



**EARTH ENVIRONMENTAL
& GEOTECHNICAL**
A Technics Group Company

Phase I Geo-Environmental Desk Study Report

COLERNE INDUSTRIAL PARK,

BATH ROAD,

COLERNE

SN14 8HT

Report Ref: B5482/25/DTS

February 2026

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1.0 INTRODUCTION

1.1 Background

Earth Environmental & Geotechnical (Southern) Ltd (EEGSL) was commissioned by Q+A Planning Ltd (the 'Client'), to undertake a Phase I Geo-Environmental Desk Study assessment of a site at Colerne Industrial Park, Bath Road, Colerne, Wiltshire, SN14 8HT

1.2 Proposed Development

The proposed development of the site comprises the erection of 175 dwellings of 2 and 2.5-stories with associated landscaping, gardens and infrastructure.

Figure 1 – Proposed Development Plan



1.3 Terms of Reference

EEGSL was commissioned by the Client to undertake a Phase I Geo-Environmental Desk Study for the site in accordance with a proposal reference 5482, dated 12th November 2025.

The objectives of this assessment are as follows:

- *Assess the presence and likely extent of any potential environmental hazards (soil, groundwater and gas) associated within the areas of the site investigated.*

1.4 Sources of Information

The Phase 1 Desk Study comprises of a review of the following information sources:

- British Geological Survey online maps.
- Google Earth imagery.
- Historical USAAF Aerial Photographs.
- Environment Agency online data.
- Historical Ordnance Survey maps.
- British Geological Survey England and Wales, New Series, *Sheet ... - ...*
- Groundsure Enviro+Geo Insight Report ' *Colerne Industrial Park, Bath Road, Colerne, Wiltshire, SN14 8HT*, reference GS-SRO-9TA-IJX-ALG (15/12/2025).

1.5 Limitations of the Study

The report is written in the context of an agreed scope of work and budget and should not be used in a different context. New information, improved practices or changes in legislation may require a reinterpretation of the report in whole or in part. EEGSL reserve the right to amend either conclusions or recommendations in light of any further information that may become available. The report is provided for the sole use by the client and is confidential to them.

Recommendations within this report are also based on records produced by others. It is assumed this information is accurate and no liability can be accepted for the accuracy of this information.

2.0 SITE LOCATION & DESCRIPTION

As part of the investigation, EEGSL carried out a site walkover survey on 4th December 2025. The information presented below is based on the site visit and a review of Ordnance Survey map information. Site walkover notes and photographs are presented in Appendix 1.

2.1 Site Location & Description

The site is an area of land located at Colerne Industrial Park, Bath Road, Colerne, Wiltshire, centred on National Grid Reference 381442, 171391 with the nearest postcode of SN14 8HT. The site and surrounding area are shown in Figure 2 below.

Figure 2 – Site Location Plan



The site covers approximately 8.12 hectares and is situated directly north of Bath Road and Directly west of Totts Lane.

The site is currently comprised of 3 large aircraft hangars surrounded by grass and associated access. The site is bound to the north by a fence which separates site from the redundant MoD

airfield. To the east, site is bound by a fence backing onto trees separating site from agricultural land. To the south and west, site is bound by a fence backing onto trees which separates site from Bath Road and residential properties and agricultural land respectively. The site also includes a thin strip of land that extends to the west which comprises of grass and is bounded to the south by hedgerows and to the north by the redundant MoD airfield.

Figure 3 shows an aerial photograph of the site and surrounding area.

Figure 3 - Aerial Photograph of Site



The boundaries of the site can be described as follows:

Table 1 – Summary of Site Boundaries

Boundary	Security/Barrier	Adjacent Land Use
North	Fence	Redundant MoD airfield
East	Fence/ trees	Totts Lane/ agricultural land
West	Fence/ trees	Agricultural land
South	Fence/ trees	Bath Road/ residential properties

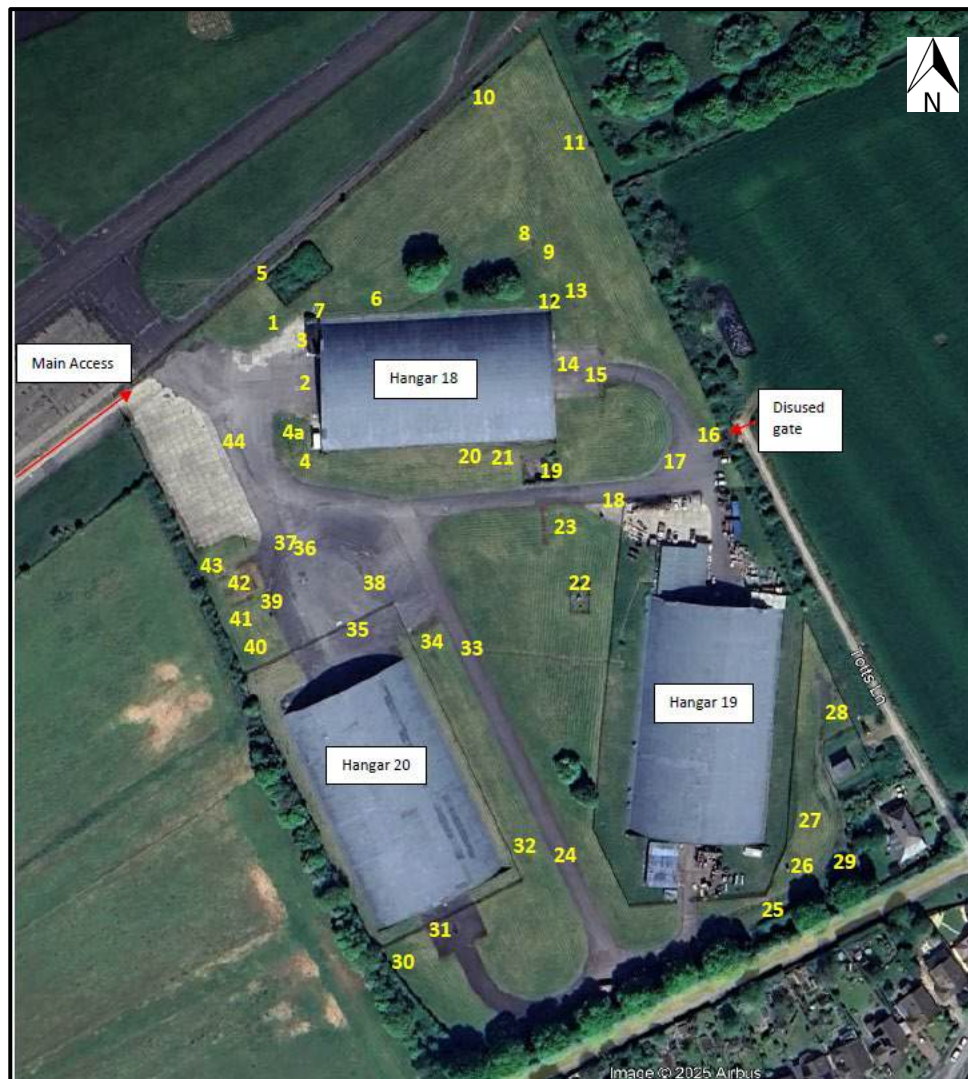
2.2 Site Walkover Observations

Details of notable observations during the site walkover are summarised below. The site walkover plan is shown in Figure 4. The site walkover notes are provided in (Appendix 1).

- The site comprises approximately 8.1 ha of land, comprising a 1 kilometer long access drive (shared) and a rectangular plot of land with 3 large disused airfield hangars (hangar 18, 19 (rented out) & 20), arranged on site in a triangular pattern. The ground surface comprises approximately 50 % grass, 25% buildings (former hangars) & 25% hardground (concrete, asphalt). The site is in an area of outstanding natural beauty directly north of the village and conservation area of Colerne, separated by a main road. The north of the site is directly adjacent to the former Colerne Airfield and MOD base Colerne. The land to the east is used as arable farmland and the fields directly adjacent to the west are grassed with livestock. Directly at the southeast border of the site (off site) is an electrical substation as well as a residential 2-storey property with garden and a long narrow strip of land between the southern site fence and the main road.
- The site is generally well maintained – no overgrown or unmanaged areas.
- The site slopes generally gently from east/ southeast towards the concrete area near the main access gate in the northwest. There is a slight grassed mound of unknown origin or purpose between hangar 19 and an offside electrical substation (access currently via Totts Ln).
- Multiple service features and covers have been identified all over the site comprising hydrants, drainage, sewage, bunds/ basin and electrics. Telecoms are assumed to be present underground due to the nature of business of hangar 19 tenant. Details regarding utility services on site are provided in the site walkover notes.
- Mature trees have only been identified at two locations on site. The species was not identified as most trees had no leaves at the time of the site visit.



Figure 4 – Site Walkover Plan



3.0 GEOLOGICAL SETTING

The geology of the Site is covered by British Geological Survey (BGS) online data and the site-specific Groundsure Insight Report (Appendix 2).

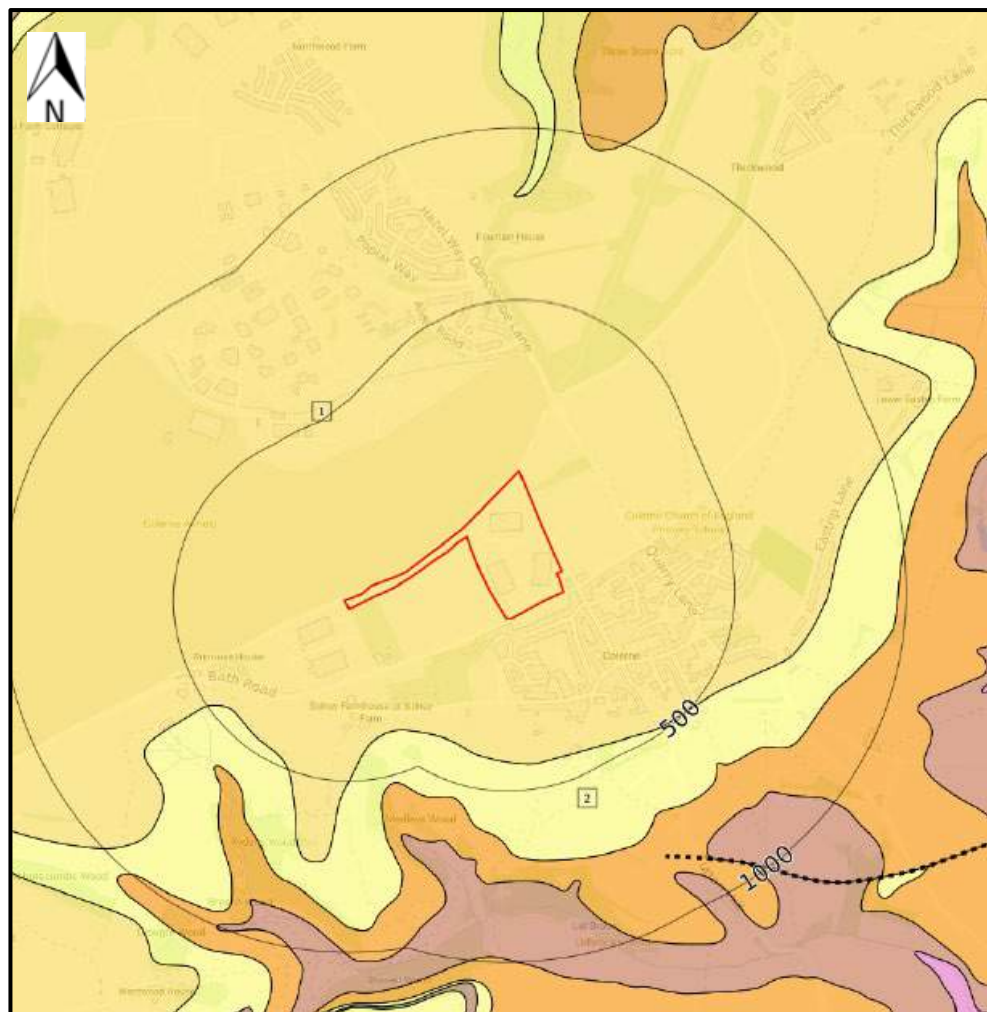
The following sections are generally limited to locations within 250m of the site boundary unless it is considered that installation or activities beyond that range could potentially have an impact on the site or its redevelopment.

3.1 Geology

The Groundsure report indicates that the site is not underlain by artificial ground (Made Ground) or superficial deposits. However, given the historical development of the area it is likely that Made Ground exists on site.

According to the British Geological Survey (BGS), the site is underlain by the Chalfield Oolite Formation (Figure 5). This is described as a “*Calc-oolidal grainstone, predominantly pale grey and pale yellow to white fine- to coarse-grained, with variable bioclastic content, in medium to thick beds; cross-bedded in parts; bioturbated in parts*”.

Figure 5 – Geological Map



There are no recorded geological faults within 250m of the site. There are no coal mining activities within 250m of site.

There are no freely available historical BGS borehole records within 250m of site.

3.2 Ground Stability

The site is located in an area where the hazard ratings for ground stability are as follows:

Shrink Swell Clays	Negligible
Running Sands	Negligible
Compressible Deposits	Negligible
Collapseable Deposits	Very Low
Landslides	Very Low
Ground Dissolution of Soluble Rocks	Very Low

3.3 Radon Potential

The site is located in a Radon Affected Area in which between 5% and 10% of properties are expected to be above the Action Level. Basic radon protection measures are thought to be required.

3.4 Mining, Ground Workings & Natural Cavities

The assessment site is not located within gypsum, brine, tin, or clay mining areas.

There is 1 recorded surface ground working is 1 BritPits record located within 250m of the site boundary. These both relate to the Trimmell Farm Quarry 29m east of site (commodity – Limestone).

There are no underground workings located within 250m of the site boundary.

The site is not located within a coal mining area as defined by the Coal Authority.

There is no record of non-coal mining onsite.

There are no records of cavities or sink holes within 250m of the site.

4.0 ENVIRONMENTAL SETTING

Environmental conditions are covered by Environment Agency (EA) and British Geological Survey (BGS) online data, and the site-specific Groundsure Insight report (Appendix 2).

The following sections are generally limited to locations within 250m of the site boundary unless it is considered that installations or activities beyond that range could potentially have an impact on the site or its redevelopment.

4.1 Industrial Land Use Information

Historical and current industrial land usage on-site and within 250m of the site is summarised in Table 2:

Table 2 - Summary of Industrial Land Use

Description	On-Site	Records within 250m of site	Details of nearest Record
Historical Industrial Land Uses	1	3	Airfield (onsite) (recorded on 1949 and 1980 maps)
Historical Tanks	3	5	2x Unspecified Tank, Sewage Tank (onsite) (recorded on 1974 and 1988 maps)
Historical Energy Features	1	4	Electricity Substation (onsite) (recorded on 1974 map)
Historical Petrol Station	0	0	
Historical Garage	0	1	Historical garage 228m south of site (recorded on 1975 map)
Historical Military Land	1*	1*	Former RAF Colerne (MoD) (onsite and adjacent)
Historical Railway and Tunnel Features	0	0	
Historical Railways	0	0	
Recent Industrial Land Use	1	6	Colerne Industrial Park – (refurbished aircraft hangars) (onsite)
Current/Recent Tanks	3	0	2x Roofed Storage Tank, Open Storage Tank (onsite) (recorded on 2001 and 2016 maps)
Current/Recent Petrol Stations	0	0	
Electricity Cables	0	0	
Gas Pipelines	0	0	
Current Railway Features	0	0	
*Whilst the GroundSure Report does not account any records of historical military land within 250m of site, it is known that site is a former MoD facility and therefore this has been reflected in the Historical Military Land section above.			

4.2 UXO Assessment

Due to the site history a detailed UXO risk assessment has been carried out which came to the following conclusion:

- Overall Medium Risk from items of Allied UXO at the site of proposed works,
- Low Risk from German Air-Delivered UXO and Anti-Aircraft Projectiles.

It is recommended that open excavation works are supported by a UXO Specialist as a precaution and that UXO Safety and Awareness Briefings are provided to all ground personnel. In any undeveloped areas of the site, it may be possible to carry out a non-intrusive magnetometer survey and target investigation.

The detailed UXO risk assessment is provided in Appendix 3.

4.3 Waste and Landfill Sites

According to Groundsure, there are no records of historical or licensed waste sites, active or historical landfill within 250m of the assessment site.

There are two waste exception records onsite which relates to the storage of waste in a secure place (not on a farm). There is one waste exception record within 250m of site (238m south) on Westwood Farm which relates to 'Storing', 'Using', 'Treating' and 'Disposing' of waste on a farm.

4.4 Environmental Permits, Incidents and Registers

There is one environmental permits, incidents, and registers records within 250m of the site. This relates to a Licensed pollutant release (Part A(2)/B) 249m SE of site - Waste Oil Burner 0.4 MW (Permit Type B).

4.5 Hydrogeology and Hydrology

The bedrock geology beneath the site is classified as a 'Principal Aquifer' by the Environmental Agency. The EA definition of a Principal Aquifer is given below:

"Geology of high intergranular and/or fracture permeability, usually providing a high level of water storage and may support water supply/river base flow on a strategic scale. Generally principal aquifers were previously major aquifers."

Groundwater vulnerability: The bedrock aquifer has been classed as having high vulnerability rating on site.

There are no groundwater, surface water, potable water abstractions, or Source Protection Zone (SPZ) within 250m of the assessment site.

4.6 Potential Flood Risks

A detailed flood risk assessment falls outside of this scope, however from a review of preliminary flood data, it is suggested that there is low risk of flooding on site.

- The highest risk of surface water flooding on site is gives a water depth of 0.1m to 0.3m during a 1 in 30-year wet weather event. The highest risk within 50m gives a depth of 0.3m to 1.0m during a 1 in 30-year wet weather event.
- The risk of groundwater flooding both on site and within 50m of site on site is negligible.
- The risk of flooding from rivers and the sea on site is negligible.
- The site is not located within a flood zone. There are 0 records of historical flood events within 250m of the site.
- There are no records of flood defences, no areas benefitting from flood defences and no flood storage areas within 250m of the site.

4.7 Environmentally Sensitive Sites

There are no records of sites of special scientific interest, conserved wetland sites, special areas of conservation, special protection areas, local or national nature reserves, or designated ancient woodlands within 250m of the assessment site. There is one record of a Green Belt designation within 250m of site which relates to the Bath and Bristol Green Belt 71m southwest of site.

The site is not located in a nitrate sensitive area but is located within a nitrate vulnerable zone.

4.8 Archaeology

An archaeological assessment falls outside the brief of this report. Where considered necessary, advice should be sought from an archaeological specialist in this respect.

4.9 Visual/Cultural Designations

The site is not located within a world heritage site or conservation area, however Colerne Conservation Area is located 118m southeast of the site. There is 1 Grade II listed building (4, Silver Street) located 191m southeast of the site. The site is located within the Cotswolds Area of Outstanding Natural Beauty (AONB). There are no national parks, scheduled ancient monuments or registered parks and gardens within 250m of the site.

5.0 SITE HISTORY

The historical development of the site has been determined by reference to historical plans and Google Earth imagery. The reviewed historical plans comprise only readily available records and may be limited; however, the information available to date indicates that additional searches are unlikely to add to our understanding of the site. The earliest available historical mapping covering the site is from 1879.

The site history is summarised in Table 3 below.

Table 3 - Summary of Site History

Date	Site	Surrounding Land Use (Within 250m of Site)
1885	The site comprises several distinct agricultural fields: a complete field to the north, an almost complete field to the south with a partially truncated southeastern corner, and a narrow strip of a field to the west Small track bisecting site to the west	Roads adjacent to site on the north and eastern boundaries of site. Small L-shaped building approximately 50m southeast of site. A few buildings 100m-250m southeast of site - outskirts of Colerne.
1900	No significant change noted.	Quarry approximately 50m southeast of site
1923	No significant change noted.	Small track approximately 100m north of site
1949	Barrier between northern and southern fields removed	Land north of site previously mapped as fields now blank – representing the development area for the former RAF Colerne Airfield.
1980	Three large aircraft hangars present. Access roads to hangars present. Several small buildings surrounding hangars shown on maps.	Removal of road immediately north of site. Truncation of road immediately east of site, now 'Totts Lane'. Two large aircraft hangars approximately 50m to 150m west of site, with associated access and small buildings. Development of a main road directly bounding site to the south. Significant development of Colerne town – residential properties now directly adjacent to site to the south. Allotment gardens approximately 250m southwest of site. Playing field approximately 200m southwest of site. Nursery approximately 150m southwest of site.
2001	No significant change noted.	Rugby ground mapped directly southwest of site and east of two offsite aircraft hangars. Nursery no longer mapped.
2010	Three aircraft hangars now mapped as 'Colerne Industrial Park'	Two aircraft hangars to the west of site now mapped as 'Colerne Industrial Park'
2025	No significant change noted.	No significant change noted.

Selected extracts from historical maps are presented in Figures 6 and 7.

Figure 6 – Historical Map Extracts

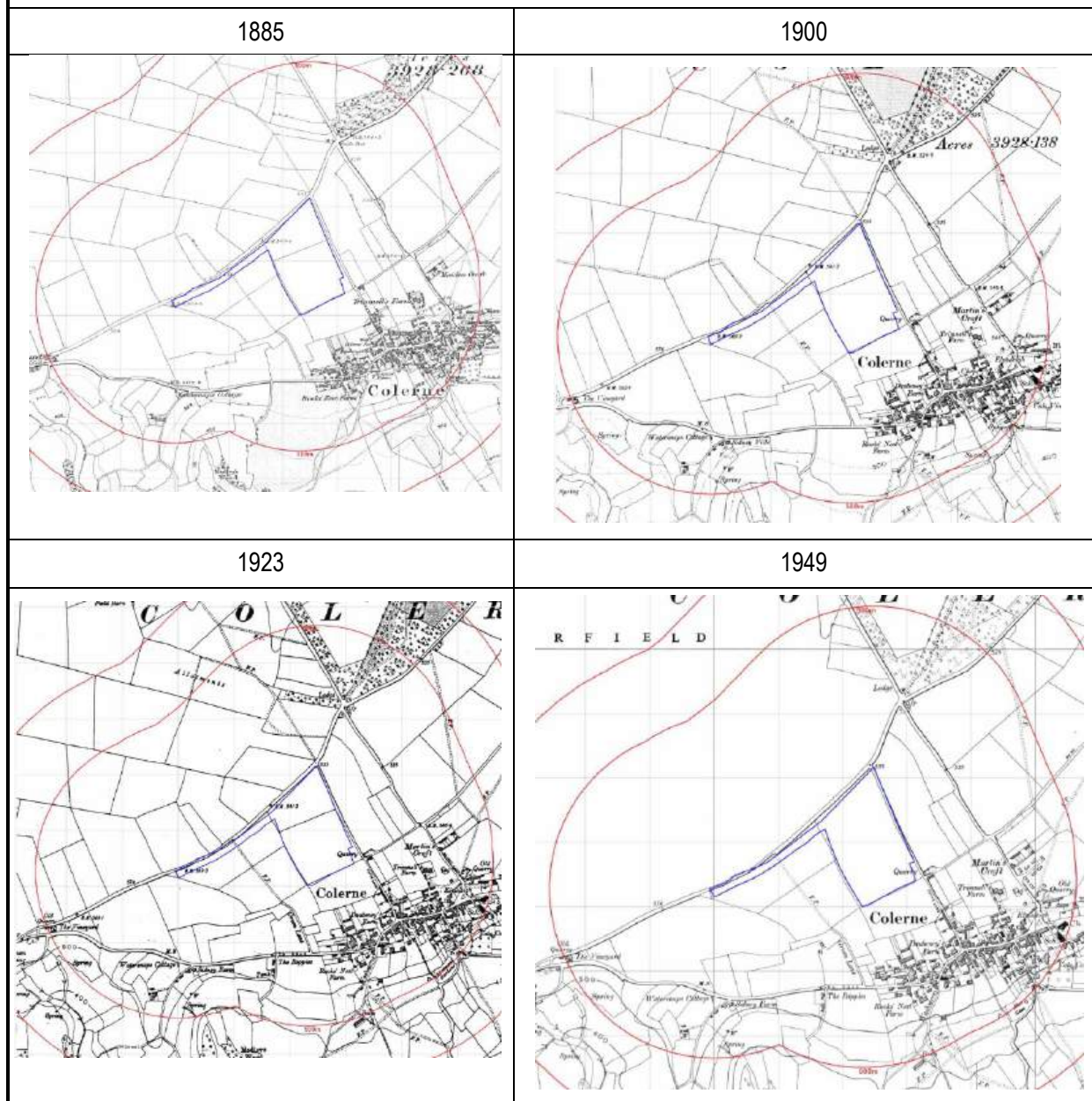


Figure 7 – Historical Map Extracts Continued



6.0 PRELIMINARY CONTAMINATION RISK ASSESSMENT

6.1 Introduction

The following paragraphs outline a Preliminary Risk Assessment (PRA) for the site based on the above desk study information as defined by DEFRA and the EA Model Procedures for the Management of Land Contamination, CLR11⁽²⁰⁰⁴⁾.

Table 6 provides a Preliminary Conceptual Model (PCM) which considers the source-pathway-receptor linkages present alongside the likelihood, severity and risk level as defined within Table 4 and Table 5 below. The assessment of probability, a modified risk table, and certain consequence definitions are based on CIRIA C552 and CLR11.

The table considers whether a pollution linkage is potentially present and provides a preliminary qualitative assessment of risk based on the information currently available. Where a possible linkage is identified, it does not necessarily mean that a significant risk exists but indicates that further information is required through appropriate site investigation to substantiate the conceptual model.

The PCM/PRA is based on a residential end use.

Table 4 - Consequence, Probability and Risk

Probability	Consequence,	Risk
High Likelihood- There is a pollution linkage and an event either appears very likely in the short term and almost inevitable over the long term, or there is evidence at the receptor of harm or pollution	Very High – acute risk to the human health likely to result in significant harm. Risk of severe or irreversible effect on ground/surface water quality. Catastrophic damage to buildings / property.	Very High – there is a high potential that the source-pathway-receptor scenarios may give rise to harm to human health or the environment and remedial action is likely to be required.
Likely – there is a pollution linkage and all the elements are present, which means that it is probable an event will occur. Circumstances are such that an event is not inevitable, but possible in the short term and likely over the long term.	High – Severe or irreversible effect on human health. Temporary severe or irreversible effect on ground/surface water quality. Reduction of water quality rendering groundwater or surface water unfit to drink and/or substantial adverse impact on groundwater dependant environmental receptors.	High – it is likely that the source-pathway-receptor scenarios may give rise to an impact on human health or the environment, which may require remediation and/or control measures to mitigate risks
Low likelihood– there is a pollutant linkage and circumstances are possible for an event could occur. However, it is by no means certain that even over a longer period such event would take place, and is less likely in the shorter term	Moderate – Long term or short term moderate effect on human health. Moderate effect on ground/surface water quality, reversible with time. Reduced reliability of a supply at a groundwater or surface water abstraction source	Moderate – it is possible that the source-pathway-receptor scenarios may give rise to an impact on human health or the environment, however it is either relatively unlikely that such would be severe, or if any harm were to occur it is more likely that harm would be mild.
Unlikely – there is a pollution linkage, but circumstances are such that it is doubtful that an event would occur even in the very long term.	Low – Non-permanent health effects to human health (easily prevented by means such as personal protective clothing etc.) Slight effect on ground/surface water quality, reversible with time. Marginal reduced reliability of a supply at a groundwater or surface water abstraction source.	Low – it is possible that harm could arise at the source, however it is likely that they would at worst be mild.
		Very Low – it is unlikely that the source-pathway-receptor scenarios will give rise to an impact on human health or the environment.

Table 5 - Estimation of Level of Risk by Comparison of Consequence and Probability

		Consequence			
		High	Moderate	Low	Very low
Probability	High Likelihood	Very High	High risk	Moderate risk	Moderate to low risk
	Likely	High risk	Moderate risk	Moderate to low risk	Low risk
	Low Likelihood	Moderate risk	Moderate to low risk	Low risk	Very low risk
	Unlikely	Moderate to low risk	Low risk	Very low risk	Very low risk

6.2 Potential Sources

The site's previous use as an aircraft storage facility poses a risk of localised hydrocarbon contamination (leakage, spillage of oils, fuel) and toxic metal contamination. Given the age of the buildings on site, asbestos containing materials could have been used in their construction.

6.3 Potential Receptors

The following receptors have been considered as part of this assessment.

- Current land users.
- Adjacent land users
- Future land users.
- Controlled waters (Principal Aquifer)
- Construction workers during site development works.

6.4 Potential Pathways

The following pathways have been considered as part of this assessment.

- Direct / dermal contact, ingestion, inhalation pathways of potentially contaminated soils.
- Vertical or lateral migration of contamination (including ground gas/vapours) on and off site.



Table 6 - Preliminary Conceptual Model

Source	Pathway	Receptor	Probability	Consequence	Risk	Comment
Contamination of the ground beneath site due to current and historical use	Dermal contact, ingestion and inhalation of soils dust	Current Site Users	Low likelihood	Low	Low	Based on the site's historical use as an aircraft storage facility, there is potential for some contamination to be present, with particular risks from hydrocarbons, toxic metals and asbestos deemed possible. However, given the site's current use as an industrial park (with commercial site users only), with limited public access, the sensitivity of the current site users is expected to be low, and exposure duration is expected to be limited. Based on this assessment, the risk to current users from potential contamination within the ground is deemed as LOW .
		Future Site users	Low Likelihood	Moderate	Moderate to Low	Based on the site's historical use as an aircraft storage facility, there is potential for some contamination to be present, with particular risks from hydrocarbons, toxic metals and asbestos deemed possible. Given the proposed residential site use, the sensitivity of the future users is deemed as high, and the exposure duration is also expected to be high. Based on this assessment, it is suggested that the risk to future residents from potential contamination is deemed as MODERATE .
		Construction Workers	Low Likelihood	Moderate	Moderate to Low	Construction site workers are more likely to be exposed to contamination during the groundworks phase of development. In this instance there is potential for some contamination to be present due to historical site uses, with particular risks from hydrocarbons, toxic metals and asbestos deemed possible. However, exposure duration is expected to be short-term only (only during groundworks and limited to standard working hours), therefore assuming appropriate health and safety measures are adopted (in line with CDM and other relevant health and safety guidance), a LOW risk to construction workers is anticipated.
	Vertical or lateral migration of ground gasses	Current Site Users	Unlikely	Low	Very Low	Significant sources of ground gas have not been identified at the assessment site, therefore the generation and migration of ground gas is unlikely. Given the above, the risk to current site users is considered VERY LOW .
		Future land users	Low Likelihood	Low	Low	Significant sources of ground gas have not been identified at the assessment site, therefore the generation and migration of ground gas is unlikely. Given the above, the risk to future site users is considered VERY LOW .
		Construction Workers	Low Likelihood	Low	Low	Significant sources of ground gas have not been identified at the assessment site, therefore the generation and migration of ground gas is unlikely. Given the above, the risk to construction site users is considered VERY LOW .

Source	Pathway	Receptor	Probability	Consequence	Risk	Comment
	Vertical or horizontal migration of contamination via leaching into the underlying shallow groundwater	Controlled Waters	Low Likelihood	Moderate	Moderate to Low	Based on the site's historical use as an aircraft storage facility, there is potential for some contamination to be present, with particular risks from hydrocarbons which may be mobile within the subsoil environment. The site is underlain by a Principal Aquifer with high vulnerability. Based on the potential for mobile contamination to be present and the sensitivity of the underlying aquifer it is considered the risk to controlled waters is MODERATE .

6.5 Preliminary Risk Assessment

A review of historical and current day information has highlighted the site's historical use as an aircraft storage facility which has a risk of acting as a potential source of contamination. When considering the future residential development and other potential receptors, the site has currently been given an overall risk rating of **MODERATE TO LOW**.

7.0 GEOTECHNICAL HAZARDS ASSOCIATED WITH THE PROPOSED DEVELOPMENT

In addition to the environmental hazards there are also geotechnical hazards associated with the stability of the ground including load bearing capacity, slope stability and effects of ground mining activities. Local Authorities follow NPPF (2012) which requires that a site be suitable for its new use taking into account of ground conditions and land instability, including from natural hazards to former activities such as mining. A summary of the geotechnical considerations is provided below in Table 9.

Table 7 - Summary of Geotechnical Hazards

Geohazards:	
Highly Compressible Deposits	Negligible
Collapsible Soils	Very Low
Swelling Clay	Negligible
Running Sand	Negligible
Ground Dissolution	Very Low
Landslip	Very Low
Geotechnical Design Considerations:	
Site Clearance	Site clearance will be required. The former aircraft hangers and any foundations / underground infrastructure will need to be removed prior to the new development taking place.
Trees	Trees/vegetation have been noted present on site. Depending on the nature of the underlying ground conditions, this may need to be take into account if cohesive soils are found present at foundation depth. An intrusive geotechnical investigation is recommended prior to any construction works to identify the most suitable foundation design.
Foundations	An intrusive geotechnical investigation is recommended prior to any construction works to identify the most suitable foundation design. Current data would suggest a shallow foundation design may be suitable.
Floor Slabs	An intrusive geotechnical investigation is recommended prior to any construction works to identify the most suitable slab design for the on-site ground conditions.
Groundwater	Depths to groundwater are not currently known at this stage. An intrusive geotechnical investigation would be needed to determine groundwater depth at the assessment site.
Earthworks	Extensive earthworks are unlikely for the proposed development.
Slopes	The site is generally flat.
Retaining Walls	There are no retaining walls on site.
Chemically aggressive ground conditions	The potential for chemically aggressive ground conditions is unknown. An intrusive geotechnical investigation would be necessary to confirm the design characteristics for buried concrete.

8.0 CONCLUSIONS & RECOMMENDATIONS

8.1 Contamination Considerations

Based on the site's historical use as an aircraft storage facility, there is potential for some contamination to be present, with particular risks from hydrocarbons, toxic metals and asbestos deemed possible. Currently a Moderate to Low risk is expected at the assessment site.

Given the above risk, it is recommended that an intrusive ground investigation is required at the assessment site. The ground investigation should focus on assessing the contaminative status of shallow soils across the site and determining the depth to groundwater. Should shallow groundwater be present, consideration should be given to the collection of groundwater samples and contamination analysis.

Unless significant thicknesses of Made Ground are found present during the ground investigation (in excess of 1-2m thickness) the installation of ground gas monitoring wells is current not deemed necessary.

The results of the ground investigation works should be used to complete a human health risk assessment and a revised conceptual site model.

8.2 Geotechnical Considerations

The assessment site is expected to be underlain by the Chalfield Oolite Formation-Ooid-Limestone. Shallow foundations may therefore be suitable for the proposed 2 / 2.5 story dwellings, however an intrusive geotechnical investigation is recommended to identify the most suitable foundation design and to help with the design of roads / pavements and drainage.

8.3 UXO Considerations

Based on the findings of the detailed UXO Risk Assessment for the site, an overall medium risk is expected to be present. All recommendations within the UXO report should be followed for the assessment site. In particular it is recommended that open excavation works (including ground investigation works) are supported by a UXO Specialist and that UXO Safety and Awareness Briefings are provided to all groundworks personnel.



APPENDIX 1
SITE WALKOVER NOTES

SITE WALKOVER NOTES**Part 1 : General Contact Information & Pre Visit Information**

Site Name	<i>Colerne Industrial Estate</i>
Site Address National Grid Reference Name of Site Contact Telephone No. Mileage office-site	<i>Colerne Industrial Estate, SN14 8HT 381497, 171390 N/A N/A 4.6 miles</i>
Walkover Date	<i>4th December 2025</i>
Client Name Client Address Name of Client Contact Client Tel. No.	<i>Q+ A Planning Tribeca House, 4th Floor, Dale Street, Manchester, M1 1EY Simon Newall 07377 123122</i>
Tenant Name Tenant Address Name of Tenant contact Tenant Tel. No.	<i>N/A</i>
Prior notification of visit made? To whom?	<i>Prior arrangements made with Simon Newall</i>
Sensitivity of Investigation	<i>Site Walkover proposed development. Sensitive, as not well received in the area</i>
Authorisation details attached?	<i>N/A</i>
Site access control, fencing, security?	<i>Access via shared access road (1 residential property and 2 further hangars). Site surrounded by perimeter barbwire fencing. 2 lockable access gates (eastern one disused and overgrown).</i>
Keys or equipment needed for visit. Camera?	<i>No, access granted.</i>
Location plan attached? Plan of site for annotation during visit?	<i>Yes Yes – Both within Phase I DTS</i>
Site history details attached?	<i>Yes – within Phase I DTS</i>
Site geology details attached?	<i>Yes – within Phase I DTS</i>
H&S information attached? Site safe for lone working?	<i>Yes Yes – with correct PPE</i>

Part 2 : Site Surroundings and External Examination

Site Name	<i>Colerne Industrial Estate, SN14 8HT</i>
Description of surrounding area and neighbouring land. Include for example: land use, names of companies/factories street names, (esp. if they give clue to site use), types of housing, nature of open land (arable/grazing/public open space/nature? Water courses, railways, public footpaths, topography	<i>The site is located in an area of outstanding beauty directly north of the village and conservation area of Colerne, separated by a main road. The north of the site is directly adjacent to the former Colerne Airfield and MOD base Colerne. The land to the east is used as arable farmland and the fields directly adjacent to the west is grassed with livestock.</i> <i>Directly at the southeast border of the site (off site) is an electrical substation as well as a residential 2 storey property with garden and a long narrow strip of land between the southern site fence and the main road.</i>
Description of site boundary. Type/condition of fencing? Warning notices? Is site secure? Evidence of unauthorised vehicle or pedestrian access. Fly tipping?	<i>The site is completely bound by perimeter wire fencing (with angled barb wire top and reinforced concrete posts) in good to very good condition. The main access gate in the northwest corner is lockable but was open at the time of the site visit.</i> <i>Most of the perimeter fence has hedgerow or bushes growing along it; exception is the northern fence towards the Airfield/MOD base.</i> <i>Unauthorised pedestrian and vehicle access is possible.</i> <i>No signs of fly tipping. 3 massive skips along the southern perimeter fence (assumed to belong to hangar 19).</i>
Is there any local knowledge concerning the site? (take sensitivity of investigation into account when asking questions).	<i>Apparently, there are meant to be large underground structures/tunnels underneath the MOD/ Former RAF Colerne airfield site but if this is true as well as the exact location is unknown.</i>
Description of Site viewed from outside. Is there any evidence that the site is not safe to enter? Consider for example steep slopes, cliffs, retaining walls, dangerous buildings, unprotected mining or drainage voids, hazardous waste or surface contamination, water hazards, presence of trespassers. If unsafe or unsure do not enter.	<i>Site generally safe to enter.</i> <i>The site comprises an approximately 8.1 ha of land, comprising a 1 kilometre long access drive (shared) and an approximately rectangular plot of land, containing 3 large disused airfield hangars (hangar 18, 19 (still in use) & 20), arranged on site in a triangular pattern.</i> <i>Site is well maintained: no unprotected overgrown areas, grass well maintained. Roads & area of hardground mostly in very good condition.</i> <i>Hangars look safe from outside, no structural damage encountered from outside. At the time of the walkover hangar 18 & 20 were unoccupied but locked – no access was gained.</i> <i>Hangar 19 is in use but due to the sensitivity of the proposed development, hangar was avoided during the site visit.</i>

	<i>Several manhole covers on site are in fair to poor condition and might suddenly collapse when stepped on (only applicable for covers within grassed area).</i> <i>Parallel to the southern side of hangar 18 is a possible buried concrete feature of unknown purpose which shows signs of possible collapse at 1 location (several small holes in the grass).</i>
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Part 3: Site Topography

Site Name	<i>Colerne Industrial Estate, SN14 8HT</i>
General description of site topography. Include: gradients, valleys, terraces/platforms, relation to surrounding ground, earthworks.	<i>The site slopes generally gently from east/ southeast towards the concreted area near the main access gate in the northwest.</i> <i>There is a slight grassed mound of unknown origin or purpose between hangar 19 and an offside electrical substation (access currently via Totts Ln).</i>
Are there any abrupt changes of slope? What is their significance?	<i>Yes. At the back of hangar 18 – approx. 1m drop in slope between surrounding grassed area and asphalted loading/ turning area.</i> <i>Slight mound with steeper slope between hangar 19 and electrical substation/ adjacent residential property – origin unknown.</i>
Are there any depressions/valley bottoms which may be soft or infilled?	<i>No</i>
Is there evidence of overburden or fill on slopes?	<i>No</i>
Is there evidence of excavation or undercutting at the base of slopes?	<i>No</i>
Is there evidence of landsliding? Look for: tension cracks/backscars; hummocky ground at toe slope; tilting/displaced trees, fences, walls, roads	<i>No</i>
Is there evidence of tipping or landfilling? Look for gas vents, leachate chimneys, land raising,	<i>No</i>

terracing, waste materials at surface, settlement, gas bubbles in puddles, odours, ground heating	
Is there any other evidence of local subsidence? Look for depressions, ponding, structural impacts, damage to paved areas.	<i>No</i>
Describe any ground retaining structural features. For example: retaining walls, sheet piling, stone pitching, reinforced earth, ground anchors.	<i>1 no basin/bund approx. 13x 12m, 2m deep (381501, 171447). Walls build of probably bricks, base possibly concrete with drain/sump feature. Use unknown (possible water storage or former bund for tank).</i>
Describe any other features considered relevant.	<i>Very overgrown fenced in depression with small brick shed between hangar 18 and north fence (381402, 171532).</i>

Part 4 : Site Soils and Geology

Site Name	<i>Colerne Industrial Estate, SN14 8HT</i>
General description of ground surface and type of ground. Include: type of soil (gravel/sand/clay). Colour, solid strata, outcropping, types of rocks exposed.	<i>The ground surface comprises approximately 50 % grass, 25% buildings(former hangars) & 25% hardground (concrete, asphalt). No outcrops of natural soils/ rocks.</i>
Is there evidence of Made Ground on Site? For example ash fill, hardcore, limestone fill, tarmac road planning, other imported material.	<i>The site can be assumed to be underlain mainly by made ground given its past purpose. Large areas of the site are covered in hardcore (mostly concrete, in places covered by asphalt). There are also linear concrete features on site which are nearly completely covered by moss and grass.</i>
Is there evidence of contaminated soil on site? For example, ash, slag, strangely coloured soil, odorous soils, oily/tarry soil, oil sheen on puddles.	<i>No. But given the history of the site some contamination would be expected (aviation kerosene use).</i>
Is there evidence of peat, alluvium or other soft highly compressible soil at or below the surface?	<i>No</i>
Is there evidence of shrinkable soils? For example 'stickiness' if wet, shrinkage cracking if dry.	<i>No exposed soils on site – all grass or hardcore.</i>
Is there evidence of solid substrata outcropping on site? Is there evidence of variation in rockhead across site?	<i>No</i>
Is there evidence for sudden changes in conditions (soil type, rock outcrops etc.) across the site?	<i>No</i>

Part 5 : Vegetation

Site Name	<i>Colerne Industrial Estate, SN14 8HT</i>
General description of vegetation on site	<i>Approx 50% of the site comprises soft landscaping with well-maintained grass. Mature trees can only be found at two locations on site.</i>
Is there evidence of vegetation which is sparse, dead, dying or stressed, and if so is there any apparent reason?	<i>No</i>
What is the nature and type of vegetation on land immediately adjoining the site?	<i>Shrubs and trees are growing along approximately 70% of the perimeter fence OFFSITE. The Land at the northeast corner adjoining the site contains trees and shrubs.</i>
Are there any trees? Where are they situated? What is their species, height, maturity and condition?	<i>Mature trees are growing at two locations only on site:</i> <i>1. Between hangar 18 and the north perimeter fence</i> <i>2. Between hangar 19 and hangar 20</i>
Are there any hedges or scrub areas? What is their species, height, condition and spread?	<i>The fenced off depression between hangar 18 and the northern perimeter fence is overgrown by tall shrubs, young trees of unknown species as well as brambles.</i>
Is there evidence of felled or cleared trees or other vegetation? What does this evidence indicate about former conditions on the site?	<i>No</i>
Are there any noxious weeds on site? Specifically Japanese knotweed, giant hogweed, Himalayan balsam. Note: Giant hogweed is hazardous if skin contact occurs.	<i>Not officially a noxious weed but at the southeast perimeter fence the adjoining residential property has bamboo which has spread through the fence onto site.</i>

Part 6 : Surface Water and Groundwater

Site Name	<i>Colerne Industrial Estate, SN14 8HT</i>
General direction and disposition of site drainage inferred. Include: likely direction of drainage related to ground slope, major drainage issues.	<i>Towards northwest corner of site (towards area at main access gate). Due to mainly hardstanding in the area, standing water is present.</i>
Are there any natural water features, for example rivers, streams, springs, ponds?	<i>No</i>
Are there any artificial water features, for example culverted watercourses, mill ponds/races, reservoirs, dams, ditches, wells?	<i>Possibly pondlike feature in the fenced off depression between hangar 18 and the northern fence.</i>
Is there evidence of high water table, for example marshy or waterlogged ground?	<i>No</i>
Is there evidence of water loving aquatic plant growth, for example reeds?	<i>Only in and around blocked drainage features.</i>
Is there any evidence of flood risk? For example depth gauges, river flood banks, erosion/deposition above river banks.	<i>No</i>
Is there evidence of water pollution and if so, its source? For example discoloured, oily or odorous water.	<i>No</i>

Part 7 : Sewer Drainage and Utility Services

Site Name	<i>Colerne Industrial Estate, SN14 8HT</i>
Is there any evidence of piped or sewered drainage? Provide as much information as possible, including if possible network layout, flow directions, manhole locations, gullies etc.	<i>Historical maps show sewage at the same location as the fenced off and overgrown depression.</i> <i>There are linear drainage gullies in front of hangar one channelling the runoff water via an underground pipe towards the north fence (near main access gate) – a smaller drainage cover and scarring give an indication of the direction.</i> <i>There are also several drainage covers near hangar 18 and hangar 20 which indicate water drainage or sewage systems. Not all drainage covers were lifted during the site walkover.</i> <i>Water drain in front of the south gate (back gate) of hangar 20 – drainage blocked (signs of standing water, vegetation).</i>
Are there any overhead cables? Are they identifiable as telephone, low tension or high tension electricity? Provide information on cable routes, pylons, poles etc. Is it evident if they are live or not?	<i>No</i>
Are there any transformers, sub-stations meter or governor houses? What are they for? Are there any warning signs? Any evidence of oil spillages under transformers?	<i>Yes, one approx. 1x1 m electricity substation/ house between hangar 19 and offsite residential building.</i> <i>1 no. offsite substation directly adjacent the site to the east (access currently via Totts Ln.).</i> <i>1 no fenced off area between hangar 19 and 20 probably a transformer station</i> <i>2no old, exposed electrical fuse boxes (distribution board) on site.</i>
Are there any markers. Covers or chambers for service runs? Can the route of the service runs be inferred? Provide as much information as possible.	<i>Yes, multiple covers & chambers, hydrants.</i>
Is there evidence of liquid or gas storage tanks? Above or below ground? Bunding? Evidence of spillages?	<i>1no. possible bund (basin) on site which is shown as “tank” on historical maps (at the back of hangar 18).</i> <i>Assumed also sewage tanks as well as possible storm water tanks.</i>
Are there any covers, chambers, ironwork or voids	<i>Unknown.</i>

without any existing or previous use?	
Are there any chambers or underground services with covers missing or damaged that might constitute a hazard.	<i>Yes, damage and rusted. But marked with stone, euro pallet etc.</i>

Part 8 : Buildings and Structures

Site Name	<i>Colerne Industrial Estate, SN14 8HT</i>
Provide general description of buildings on site. Include no. of storeys, building materials, presence of basements etc.	<i>The site comprises 3 former airfield hangars (18, 19 & 20) – all disused from their original purpose. Number 19 is currently occupied by a tenant (Leaffield). Hangars 18 and 19 have also portacabins/modular buildings in use. Access to any of the hangars was not gained at the time of the walkover.</i>
If buildings derelict has a risk assessment been carried out before entering. If not, do not enter. Record if following assessments based on internal or external inspection.	<i>Hangar 18 and 20 are vacant and were locked. Hangar 19 is occupied but was not entered during the site walkover.</i>
Is there evidence of structural damage, for example, cracking, differential settlement, collapse.	<i>No structural damage observed at hangar 18 and 20. Hangar 20 was however fenced off and could not be closely approached – observations were made from a distance.</i>
Is there evidence of underground structures, cellars, undercrofts, deep foundations, massive machine bases?	<i>Possibly yes. Many linear concrete features with occasional concrete squares/pads of unknown function and thickness.</i>
Are there any markers, covers or chambers for service runs? Can the route of the service runs be inferred? Provided as much information as possible.	<i>Yes, multiple. Due to the extend and the size of the site a detailed overview could not be achieved. Not every cover could be lifted. Some (but not all) markers and covers are provided as part of the photo documentation at the end of the document. Electric warning brick as well as onsite and offsite substations indicate electric cables along the east fence. Street light (flood light masts) also have an electrical supply.</i>

	<i>Water runoff drainage feature from hangar 20 towards main site entrance. Also water drainage systems (with chambers) for hangar water runoff.</i> <i>Indications of sewer tanks (covers) at hangar 20.</i> <i>Linear scarring in tarmac indicates service runs (in front of hangar 20 as well as hangar 19 to hangar 20).</i>
Is there evidence of liquid or gas storage tanks? Above or below ground? Bunding? Evidence of spillage?	<i>1no. possible bund (basin) on site which is shown as "tank" on historical maps (at the back of hangar 18).</i> <i>Assumed also sewage tanks as well as possible storm water tanks.</i> <i>Possible spillage could not be evaluated as structures couldn't be investigated close enough.</i>
Is there any evidence of mining, for example spoil tips, shaft caps, uncapped shafts, winding gear?	<i>Possible. Raised area (possible spoil tip) of unknown origin between hangar 19 and residential property in the SE of the site.</i> <i>There is historical evidence of a limestone quarry close to the SE corner of the site (near the residential buildings at Totts Ln.)</i>
Are there any other hazardous features of the structures on site? For example, collapsing buildings, broken glass, unprotected parapets or other falling hazards, trip hazards, bare cables.	<i>Overgrown slightly raised derelict foundations in grassed area of in front of hangar 20.</i> <i>Multiple covers in unsafe condition which are mainly covered by additional protection (wooden pallets).</i> <i>1 cut off electric cable protruding out of the ground (marked with a metal pole) near the electric offsite substation east of hangar 19.</i>
Identify any other relevant features of interest.	<i>Remaining foundations of deconstructed building on grass area at front of hangar 20.</i>

Site Walkover Completed by: J. Jander – EEGSL

Name: J. Jander

Signature: 

Date of Walkover Survey: 4/12/2025

Site Walkover Photographs:

Site satellite photo with selected number of findings. Detailed photos on following pages.



Facing hangar 18 from the access gate



Underground fire hydrant at hangar 18



Area in front of hangar 18 with indications of surface water flooding (facing southwest)



Scarring in concrete in front of hangar 18 (facing east)



Manhole covers and possible black vent pipe (Facing NW)



Floodlight and manhole covers (Facing E)



Possible sewer underground drain (left) and stormwater runoff from hangar 18 (right)



**Border fence to airfield (left) and fenced off depression to possible former sewage tank (right)
(Facing NE)**



Brick shed in fenced off depression (Facing SE)



Overgrown concrete path alongside hangar 18 (Facing E)



Water runoff and hangar 18 coating. (Facing W)



Side building at front of hangar 18 covered with mineral roofing felt (possible bituminous?) (Facing NW)



Overgrown concrete square (Facing N)



Metal cover in concrete square (Facing NW)



Concrete obstruction at airfield border fence (Facing N)



Overgrown electric warning brick parallel to fence line (Facing E)



Concrete feature with metal cover and lockable latch behind hangar 18 (possible tank?) (Facing S)



Overgrown concrete path leading to back gates of hangar 18 (Facing SE)



Hangar 18 rear doors (Facing W)



Access road rear of hangar 18. Slight embankment showing elevation change towards rear of hangar 18 (Facing E)



Disused site access gate from Totts Lane (Facing SE)



Currently occupied hangar 19 (front) (Facing S)



Access road leading from hangar 18 (front) towards hangar 20 (Facing W)



Possible water storage basin to supply on site hydrants (south side rear of hangar 18) (Facing SE)



Water outlet/drain in storage basin



Slight embankment south of hangar 18. View towards storage basin and hangar 19



Several random holes in embankment



Possible locally collapsed underground structure. Black membrane pieces.



Rounded underground feature parallell south side of hangar 18 – possible concrete pipe (Facing W)



West side of hangar 19 (left) & Electric transformer/ switch station (right) (Facing S)



Assumed disused electric fuse board (Facing SW)



Rear of hangar 19 (left) & rear of hangar 20 (right) with access road (Facing S)



Rear of hangar 19 (Facing NE)



Overgrown hardground path rear of hangar 19 leading to SE corner of site (Facing NE)



On-site electricity substation (Facing SW)



Off-site electricity substation – accesible from Totts Ln (Facing NE)





Unprotected, cut-off electric cables (possible former flood lighting mast)



Bamboo plants grown through site boundary fence from residential building (Facing N)



Rear of hangar 20 (Facing E)



Surface water drain at the rear of hangar 20



Square overgrown concrete feature with metal hatch to the side of hangar 20 rear (Facing NE)



Linear concrete feature from access road toward hnagar 19 (Facing E)



Facing opposite from photo 33: Scarring in road and manhole cover (Facing W)



Septic tank (filled) (cover damaged)



Multiple hardground scarring at front of hangar 20 (Facing W)



Surface water runoff drainage in front off hangar 20 (Facing NE)



Surface water underground draining leading NW towards main access gate area (slightly down slope)

