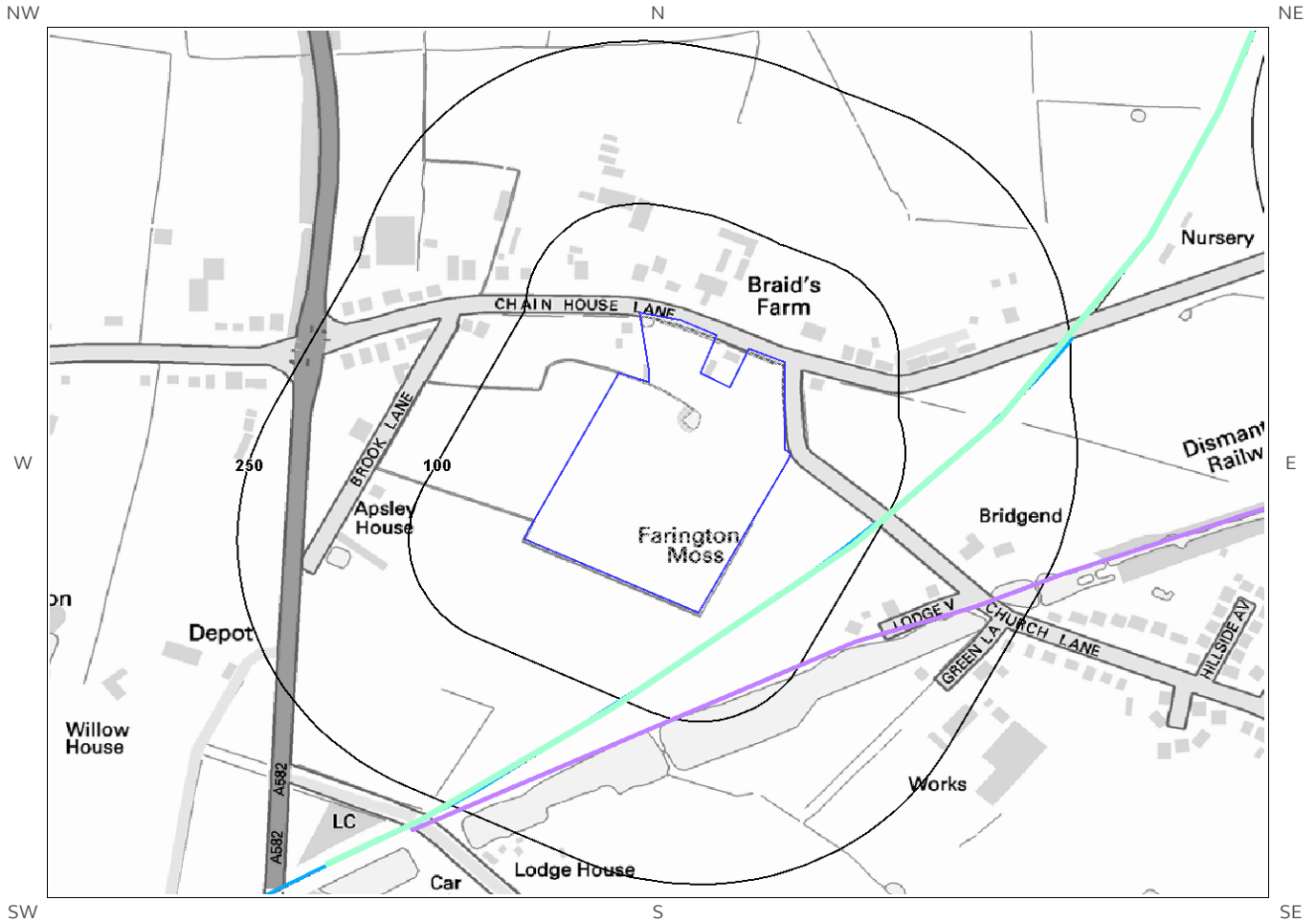
2

For further information on how this data is calculated and limitations upon its use, please see the Groundsure Geo Insight User Guide, available on request.

Distance (m)	Direction	Sample Type	Arsenic (As)	Cadmium (Cd)	Chromium (Cr)	Nickel (Ni)	Lead (Pb)
0.0	On Site	RuSoilExAs	<15 mg/kg	<1.8 mg/kg	90 - 120 mg/kg	15 - 30 mg/kg	<100 mg/kg
49.0	N	RuSoilExAs	<15 mg/kg	<1.8 mg/kg	90 - 120 mg/kg	15 - 30 mg/kg	<100 mg/kg

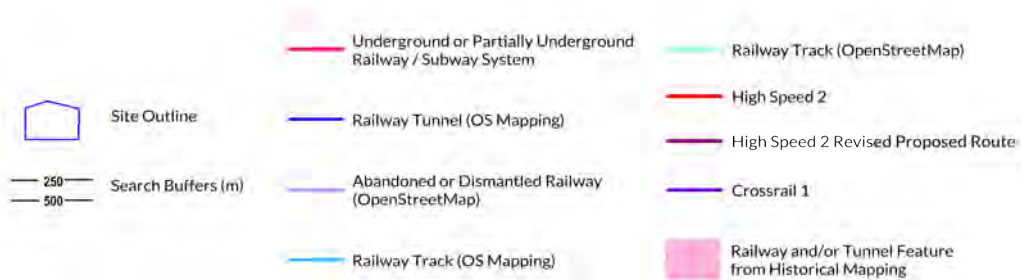
*As this data is based upon underlying 1:50,000 scale geological information, a 50m buffer has been added to the search radius.

9 Railways and Tunnels map



Railways and Tunnels Legend

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9 Railways and Tunnels

9.1 Tunnels

This data is derived from OpenStreetMap and provides information on the possible locations of underground railway systems in the UK - the London Underground, the Tyne & Wear Metro and the Glasgow Subway.

Have any underground railway lines been identified within the study site boundary? No

Have any underground railway lines been identified within 250m of the study site boundary? No

Database searched and no data found.

Any records that have been identified are represented on the Railways and Tunnels map.

This data is derived from Ordnance Survey mapping and provides information on the possible locations of railway tunnels forming part of the UK overground railway network.

Have any other railway tunnels been identified within the site boundary? No

Have any other railway tunnels been identified within 250m of the site boundary? No

Database searched and no data found.

Any records that have been identified are represented on the Railways and Tunnels map.

9.2 Historical Railway and Tunnel Features

This data is derived from Groundsure's unique Historical Land-use Database and contains features relating to tunnels, railway tracks or associated works that have been identified from historical Ordnance Survey mapping.

Have any historical railway or tunnel features been identified within the study site boundary? No

Have any historical railway or tunnel features been identified within 250m of the study site boundary? No

Database searched and no data found.

Any records that have been identified are represented on the Railways and Tunnels map.

9.3 Historical Railways

This data is derived from OpenStreetMap and provides information on the possible alignments of abandoned or dismantled railway lines in proximity to the study site.

Have any historical railway lines been identified within the study site boundary? No

Have any historical railway lines been identified within 250m of the study site boundary? Yes

Distance (m)	Direction	Status
80	SE	Abandoned

Multiple sections of the same track may be listed in the detail above
Any records that have been identified are represented on the Railways and Tunnels map.

9.4 Active Railways

These datasets are derived from Ordnance Survey mapping and OpenStreetMap and provide information on the possible locations of active railway lines in proximity to the study site.

Have any active railway lines been identified within the study site boundary? No

Have any active railway lines been identified within 250m of the study site boundary? Yes

Distance (m)	Direction	Name	Type
28	SE	Not given	Rail
28	SE	Not given	Multi Track
28	SE	Not given	Multi Track
28	SE	Not given	Rail
101	SE	Not given	Multi Track
101	SE	Not given	Multi Track

Multiple sections of the same track may be listed in the detail above
Any records that have been identified are represented on the Railways and Tunnels map.

9.5 Railway Projects

These datasets provide information on the location of large scale railway projects High Speed 2 and Crossrail 1 .

Is the study site within 5km of the route of the High Speed 2 rail project? No

Is the study site within 500m of the route of the Crossrail 1 rail project? No

Further information on proximity to these routes, the project construction status and associated works can be obtained through the purchase of a Groundsure HS2 and Crossrail 1 Report.

The route data has been digitised from publicly available maps by Groundsure. The route as provided relates to the Crossrail 1 project only, and does not include any details of the Crossrail 2 project, as final details of the route for Crossrail 2 are still under consultation.

Please note that this assessment takes account of both the original Phase 2b proposed route and the amended route proposed in 2016. As the Phase 2b route is still under consultation, Groundsure are providing information on both options until the final route is formally confirmed. Practitioners should take account of this uncertainty when advising clients.

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