



1ST LINE DEFENCE



Detailed Unexploded Ordnance (UXO) Risk Assessment

Project Name	Beaches Yard
Client	Harvest Land Management Ltd.
Site Address	Beaches Yard, Horton Road, West Drayton, UB7 8HX
Report Reference	DA15689-00
Date	25 th May 2022
Originator	HS





Executive Summary

Site Location and Description

Comprising a hardstanding commercial yard and associated outbuildings, the site is located in Yiewsley, West Drayton, within the London Borough of Hillingdon. Encompassed within a fenced yard, the site is roughly divided into two distinct areas, with the northern section primarily comprising open hardstanding yard, whilst the southern section of the site comprises a number of outbuildings, and temporary structures.

The site is bound by woodland to the north and east, with a golf course situated beyond, further to the east. To the south, the site is bound by Horton Road and industrial premises beyond it, whilst further structures comprising an industrial estate binds the site to the west.

The site is approximately centred on the OS grid reference: **TQ 07135 80389**.

Proposed Works

Information provided by the client indicates that geophysical works are to be planned for the site. It is additionally understood that the site is expected to house industrial warehousing at a future time.

Geology and Bomb Penetration Depth

The British Geological Survey (BGS) map shows the underlying bedrock geology of the site to comprise the London Clay Formation, clay, silt and sand of the Paleogene Period. Superficial deposits comprising the Lynch Hill Gravel Member of the Quaternary Period.

Site-specific geotechnical information was not available to 1st Line Defence at the time of the production of this report. An assessment of maximum bomb penetration depth can be made once such data becomes available, or by a UXO specialist during on-site support.

It should be noted that the maximum depth that a bomb could reach may vary across a site and will be largely dependent on the specific underlying geological strata and its density.

UXO Risk Assessment

1st Line Defence has assessed that there is a **Low-Medium Risk** from items of German aerial delivered UXO and Allied UXO across the site. This assessment is based on the following factors:

The Risk from German Air Delivered UXO

- During WWII, the site was located within the Urban District of Yiewsley and West Drayton. This district was subject to an overall low density of bombing, with just 135 bombs recorded across the 5,277 acres of the district. This can primarily be attributed to the location of the district, some distance from central London, as well as the relative lack of strategic Luftwaffe targets.
- Available bomb mapping indicates that no bombs are officially recorded to have struck the site or its immediate surrounding area, with the closest strike plotted some 600m to the north-west. This corresponds with available written records, which do not reference the site or its environs.
- Owing to the lack of MCC war damage mapping, and the lack of structures within the site, it has not been possible to assess any officially recorded damage to the site. A visual comparison of post-war aerial imagery, from 1946 and 1948 do not highlight obvious cratering or blast damage, however owing to the rough terrain and water occupying the site, such features would be difficult to discern.
- Indeed, the rough embankment canal and vegetated areas occupying the site are perhaps the most concerning features of the site. Individually and collectively, these areas represent some of the worst ground conditions for the detection of UXO, with soft soil, vegetation and deep water all providing very limited visibility should a UXB have fallen within the site.
- Coupled with the anticipated limited access within the site; which being disused is unlikely to have seen post-raid inspections, presents conditions in which an item of UXO would have been unlikely to have been spotted and reported, should it have fallen.

**UXO Risk Assessment**

- Based on these factors, whilst the site is not officially recorded to have been bombed, the wartime ground cover and access to the site is such that should an item have fallen, it is likely that it would not have been seen or reported, and could potentially remain.
- Accordingly, although no positive reference to UXO has been identified, given the aforementioned ground cover, an additional degree of vigilance is recommended for this site. As a result, the risk of on-site contamination is considered to be elevated slightly above the background risk for the area, with an assessed **Low-Medium Risk** from German air-delivered UXO. The risk however is not considered significant enough to warrant pro-active support, although UXO awareness briefings are strongly recommended.
- It should be noted that this risk is considered to apply within and below the wartime ground level of the site, as well as within any areas of 'bomb rubble' should this have been used to infill the canal post-war. A **Low-Risk** is considered within any areas of confirmed post-war fill.

The Risk From Allied UXO

- There is no evidence that the site formerly had any military occupation or usage that could have led to contamination with items of Allied ordnance, such as LSA and SAA. The conditions in which HAA or LAA projectiles may have fallen unnoticed within the site boundary are however analogous to those regarding aerial delivered ordnance.

Post-war Redevelopment

- It is evident that some extensive development has been undertaken both on site and within the surrounding area in post-war years. In particular the canal, earth embankment and footbridge within the site, and the gravel pit to the north of the site has been cleared. The site itself has been redeveloped into a hardstanding yard area, whilst the surrounding area has been developed into a industrial area, open park and golf course.
- The risk of UXO remaining is considered to be mitigated at the location of and down to the depth of any post-war redevelopment on site. For example, the risk from deep buried UXO will only have been mitigated within the volumes of any post-war pile foundations or deep excavations for basement levels. The risk will however remain within virgin geology below and amongst these post-war works, down to the maximum bomb penetration depth.

Recommended Risk Mitigation Measures

The following risk mitigation measures are recommended to support the proposed works at Beaches Yard, West Drayton:

All Works

- UXO Risk Management Plan
- Site Specific UXO Awareness Briefings to all personnel conducting intrusive works.



Glossary

Abbreviation	Definition
AA	Anti-Aircraft
AFS	Auxiliary Fire Service
AP	Anti-Personnel
ARP	Air Raid Precautions
DA	Delay-action
EOC	Explosive Ordnance Clearance
EOD	Explosive Ordnance Disposal
FP	Fire Pot
GM	G Mine (Parachute mine)
HAA	Heavy Anti-Aircraft
HE	High Explosive
IB	Incendiary Bomb
JSEODOC	Joint Services Explosive Ordnance Disposal Operation Centre
LAA	Light Anti-Aircraft
LCC	London County Council
LRRB	Long Range Rocket Bomb (V-2)
LSA	Land Service Ammunition
NFF	National Filling Factory
OB	Oil Bomb
PAC	Pilotless Aircraft (V-1)
PB	Phosphorous Bomb
PM	Parachute Mine
POW	Prisoner Of War
RAF	Royal Air Force
RCAF	Royal Canadian Air Force
RFC	Royal Flying Corps
RNAS	Royal Naval Air Service
ROF	Royal Ordnance Factory
SA	Small Arms
SAA	Small Arms Ammunition
SD2	Anti-personnel "Butterfly Bomb"
SIP	Self-Igniting Phosphorous
U/C	Unclassified bomb
UP	Unrotated Projectile (rocket)
USAAF	United States Army Air Force
UX	Unexploded
UXAA	Unexploded Anti-Aircraft
UXB	Unexploded Bomb
UXO	Unexploded Ordnance
V-1	Flying Bomb (Doodlebug)
V-2	Long Range Rocket
WAAF	Women's Auxiliary Air Force
X	Exploded



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1st Line Defence Limited

Detailed Unexploded Ordnance (UXO) Risk Assessment

Site: Beaches Yard, West Drayton

Client: Harvest Land Management Ltd.

1. Introduction

1.1. Background

1st Line Defence has been commissioned by Harvest Land Management Ltd. to conduct a Detailed Unexploded Ordnance (UXO) Risk Assessment for the works proposed at Beaches Yard West Drayton.

Buried UXO can present a significant risk to construction works and development projects. The discovery of a suspect device during works can cause considerable disruption to operations as well as cause unwanted delays and expense.

UXO in the UK can originate from three principal sources:

1. Munitions resulting from wartime activities including German bombing in WWI and WWII, long range shelling, and defensive activities.
2. Munitions deposited as a result of military training and exercises.
3. Munitions lost, burnt, buried or otherwise discarded either deliberately, accidentally, or ineffectively.

This report will assess the potential factors that may contribute to the risk of UXO contamination. If an elevated risk is identified at the site, this report will recommend appropriate mitigation measures, in order to reduce the risk to as low as is reasonably practicable. Detailed analysis and evidence will be provided to ensure an understanding of the basis for the assessed risk level and any recommendations.

This report complies with the guidelines outlined in CIRIA C681, 'Unexploded Ordnance (UXO) A Guide for the Construction Industry.'



2. Method Statement

2.1. Report Objectives

The aim of this report is to conduct a comprehensive assessment of the potential risk from UXO at Beaches Yard, West Drayton. The report will also recommend appropriate site and work-specific risk mitigation measures to reduce the risk from explosive ordnance during the envisaged works to a level that is as low as reasonably practicable.

2.2. Risk Assessment Process

1st Line Defence has undertaken a five-step process for assessing the risk of UXO contamination:

1. The likelihood that the site was contaminated with UXO.
2. The likelihood that UXO remains on the site.
3. The likelihood that UXO may be encountered during the proposed works.
4. The likelihood that UXO may be initiated.
5. The consequences of initiating or encountering UXO.

In order to address the above, 1st Line Defence has taken into consideration the following factors:

- Evidence of WWI and WWII German aerial delivered bombing as well as the legacy of Allied occupation.
- The nature and conditions of the site during WWII.
- The extent of post-war development and UXO clearance operations on site.
- The scope and nature of the proposed works and the maximum assessed bomb penetration depth.
- The nature of ordnance that may have contaminated the proposed site area.

2.3. Sources of Information

Every reasonable effort has been made to ensure that relevant evidence has been consulted and presented in order to produce a thorough and comprehensible report for the client. To achieve this the following, which includes military records and archive material held in the public domain, have been accessed:

- The National Archives and London Metropolitan Archives.
- Historical mapping datasets.
- Historic England National Monuments Record.
- Relevant information supplied by Harvest Land Management Ltd.
- Available material from 33 Engineer Regiment (EOD) Archive (part of 29 Explosive Ordnance and Disposal and Search Group).
- 1st Line Defence's extensive historical archives, library and UXO geo-datasets.
- Open sources such as published books and internet resources.

Research involved a visit to The National Archives and London Metropolitan Archives.



3. Background to Bombing Records

3.1. General Considerations of Historical Research

This desktop assessment is based largely upon analysis of historical evidence. Every reasonable effort has been made to locate and present significant and pertinent information. 1st Line Defence cannot be held accountable for any changes to the assessed risk level or risk mitigation measures, based on documentation or other data that may come to light at a later date, or which was not available to 1st Line Defence during the production of this report.

It is often problematic and sometimes impossible to verify the completeness and accuracy of WWII-era records. As a consequence, conclusions as to the exact location and nature of a UXO risk can rarely be quantified and are, to a degree, subjective. To counter this, a range of sources have been consulted, presented and analysed. The same methodology is applied to each report during the risk assessment process. 1st Line Defence cannot be held responsible for any inaccuracies or the incompleteness in available historical information.

3.2. German Bombing Records

During WWII, bombing records were generally gathered locally by the police, Air Raid Precaution (ARP) wardens and military personnel. These records typically contained information such as the date, the location, the amount of damage caused and the types of bombs that had fallen during an air raid. This information was made either through direct observation or post-raid surveys. The Ministry of Home Security Bomb Census Organisation would then receive this information, which was plotted onto maps, charts, and tracing sheets by regional technical officers. The collective record set (regional bomb census mapping and locally gathered incidents records) would then be processed and summarised into reports by the Ministry of Home Security Research and Experiments Branch. The latter were tasked with providing the government 'a complete picture of air raid patterns, types of weapons used and damage caused- in particular to strategic services and installations such as railways, shipyards, factories and public utilities.'¹

The quality, detail and nature of record keeping could vary considerably between provincial towns, boroughs and cities. No two areas identically collated or recorded data. While some local authorities maintained records with a methodical approach, sources in certain areas can be considerably more vague, dispersed, and narrower in scope. In addition, the immediate priority was mostly focused on assisting casualties and minimising damage at the time. As a result, some records can be incomplete and contradictory. Furthermore, many records were even damaged or destroyed in subsequent air raids. Records of raids that took place on sparsely or uninhabited areas were often based upon third party or hearsay information and are therefore not always reliable. Whereas records of attacks on military or strategic targets were often maintained separately and have not always survived.

3.3. Allied Records

During WWII, considerable areas of land were requisitioned by the War Office for the purpose of defence, training, munitions production and the construction of airfields. Records relating to military features vary and some may remain censored. Within urban environments datasets will be consulted detailing the location of munition production as well as wartime air and land defences. In rural locations it may be possible to obtain plans of military establishments, such as airfields, as well as training logs, record books, plans and personal memoirs. As with bombing records, every reasonable effort will be made to access records of, and ascertain any evidence of, military land use. However, there are occasions where such evidence is not available, as records may not be accessible, have been lost/destroyed, or simply were not kept in the first place.

¹ <http://www.nationalarchives.gov.uk/help-with-your-research/research-guides/bomb-census-survey-records-1940-1945/>.



4. UK Regulatory Environment and Guidelines

4.1. General

There is no formal obligation requiring a UXO risk assessment to be undertaken for construction projects in the UK, nor is there any specific legislation stipulating the management or mitigation of UXO risk. However, it is implicit in the legislation outlined below that those responsible for intrusive works (archaeology, site investigation, drilling, piling, excavation etc.) should undertake a comprehensive and robust assessment of the potential risks to employees and that mitigation measures are implemented to address any identified hazards.

4.2. CDM Regulations 2015

The Construction (Design and Management) Regulations 2015 (CDM 2015) define the responsibilities of parties involved in the construction of temporary or permanent structures.

The CDM 2015 establishes a duty of care extending from clients, principle co-ordinators, designers, and contractors to those working on, or affected by, a project. Those responsible for construction projects may therefore be accountable for the personal or proprietary loss of third parties, if correct health and safety procedure has not been applied.

Although the CDM does not specifically reference UXO, the risk presented by such items is both within the scope and purpose of the legislation. It is therefore implied that there is an obligation for parties to:

- Provide an appropriate assessment of potential UXO risks at the site (or ensure such an assessment is completed by others).
- Put in place appropriate risk mitigation measures if necessary.
- Supply all parties with information relevant to the risks presented by the project.
- Ensure the preparation of a suitably robust emergency response plan.

4.3. The 1974 Health and Safety at Work etc. Act

All employers have a responsibility under the Health and Safety at Work etc. Act 1974 and the Management of Health and Safety at Work Regulations 1999, to ensure the health and safety of their employees and third parties, so far as is reasonably practicable and conduct suitable and sufficient risk assessments.

**4.4. CIRIA C681**

In 2009, the Construction Industry Research and Information Association (CIRIA) produced a guide to the risk posed by UXO to the UK construction industry (CIRIA C681). CIRIA is a neutral, independent and not-for-profit body, linking organisations with common interests and facilitating a range of collaborative activities that help improve the industry.

The publication provides the UK construction industry with a defined process for the management of risks associated with UXO from WWI and WWII aerial bombardment. It is also broadly applicable to the risks from other forms of UXO that might be encountered. It focuses on construction professionals' needs, particularly if there is a suspected item of UXO on site, and covers issues such as what to expect from a UXO specialist. The guidance also helps clients to fulfil their legal duty under CDM 2015 to provide designers and contractors with project specific health and safety information needed to identify hazards and risks associated with the design and construction work. This report conforms to this CIRIA guidance and to the various recommendations for good practice referenced therein. It is recommended that this document is acquired and studied where possible to allow a better understanding of the background to both the risk assessment process and the UXO issue in the UK in general.

4.5. Additional Legislation

In the event of a casualty resulting from the failure of an employer/client to address the risks relating to UXO, the organisation may be criminally liable under the Corporate Manslaughter and Corporate Homicide Act 2007.



5. The Role of Commercial UXO Contractors and The Authorities

5.1. Commercial UXO Specialists

The role of a UXO Specialist (often referred to as UXO Consultant or UXO Contractor) such as 1st Line Defence, is defined in CIRIA C681 as the provision of expert knowledge and guidance to the client on the most appropriate and cost-effective approach to UXO risk management at a site.

The principal role of UXO Specialists is to provide the client with an appropriate assessment of the risk posed by UXO for a specific project, and identify and carry out suitable methodology for the mitigation of any identified risks to reduce them to an acceptable level.

The requirement for a UXO Specialist should ideally be identified in the initial stages of a project, and it is recommended that this occur prior to the start of any detailed design. This will enable the client to budget for expenditure that may be required to address the risks from UXO, and may enable the project team to identify appropriate techniques to eliminate or reduce potential risks through considered design, without the need for UXO specific mitigation measures. The UXO Specialist should have suitable qualifications, levels of competency and insurances.

Please note 1st Line Defence has the capability to provide a complete range of required UXO risk mitigation services, in order to reduce a risk to as low as reasonably practicable. This can involve the provision of both ground investigation, and where appropriate, UXO clearance services.

5.2. The Authorities

The police have a responsibility to co-ordinate the emergency services in the event of an ordnance-related incident at a construction site. Upon inspection they may impose a safety cordon, order an evacuation, and call the military authorities Joint Services Explosive Ordnance Disposal Operation Centre (JSEODOC) to arrange for investigation and/or disposal. Within the Metropolitan Police Operational Area, SO15 EOD will be tasked to any discovery of suspected UXO. The request for Explosive Officer (Expo) support is well understood and practiced by all Metropolitan Boroughs. The requirement for any additional assets will then be coordinated by the Expo if required.

In the absence of a UXO specialist, police officers will usually employ such precautionary safety measures, thereby causing works to cease, and possibly requiring the evacuation of neighbouring businesses and properties.

The priority given to the police request will depend on the EOD teams' judgement of the nature of the UXO risk, the location, people and assets at risk, as well as the availability of resources. The speed of response varies; authorities may respond immediately or in some cases it may take several days for the item of ordnance to be dealt with. Depending on the on-site risk assessment the item of ordnance may be removed from the site and/or destroyed by a controlled explosion.

Following the removal of an item of UXO, the military authorities will only undertake further investigations or clearances in high-risk situations. If there are regular UXO finds on a site the JSEODOC may not treat each occurrence as an emergency and will recommend the construction company puts in place alternative procedures, such as the appointment of a commercial contractor to manage the situation.



6. The Site

6.1. Site Location and Description

Comprising a hardstanding commercial yard and associated outbuildings, the site is located in Yiewsley, West Drayton, within the London Borough of Hillingdon. Encompassed within a fenced yard, the site is roughly divided into two distinct areas, with the northern section primarily comprising open hardstanding yard, whilst the southern section of the site comprises a number of outbuildings, and temporary structures.

The site is bound by woodland to the north and east, with a golf course situated beyond, further to the east. To the south, the site is bound by Horton Road and industrial premises beyond it, whilst further structures comprising an industrial estate binds the site to the west.

The site is approximately centred on the OS grid reference: **TQ 07135 80389**.

Site location maps are presented in **Annex A**, whilst a recent aerial photograph and site plan are presented in **Annex B** and **Annex C** respectively.

7. Scope of the Proposed Works

7.1. General

Information provided by the client indicates that geophysical works are to be planned for the site. It is additionally understood that the site is expected to house industrial warehousing at a future time.

8. Ground Conditions

8.1. General Geology

The British Geological Survey (BGS) map shows the underlying bedrock geology of the site to comprise the London Clay Formation, clay, silt and sand of the Paleogene Period. Superficial deposits comprising the Lynch Hill Gravel Member of the Quaternary Period.

8.2. Site Specific Geology

Site-specific geotechnical data was not provided by the client during the production of this report.



9. Site History

9.1. Introduction

The purpose of this section is to identify the composition of the site pre and post-WWII. It is important to establish the historical use of the site, as this may indicate the site's relation to potential sources of UXO as well as help with determining factors such as the land use, groundcover, likely frequency of access and signs of bomb damage.

9.2. Ordnance Survey Historical Maps

Relevant historical maps were obtained for this report and are presented in **Annex D**. See below for a summary of the site history shown on acquired mapping.

Post-WWII		
Date	Scale	Description
1938	1:2,500	This map depicts the site in the pre-war period, and shows the site to occupy an area of canal, embankment, a small unnamed structure and several <i>Footbridges</i> over it. The continuing canal extends to the north and east of the site beyond which a large gravel pit and associated earthworks are situated. A roadway is situated to the south of the site, with further areas of canal beyond it. To the west a number of unmarked structures are situated alongside a light gauge railway, beyond which are several semi-detached houses and their gardens.

Post-WWII		
Date	Scale	Description
1965-1966	1:2,500	This map presents the site in the later post-war period. Evidently, the site has changed considerably in this period, with the canals, <i>Footbridge</i> and a section of the embankment on site having been cleared. The extensive gravel pits to the north of the site have also been cleared, with a <i>Sports Ground</i> constructed in their place. To the west the light gauge railway and unnamed structures appear to have been cleared, whilst both a <i>Depot</i> and <i>Works</i> have been constructed in their place. To the south another <i>Works</i> structure has been constructed, whilst the roadway directly south of the site has now been named, <i>Horton Road</i> .



9.3. Pre-WWII Photography of the Site

Pre-WWII oblique photography has been obtained from the Aerofilms collection available from *Britain From Above*. This imagery provides a view of the site in 1932 (see **Annex E**). See below for a description:

Date of Photograph	Comments
1932	<p>This image captures the site from the south-west in the pre-war period. The site visibly occupies an area of the canal, its embankment, rough open ground and part of a footbridge over the canal. To the north, the rough area of disturbed ground comprising the gravel pits can be seen, although the full extent of the gravel pits is further north, out of shot.</p> <p>To the south a boathouse like structure spanning the canal can be seen, whilst a number of small industrial outbuildings can be seen to the west, alongside a rough area of open ground.</p>

9.4. Liddalls/Eastwood Dock and Yiewsley Gravel Pits

Both OS mapping and anecdotal information indicates that the site was located within one of the many docks branching off from the Grand Union Canal in Yiewsley, Liddalls Dock (later Eastwood's Dock). According to anecdotal evidence, this dock was constructed in the 1890s to provide transportation to and from the gravel pits to the north of the site, and was active until the gravel pits had been exhausted in the late 1930s.² Although little confirmatory evidence could be found, it is understood that the canal and dock occupying part of the site was disused preceding and following WWII, and was infilled sometime in the 1960s, although the precise date of this could not be identified within available records. By the mid-1960s the dock and gravel pit had been completely infilled and redeveloped into parkland and industrial areas.

² <https://www.canalworld.net/forums/index.php?/topic/94776-canal-carriers-working-in-the-brickfields/>



10. Introduction to German Aerial Delivered Ordnance

10.1. General

During WWI and WWII, the UK was subjected to bombing which often resulted in extensive damage to city centres, docks, rail infrastructure and industrial areas. The poor accuracy of WWII targeting technology and the nature of bombing techniques often resulted in neighbouring areas to targets sustaining collateral damage.

In addition to raids which concentrated on specific targets, indiscriminate bombing of large areas also took place. This occurred most prominently in the London 'Blitz', though affected many other towns and cities. As discussed in the following sections, a proportion of the bombs dropped on the UK did not detonate as designed. Although extensive efforts were made to locate and deal with these UXBs at the time, many still remain buried and can present a potential risk to construction projects.

The main focus of research for this section of the report will concern German aerial delivered ordnance dropped during WWII, although WWI bombing will also be considered.

10.2. Generic Types of WWII German Aerial Delivered Ordnance

To provide an informed assessment of the hazards posed by any items of unexploded ordnance that may remain in situ on site, the table below provides information on the types of German aerial delivered ordnance most commonly used by the Luftwaffe during WWII. Images and brief summaries of the characteristics of these items of ordnance are listed in **Appendices i-iii**.

Generic Types of WWII German Aerial Delivered Ordnance		
Type	Frequency	Likelihood of detection
High Explosive (HE) bombs	In terms of weight of ordnance dropped, HE bombs were the most frequently deployed by the Luftwaffe during WWII.	Although efforts were made to identify the presence of unexploded ordnance following an air raid, often the damage and destruction caused by detonated bombs made observation of UXB entry holes impossible. The entry hole of an unexploded bomb can be as little as 20cm in diameter and was easily overlooked in certain ground conditions (see Annex F). Furthermore, ARP documents describe the danger of assuming that damage, actually caused by a large UXB, was due to an exploded smaller bomb. UXBs therefore present the greatest risk to present-day intrusive works.
1kg Incendiary bombs (IB)	In terms of the number of weapons dropped, small IBs were the most numerous. Millions of these were dropped throughout WWII.	IBs had very limited penetration capability and in urban areas would often have been located in post-raid surveys. If they failed to initiate and fell in water, on soft vegetated ground, or bombed rubble, they could easily go unnoticed.
Large Incendiary bombs (IB)	These were not as common as the 1kg IBs, although they were more frequently deployed than PMs and AP bomblets.	If large IBs did penetrate the ground, complete combustion did not always occur and in such cases they could remain a risk to intrusive works.
Aerial or Parachute mines (PM)	These were deployed less frequently than HE and IBs due to size, cost and the difficulty of deployment.	If functioning correctly, PMs would generally have had a slow rate of descent and were very unlikely to have penetrated the ground. Where the parachute failed, mines would have simply shattered on impact if the main charge failed to explode. There have been extreme cases when these items have been found unexploded. However, in these scenarios, the ground was either extremely soft or the munition fell into water.
Anti-personnel (AP) bomblets	These were not commonly used and are generally considered to pose a low risk to most works in the UK.	SD2 bomblets were packed into containers holding between 6 and 108 submunitions. They had little ground penetration ability and should have been located by the post-raid survey unless they fell into water, dense vegetation or bomb rubble.



10.3. Failure Rate of German Aerial Delivered Ordnance

It has been estimated that 10% of WWII German aerial delivered HE bombs failed to explode as designed. Reasons for why such weapons might have failed to function as designed include:

- Malfunction of the fuze or gain mechanism (manufacturing fault, sabotage by forced labour or faulty installation).
- Many were fitted with a clockwork mechanism that could become immobilised on impact.
- Failure of the bomber aircraft to arm the bombs due to human error or an equipment defect.
- Jettisoning the bomb before it was armed or from a very low altitude. This most likely occurred if the bomber aircraft was under attack or crashing.

From 1940 to 1945, bomb disposal teams reportedly dealt with a total of 50,000 explosive items of 50kg, over 7,000 anti-aircraft projectiles and 300,000 beach mines. Unexploded ordnance is still regularly encountered across the UK, see press articles in **Annex G**.

10.4. UXB Ground Penetration

An important consideration when assessing the risk from a UXB is the likely maximum depth of burial. There are several factors which determine the depth that an unexploded bomb will penetrate:

- Mass and shape of bomb.
- Height of release.
- Velocity and angle of bomb.
- Nature of the ground cover.
- Underlying geology.

Geology is perhaps the most important variable. If the ground is soft, there is a greater potential of deeper penetration. For example, peat and alluvium are easier to penetrate than gravel and sand, whereas layers of hard strata will significantly retard and may stop the trajectory of a UXB.

10.4.1. The J-Curve Effect Principle

J-curve is the term used to describe the characteristic curve commonly followed by an aerial delivered bomb dropped from height after it penetrates the ground. Typically, as the bomb is slowed by its passage through underlying soils, its trajectory curves towards the surface. Many UXBs are found with their nose cone pointing upwards as a result of this effect. More importantly, however, is the resulting horizontal offset from the point of entry. This is typically a distance of about one third of the bomb's penetration depth, but can be higher in certain conditions (see **Annex F**).

10.4.2. WWII UXB Ground Penetration Studies

During WWII the Ministry of Home Security undertook a major study on actual bomb penetration depths, carrying out statistical analysis on the measured depths of 1,328 bombs as reported by bomb disposal (BD) teams. Conclusions were drawn predicting the likely average and maximum depths of penetration of different sized bombs in different geological strata.

For example, the largest common German bomb (500kg) had a likely concluded penetration depth of 6m in sand or gravel but 11m in clay. The maximum observed depth for a 500kg bomb was 11.4m and for a 1,000kg bomb 12.8m. Theoretical calculations suggested that significantly greater penetration depths were probable.



10.4.3. Site Specific Bomb Penetration Considerations

When considering an assessment of the bomb penetration at the site of proposed works the following parameters have been used:

- WWII geology – London Clay Formation.
- Impact angle and velocity – 10-15° from vertical and 270 metres per second.
- Bomb mass and configuration – The 500kg SC HE bomb, without retarder units or armour piercing nose (this was the largest of the common bombs used against Britain).

It has not been possible to determine maximum bomb penetration capabilities at this stage due to the limitations of site-specific geotechnical information provided for the purpose of this report. An assessment can be made once further information becomes available or by an UXO Specialist on-site.

10.5. V-Weapons

Hitler's 'V-weapon' campaign began from mid-1944. It used newly developed unmanned cruise missiles and rockets. The V-1, known as the *flying bomb* or *pilotless aircraft*, and the V-2, a long range rocket, were launched from bases in Germany and occupied Europe. A total of 2,419 V-1s and 517 V-2s were recorded in the London Civil Defence region alone.

Although these weapons caused considerable damage, their relatively low numbers allowed accurate records of strikes to be maintained. These records have mostly survived. There is a negligible risk from unexploded V-weapons on land today. Even if the 1,000kg warhead failed to explode, the weapons are so large that they would have been observed and dealt with at the time. Therefore, V-weapons are referenced in this report not as a viable risk factor, but primarily in order to help account for evidence of damage and clearance reported.

As such, the risk from unexploded V-weapons is therefore considered negligible and will not be further addressed in this report.



11. The Likelihood of Contamination from German Aerial Delivered UXBs

11.1. World War I

During WWI Britain was targeted and bombed by Zeppelin Airships as well as Gotha and Giant fixed-wing aircraft. The objective of these raids was to unnerve the British public, to destroy strategic targets and to ultimately attempt to coerce Britain's capitulation from the war. A WWI map of air raids and naval bombardments across the UK was consulted, see **Annex H**. This source does not record any WWI bombing incidents to have affected the site area or West Drayton.

WWI bombs were generally smaller and dropped from a lower altitude than those used in WWII. This resulted in limited UXB penetration depths. Aerial bombing was often such a novelty at the time that it attracted public interest and even spectators to watch the raids in progress. For these reasons there is a limited risk that UXBs passed undiscovered in the urban environment. When combined with the relative infrequency of attacks and an overall low bombing density, the risk from WWI UXBs is considered low and will not be further addressed in this report.

11.2. World War II Bombing of the Urban District of Yiewsley and West Drayton

The Luftwaffe's main objective for the attacks on Britain was to inhibit the country's economic and military capability. To achieve this they targeted airfields, depots, docks, warehouses, wharves, railway lines, factories, and power stations. As the war progressed the Luftwaffe bombing campaign expanded to include the indiscriminate bombing of civilian areas in an attempt to subvert public morale.

During WWII the site was located within the Urban District of Yiewsley and West Drayton, which sustained an overall low density of bombing according to official Home Office bombing statistics. This can primarily be attributed to the small size of the district, its location to the west of Central London, as well as the relative distance between the district and strategic Luftwaffe targets, the closest of which was 3.5km to the north (presented in **Annex J**). Despite these factors, Yiewsley West Drayton was subject to some bombing, as part of the concentrated and indiscriminate bombing of London, as well as any opportunist raids by bombers who had overshot their targets or were looking to ditch their ordnance to hasten their return in a 'tip and run' raid.

Records of bombing incidents in the civilian areas of the district were typically collected by Air Raid Precautions wardens and collated by Civil Defence personnel. Some other organisations, such as port and railway authorities, maintained separate records. Records would be in the form of typed or hand written incident notes, maps and statistics. Bombing data was carefully analysed, not only due to the requirement to identify those parts of the country most needing assistance, but also in an attempt to find patterns in the Germans' bombing strategy in order to predict where future raids might take place.

Records of bombing incidents are presented in the following sections.



11.3. WWII Home Office Bombing Statistics

The following table summarises the quantity of German aerial delivered bombs (excluding 1kg incendiaries and anti-personnel bombs) dropped on the Urban District of Yiewsley and West Drayton between 1940 and 1945.

Record of German Ordnance Dropped on the Urban District of Yiewsley and West Drayton	
Area Acreage	
	5,277
Weapons	High Explosive bombs (all types)
	114
	Parachute mines
	0
	Oil bombs
	4
	Phosphorus bombs
	13
	Fire pots
	0
	Pilotless aircraft (V-1)
	3
	Long range rocket bombs (V-2)
	1
	Total
	135
	Number of Items per 1,000 acres
	25.6

Source: Home Office Statistics

This table does not include UXO found during or after WWII.

Detailed records of the quantity and locations of the 1kg incendiary and anti-personnel bombs were not routinely maintained by the authorities as they were frequently too numerous to record. Although the risk relating to IBs is lesser than that relating to larger HE bombs, they were similarly designed to inflict damage and injury. Anti-personnel bombs were used in much smaller quantities and are rarely found today but are potentially more dangerous. Although Home Office statistics did not record these types of ordnance, both should not be overlooked when assessing the general risk to personnel and equipment.

11.4. London Civil Defence Region Bomb Census Maps

During WWII, the ARP Department within the Research and Experiments Branch of the Ministry of Home Security produced both consolidated and weekly bomb census maps for the London Civil Defence Region, as well as census mapping of V-1 pilotless aircraft. These maps collectively show the approximate locations of bombs, mines and rockets dropped in the region. The site area was checked on each available map sheet. Those showing bomb incidents on and in the immediate vicinity of the site are discussed below and are presented in **Annex K**.

Consolidated London Bomb Census Maps – Annex K1	
Date Range	Comments
Night Bombing up to 7 th October 1940	This map does not record any bombs to have fallen within the site or within close proximity to it.

Weekly London Bomb Census Maps – Annex K2	
Date Range	Comments
21 st – 28 th October 1940	This map does not highlight any bombs to have affected the site itself, however a bomb is recorded to have fallen some 400m to the north-west of the site beyond the gravel pits.



V-1 Pilotless Flying Bomb Census Map – Annex L	
Date Range	Comments
1944-45	The closest recorded V1 was located over 1km to the south-west of the site, in the vicinity of The Green, in the south of West Drayton.

11.5. London Bomb Census Reports

Bomb census reports compiled by the Research and Experiments Branch of the Ministry of Home Security during WWII were consulted at The National Archives. These reports recorded information such as the date, time, type and damage caused by bomb incidents for a selected time period in the region and are therefore not often comprehensive.

Whilst these records were consulted, no reference to the site could or surrounding area could be found. It should be noted that these records only cover the period between 1941 and 1945, and no incidents in 1940 are present.

11.6. Yiewsley and West Drayton Air Raid Damage Files

Written ARP Incident Records were obtained from London Metropolitan Archives. This record was compiled by local Air Raid Precaution (ARP) personnel and volunteers during the war and records the location, date and time of bombing raids, as well as the types of bomb used and the damage caused.

This record set was checked, and no references to the site were found within it.

11.7. MCC Log Book of Air Raid Incidents

A written incident log relating to air raid incidents throughout the Middlesex area of the London Civil Defence Region was obtained from the London Metropolitan Archives. This log details the approximate date, location and resultant damage from major air raid incidents across the county, and as a result is not anticipated to be comprehensive for all incidents. Furthermore, whilst this record set was consulted, no reference to the site or surrounding area could be found.

11.8. Middlesex County Council War Damage Map

Map sheets compiled by Middlesex County Council (MCC) showing the extent of wartime bomb damage over the area of the site were consulted at London Metropolitan Archives.

It should be highlighted that this source only records the following damage categories: 'Category 1: Total damage, building to be demolished', 'Category 2: Some repairs possible, but could become Cat 1' and 'Category 3: Borderline areas, uncertain whether repairs possible, might have to be demolished'. The lesser damage categories, such as seriously damaged but repairable at cost and general blast damage, were not used.

Unfortunately, the area of the site is situated within an area of MCC mapping that has been damaged or lost, so no assessment of this record in consideration of the site could be made.



11.9. WWII-Era Aerial Photography

WWII-era aerial photography for the site area was obtained from the National Monuments Record Office (Historic England). This photography provides a record of the potential composition of the site during the war, as well as its condition immediately following the war (see Annex M).

WWII-Era Aerial Photography	
Date	Description
29 th January 1946	This image depicts the site in the immediate post-war period. The site appears to be located within much the same terrain as it did pre-war, comprising a section of the canal, its embankment and footbridge. A footpath is visible within the eastern section of the site, whilst a small structure can be seen on the canal bank within the west of the site. Although no obvious signs of cratering or blast damage can be seen within the site or its surrounds, it is evident from this image that the open areas across the site were rough areas of disturbed and vegetated ground, making any bomb damage hard to differentiate.
8 th August 1948	This image shows the site and its surrounds in the later post-war period. Taken in the summer this image particularly highlights the extensive vegetation surrounding the canal and across the site. The composition of the site however appears to have remained the same, with no obvious signs of development visible.

11.10. Abandoned Bombs

A post air-raid survey of buildings, facilities, and installations would have included a search for evidence of bomb entry holes. If evidence of an entry hole was encountered, Bomb Disposal Officer Teams would normally have been requested to attempt to locate, render safe, and dispose of the bomb. Occasionally, evidence of UXBS was discovered but due to a relatively benign position, access problems, or a shortage of resources the UXB could not be exposed and rendered safe. Such an incident may have been recorded and noted as an 'abandoned bomb'.

Given the inaccuracy of WWII records, and the fact that these bombs were 'abandoned', their locations cannot be considered definitive or the lists exhaustive. The MoD states that 'action to make the devices safe would be taken only if it was thought they were unstable'. It should be noted that other than the 'officially' abandoned bombs, there will inevitably be UXBS that were never recorded.

1st Line Defence holds no records of officially registered abandoned bombs at or near the site of the proposed works.

11.11. Bomb Disposal Tasks

The information service from the Explosive Ordnance Disposal (EOD) Archive Information Office at 33 Engineer Regiment (now part of 29 EOD & Search Group) is currently facing considerable delay. It has therefore not been possible to include any updated official information regarding bomb disposal/clearance tasks with regards to this site. A database of known disposal/clearance tasks has been referred to which does not make reference to such instances occurring within the site of proposed works. If any relevant information is received at a later date, Harvest Land Management Ltd. will be advised.



11.12. Evaluation of German Aerial Delivered UXO Records

Factors	Conclusion
Density of Bombing <i>It is important to consider the bombing density when assessing the possibility that UXBs remain in an area. High bombing density could allow for error in record keeping due to extreme damage caused to the area.</i>	<p>During WWII, the site was located within the Urban District of Yiewsley and West Drayton. This district is recorded to have sustained an overall low density of bombing with just 135 bombs recorded across the 5,277 acres of the district. This can primarily be attributed to the position of the site in relation to central London as well as the relative lack of strategic targets in the area.</p> <p>The local bombing density appears to parallel this, with no bombs plotted within the site or its close proximity. The closest bomb is recorded to have fallen some 400m to the north-west of the site within open ground.</p>
Damage <i>If buildings or structures on a site sustained bomb or fire damage, any resulting rubble and debris could have obscured the entry holes of unexploded bombs dropped during the same or later raids. Similarly, a high explosive bomb strike in an area of open agricultural land will have caused soil disturbance, increasing the risk that a UXB entry hole would be overlooked.</i>	<p>Owing to the lack of MCC war damage mapping, and the relative lack of structures on site, it has not been possible to comprehensively assess the site with respect to officially recorded damage.</p> <p>Aerial views of the site from both 1946 and 1948 do not present any obvious signs of cratering or blast damage, however any signs of damage would be difficult to discern considering the rough disturbed ground present across much of the site. Additionally the canal itself, comprising deep water, would serve to obscure any signs of damage to the dock walls or bed.</p>
Ground Cover <i>The nature of the ground cover present during WWII would have a substantial influence on any visual indication that may indicate UXO being present.</i>	<p>Comprising a mixture of rough earthen embankment, canal and a small structure on the canal's western bank, the ground cover across the site is predominantly unconducive to the observation of UXO.</p> <p>Indeed, open areas including the canal embankment and vegetated areas in the east of the site can present unfavourable conditions for the observation of UXB entry holes. This is owing to the potential for soft ground, growing vegetation and rainfall to obscure entry holes, the smallest of which can be as little as 20cm in diameter for a 50kg bomb.</p> <p>Additionally, the observation afforded by deep water within the canal areas of the site is considered to be even more limited. This coupled with the potential silt and mud on the bed of the canal presents the possibility that UXO may have fallen and remained unobserved within these areas.</p>
Access Frequency <i>UXO in locations where access was irregular would have a greater chance of passing unnoticed than at those that were regularly occupied. The importance of a site to the war effort is also an important consideration as such sites are likely to have been both frequently visited and subject to post- raid checks for evidence of UXO.</i>	<p>At the start of WWII the site was positioned within an area of disused canal, earthen embankment and a footbridge. Access on site during this time is difficult to discern but is considered to have been restricted to passers-by on the footbridge, nearby road and any recreational access, which may have been infrequent and limited.</p> <p>Based on the lack of recorded bombing and damage within the site, this degree of access is considered unlikely to have reduced significantly, however it is unlikely to have improved, remaining infrequent. As such, it is possible that an item of UXO could have fallen within the site and remained both unobserved and unreported.</p>
Bomb Failure Rate	<p>There is no evidence to suggest that the bomb failure rate in the locality of the site would have been dissimilar to the 10% normally used.</p>



Abandoned Bombs	1 st Line Defence holds no records of abandoned bombs at or within the site vicinity.
Bombing Decoy sites	1 st Line Defence could find no evidence of bombing decoy sites within the site vicinity.
Bomb Disposal Tasks	1 st Line Defence could find no evidence of bomb disposal tasks within the site boundary and immediate area.



12. Introduction to Allied Ordnance

12.1. General

Many areas across the UK may be at risk from Allied UXO because of both wartime and peacetime military use. Typical military activities and uses that may have led to a legacy of military UXO at a site include former minefields, home guard positions, anti-aircraft emplacements, training and firing ranges, military camps, as well as weapons manufacture and storage areas.

Although land formerly used by the military was usually subject to clearance before returned to civilian use, items of UXO are sometimes discovered and can present a potential risk to construction projects.

It should be highlighted that there is no evidence that the site formerly had any military occupation or usage that could have led to contamination with such items of Allied ordnance. Despite this, urban areas, such as the location of the site, can be at risk from buried unexploded anti-aircraft projectiles fired during WWII – as addressed below.

12.2. Defending the UK From Aerial Attack

During WWII the War Office employed a number of defence tactics against the Luftwaffe from bombing major towns, cities, manufacturing areas, ports and airfields. These can be divided into passive and active defences (examples are provided in the table below).

Active Defences	Passive Defences
<ul style="list-style-type: none">Anti-aircraft gun emplacements to engage enemy aircraft.Fighter aircraft to act as interceptors.Rockets and missiles were used later during WWII.	<ul style="list-style-type: none">Blackouts and camouflaging to hinder the identification of Luftwaffe targets.Decoy sites were located away from targets and used dummy buildings and lighting to replicate urban, military, or industrial areas.Barrage balloons forced enemy aircraft to greater altitudes.Searchlights were often used to track and divert adversary bomber crews during night raids.

Active defences such as anti-aircraft artillery present a greater risk of UXO contamination than passive defences. Unexploded ordnance resulting from dogfights and fighter interceptors is rarely encountered and difficult to accurately qualify.



12.2.1. Anti-Aircraft Artillery (AAA)

During WWII three main types of gun sites existed: heavy anti-aircraft (HAA), light anti-aircraft (LAA) and 'Z' batteries (ZAA). If the projectiles and rockets fired from these guns failed to explode or strike an aircraft they would descend back to land. The table below provides further information on the operation and ordnance associated with these type of weapons.

Anti-Aircraft Artillery				
Item	Description			
HAA	These large calibre guns such as the 3.7" QF (Quick Firing) were used to engage high flying enemy bombers. They often fired large HE projectiles, which were usually initiated by integral fuzes, triggered by impact, area, time delay or a combination of aforementioned mechanisms.			
LAA	These mobile guns were intended to engage fast, low flying aircraft. They were typically rotated between locations on the perimeters of towns and strategically important industrial works. As they could be moved to new positions with relative ease when required, records of their locations are limited. The most numerous of these were the 40mm Bofors gun which could fire up to 120 x 40mm HE projectiles per minute to over 1,800m.			
Variations in HAA and LSA Ammunition	Gun type	Calibre	Shell Weight	Shell Dimensions
	3.0 Inch	76mm	7.3kg	76mm x 356mm
	3.7 Inch	94mm	12.7kg	94mm x 438mm
	4.5 Inch	114mm	24.7kg	114mm x 578mm
	40mm	40mm	0.9kg	40mm x 311mm
Z-AA	The three inch unrotated rocket/projectile known as the UP-3 had initially been developed for the Royal Navy. The UP-3 was also used in ground-based single and 128-round launchers known as "Z" batteries. The rocket, containing a high explosive warhead was often propelled by cordite.			

The conditions in which anti-aircraft projectiles may have fallen unnoticed within a site area are analogous to those regarding aerial delivered ordnance. Unexploded anti-aircraft projectiles could essentially have fallen indiscriminately anywhere within range of the guns. The chance of such items being observed, reported and removed during the war depends on factors such as land use, ground cover, damage and frequency of access – the same factors that govern whether evidence of a UXB is likely to have been noted. More information about these factors with regards to this particular site can be found in the German Aerial Delivered Ordnance section of this report.

Illustrations of Anti-Aircraft artillery, projectiles and rockets are presented at **Appendix viii**.



13. The Likelihood of Contamination from Allied Ordnance

13.1. Introduction

There are several factors that may serve to either affirm, increase, or decrease the level of risk within a site with a history of military usage. Such factors are typically dependent upon the proximity of the proposed area of works to training activities, munition productions and storage, as well as its function across the years.

This section will examine the history of the proposed site and assess to what degree, if any, the site could have become contaminated as a result of the military use of the surrounding area.



13.2. Evaluation of Contamination Risk from Allied UXO

1st Line Defence has considered the following potential sources of Allied ordnance contamination:

Sources of Allied UXO Contamination	Conclusion
Military Camps <i>Military camps present an elevated risk from ordnance simply due to the large military presence and likelihood of associated live ordnance training.</i>	1 st Line Defence could find no evidence of a military camp within the site.
Anti-Aircraft Defences <i>Anti-Aircraft defences were employed across the country. Proximity to anti-aircraft defences increases the chance of encountering AA projectiles.</i>	1 st Line Defence could find no evidence of Anti-Aircraft defences such as a HAA or LAA gun emplacement occupying or bordering the site. The closest HAA was located approximately 1.7km north-east of the site, in the vicinity of West Drayton. Despite this distance the maximum effective range of an AA projectile can be up to 15km. The conditions in which HAA or LAA projectiles may have fallen unnoticed within a site footprint are analogous to those regarding German aerial delivered ordnance.
Home Guard Activity <i>The Home Guard regularly undertook training and ordnance practice in open areas, as well as burying ordnance as part of anti-invasion defences.</i>	Evidence of Home Guard activity is often difficult to locate, owing to the ad-hoc nature of Home Guard activity within each local area. Such training was often conducted on a small scale at the discretion of individual commanders and as such was seldom recorded officially. As such, no positive evidence could be found to confirm the presence of HG units within proximity to the site.
Defensive Positions <i>Defensive positions suggest the presence of military activity, which is often indicative of ordnance storage, usage or disposal.</i>	There is no evidence of any pillbox, emplacement or other defensive features formerly located on or bordering the site footprint.
Training or firing ranges <i>Areas of ordnance training saw historical ordnance usage in large numbers, often with inadequate disposal of expended and live items. The presence of these ranges significantly impact on the risk of encountering items of ordnance in their vicinity.</i>	No evidence of training or firing ranges could be found within the site or surrounding area.
Defensive Minefields <i>Minefields were placed in strategic areas to defend the country in the event of a German invasion. Minefields were not always cleared with an appropriate level of vigilance.</i>	There is no evidence of defensive minefields affecting the site.
Ordnance Manufacture <i>Ordnance manufacture indicates an increased chance that items of ordnance were stored, or disposed of, within a location.</i>	No information of ordnance being stored, produced, or disposed of within the proposed site could be found.



Military Related Airfields

Military airfields present an elevated risk from ordnance simply due to the large military presence and likelihood of associated live ordnance training or bombing practice.

The site was not situated within the perimeters or vicinity of a military airfield.



14. The Likelihood of UXO Contamination Summary

The following table assesses the likelihood that the site was contaminated by items of German aerial delivered and Allied ordnance. Factors such as the risk of UXO initiation, remaining, and encountering will be discussed later in the report.

UXO Contamination Summary	
Quality of the Historical Record	<p>research has evaluated pre- and post-WWII Ordnance Survey maps, Luftwaffe reconnaissance imagery, 1932 oblique imagery, Ministry of Home Security bomb census reports, Yiewsley air raid damage reports, MCC air raid incident logs, MCC war damage mapping, RAF aerial photography, Home Office statistics, written sources and in-house records.</p> <p>The record set is of generally mixed quality. Whilst some elements including the pictorial record for the site are relatively complete, the lack of damage records, particularly the lack of MCC mapping is concerning. Indeed, the local record set is especially limited, likely owing to the relatively low volume of incidents in the borough.</p>
German Aerial Delivered Ordnance	<ul style="list-style-type: none">During WWII, the site was located within the Urban District of Yiewsley and West Drayton. This district was subject to an overall low density of bombing, with just 135 bombs recorded across the 5,277 acres of the district. This can primarily be attributed to the location of the district, some distance from central London, as well as the relative lack of strategic Luftwaffe targets.Available bomb mapping indicates that no bombs are officially recorded to have struck the site or its immediate surrounding area, with the closest strike plotted some 600m to the north-west. This corresponds with available written records, which do not reference the site or its environs.Owing to the lack of MCC war damage mapping, and the lack of structures within the site, it has not been possible to assess any officially recorded damage to the site. A visual comparison of post-war aerial imagery, from 1946 and 1948 do not highlight obvious cratering or blast damage, however owing to the rough terrain and water occupying the site, such features would be difficult to discern.Indeed, the rough embankment canal and vegetated areas occupying the site are perhaps the most concerning features of the site. Individually and collectively, these areas represent some of the worst ground conditions for the detection of UXO, with soft soil, vegetation and deep water all providing very limited visibility should a UXB have fallen within the site.Coupled with the anticipated limited access within the site; which being disused is unlikely to have seen post-raid inspections, presents conditions in which an item of UXO would have been unlikely to have been spotted and reported, should it have fallen.Based on these factors, whilst the site is not officially recorded to have been bombed, the wartime ground cover and access to the site is such that should an item have fallen, it is likely that it would not have been seen or reported, and could potentially remain.Accordingly, although no positive reference to UXO has been identified, given the aforementioned ground cover, an additional degree of vigilance is recommended for this site. As a result, the risk of on-site contamination is considered to be elevated slightly above the background risk for the area, with an assessed Low-Medium Risk from German air-delivered UXO. The risk however is not considered significant enough to warrant pro-active support, although UXO awareness briefings are strongly recommended.It should be noted that this risk is considered to apply within and below the wartime ground level of the site, as well as within any areas of 'bomb rubble' should this have been used to infill the canal post-war. A Low-Risk is considered within any areas of confirmed post-war fill.



Allied Ordnance	<ul style="list-style-type: none">• There is no evidence that the site formerly had any military occupation or usage that could have led to contamination with items of Allied ordnance, such as LSA and SAA. The conditions in which HAA or LAA projectiles may have fallen unnoticed within the site boundary are however analogous to those regarding aerial delivered ordnance.
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15. The Likelihood that UXO Remains

15.1. Introduction

It is important to consider the extent to which any explosive ordnance clearance (EOC) activities or extensive ground works have occurred on site. This may indicate previous ordnance contamination or reduce the risk that ordnance remains undiscovered.

15.2. UXO Clearance

1st Line Defence has found no evidence in the public domain or within internal records that any official ordnance clearance operations have taken place on site. Note however that we have not received confirmation of this fact from the 33 EOD Regiment Archive (now part of 29 EOD & Search Group). It should also be noted that in addition to 29 EOD & Search Group archival information, 1st Line Defence also do not currently have access to data that may be relevant including 5131(BD)SQN Archive, SD Training Technical Advisory Section (TAS) and MACA Records (bomb disposal callouts).

If such information is available at a later date, it is recommended that it be reviewed as it will assist with understanding both levels and types of contamination likely to be present, and may indicate risk reduction in certain areas.

15.3. Post-War Redevelopment

It is evident that some extensive development has been undertaken both on site and within the surrounding area in post-war years. In particular the canal, earth embankment and footbridge within the site, and the gravel pit to the north of the site has been cleared. The site itself has been redeveloped into a hardstanding yard area, whilst the surrounding area has been developed into a industrial area, open park and golf course.

The risk of UXO remaining is considered to be mitigated at the location of and down to the depth of any post-war redevelopment on site. For example, the risk from deep buried UXO will only have been mitigated within the volumes of any post-war pile foundations or deep excavations for basement levels. The risk will however remain within virgin geology below and amongst these post-war works, down to the maximum bomb penetration depth.



16. The Likelihood of UXO Encounter

16.1. Introduction

For UXO to pose a risk at a site, there should be a means by which any potential UXO might be encountered on that site.

The likelihood of encountering UXO on the site of proposed works would depend on various factors, such as the type of UXO that might be present and the intrusive works planned on site. In most cases, UXO is more likely to be present below surface (buried) than on surface.

In general, the greater the extent and depth of intrusive works, the greater the risk of encountering. The most likely scenarios under which items of UXO could be encountered during construction works is during piling, drilling operations or bulk excavations for basement levels. The overall risk will depend on the extent of the works, such as the numbers of boreholes/piles (if required) and the volume of the excavations.

Generally speaking, the risk of encountering any type of UXO will be minimal for any works planned within the footprint and down to the depth of post-war foundations and excavations.

16.2. Encountering Aerial Delivered Ordnance

Since an aerial delivered bomb may come to rest at any depth between just below ground level and its maximum penetration depth, there is a chance that such an item (if present) could be encountered during shallow excavations (for services or site investigations) into the original WWII ground level as well as at depth.



17. The Likelihood of UXO Initiation

17.1. Introduction

UXO does not spontaneously explode. Older UXO devices will require an external event/energy to create the conditions for detonation to occur. The likelihood that a device will function can depend on a number of factors including the type of weaponry, its age and the amount of energy it is struck with.

17.2. Initiating Aerial Delivered Ordnance

Unexploded bombs do not spontaneously explode. All high explosive filling requires significant energy to create the conditions for detonation to occur.

In recent decades, there have been a number of incidents in Europe where Allied UXBs have detonated, and incidents where fatalities have resulted. There have been several hypotheses as to the reason why the issue is more prevalent in mainland Europe – reasons could include the significantly greater number of bombs dropped by the Allied forces on occupied Europe, the preferred use by the Allies of mechanical rather than electrical fuzes, and perhaps just good fortune. The risk from UXO in the UK is also being treated very seriously in many sectors of the construction industry, and proactive risk mitigation efforts will also have affected the lack of detonations in the UK.

There are certain construction activities which make initiation more likely, and several potential initiation mechanisms must be considered:

UXB Initiation	
Direct Impact	Unless the fuze or fuze pocket is struck, there needs to be a significant impact e.g. from piling or large and violent mechanical excavation, onto the main body of the weapon to initiate a buried iron bomb. Such violent action can cause the bomb to detonate.
Re-starting the Clock	A small proportion of German WWII bombs employed clockwork fuzes. It is probable that significant corrosion would have taken place within the fuze mechanism over the last 70+ years that would prevent clockwork mechanisms from functioning. Nevertheless, it was reported that the clockwork fuze in a UXB dealt with by 33 EOD Regiment in Surrey in 2002 did re-start.
Friction Impact	The most likely scenario resulting in the detonation of a UXB is friction impact initiating the shock-sensitive fuze explosive. The combined effects of seasonal changes in temperature and general degradation over time can cause explosive compounds to crystallise and extrude out from the main body of the bomb. It may only require a limited amount of energy to initiate the extruded explosive which could detonate the main charge.



18. Consequences of Initiation/Encounter

18.1. Introduction

The repercussions of the inadvertent detonation of UXO during intrusive ground works, or if an item or ordnance is interfered with or disturbed, are potentially profound, both in terms of human and financial cost. A serious risk to life and limb, damage to plant and total site shutdown during follow-up investigations are potential outcomes. However, if appropriate risk mitigation measures are put in place, the chances of initiating an item of UXO during ground works is comparatively low.

The consequences of encountering UXO can be particularly notable in the case of high-profile sites (such as airports and train stations) where it is necessary to evacuate the public from the surrounding area. A site may be closed for anything from a few hours to a week with potentially significant cost in lost time. It should be noted that even the discovery of suspected or possible item of UXO during intrusive works (if handled solely through the authorities), may also involve significant loss of production.

18.2. Consequences of Detonation

When considering the potential consequences of a detonation, it is necessary to identify the significant receptors that may be affected. The receptors that may potentially be at risk from a UXO detonation on a construction site will vary depending on the site specific conditions but can be summarised as follows:

- People – site workers, local residents and general public.
- Plant and equipment – construction plant on site.
- Services – subsurface gas, electricity, telecommunications.
- Structures – not only visible damage to above ground buildings, but potentially damage to foundations and the weakening of support structures.
- Environment – introduction of potentially contaminating materials.



19. 1st Line Defence Risk Assessment

19.1. Risk Assessment Stages

Taking into account the quality of the historical evidence, the assessment of the overall risk from unexploded ordnance is based on the following five considerations:

1. That the site was contaminated with unexploded ordnance.
2. That unexploded ordnance remains on site.
3. That such items will be encountered during the proposed works.
4. That ordnance may be initiated by the works operations.
5. The consequences of encountering or initiating ordnance.

19.2. Assessed Risk Level

1st Line Defence has assessed that there is an overall **Low-Medium Risk** from German and anti-aircraft unexploded ordnance at the site of proposed works. There is also an assessed **Negligible Risk** from Allied unexploded ordnance.

Ordnance Type	Risk Level			
	Negligible	Low	Medium	High
German Unexploded HE Bombs		✓		
German 1kg Incendiary Bombs		✓		
Anti-Aircraft Artillery Projectiles		✓		
Allied Land Service and Small Arms Ammunition	✓			

This report has been undertaken with due diligence, and all reasonable care has been taken to access and analyse relevant historical information. By necessity, when dealing historical evidence, and when making assessments of UXO risk, various assumptions have to be made which we have discussed and justified throughout this report. Our reports take a common-sense and practical approach to the assessment of risk, and we strive to be reasonable and pragmatic in our conclusions.

It should however be stressed that if any suspect items are encountered during the proposed works, 1st Line Defence should be contacted for advice/assistance, and to re-assess the risk where necessary. The mitigation measures outlined in the next section are recommended as a minimum precaution to alert ground personnel to the history of the site, what to look out for, and what measures to take in the event that a suspect item is encountered. It should also be noted that the conclusions of this report are based on the scope of works outlined in the 'Proposed Works' section of this report. Should the scope of works change or additional works be proposed, 1st Line Defence should be contacted to re-evaluate the risk.



20. Proposed Risk Mitigation Methodology

20.1. General

The following risk mitigation measures are recommended to support the proposed works at Beaches Yard, West Drayton:

Type of Work	Recommended Mitigation Measure
All Works	<ul style="list-style-type: none">UXO Risk Management Plan It is recommended that a site-specific plan for the management of UXO risk be written for this site. This plan should be kept on site and be referred to in the event that a suspect item of UXO is encountered at any stage of the project. It should detail the steps to be taken in the event of such a discovery, considering elements such as communication, raising the alarm, nominated responsible persons etc. Contact 1st Line Defence for help/more information.Site Specific UXO Awareness Briefings to all personnel conducting intrusive works. As a minimum precaution, all personnel working on the site should be briefed on the basic identification of UXO and what to do in the event of encountering a suspect item. This should in the first instance be undertaken by a UXO Specialist. Posters and information on the risk of UXO can be held in the site office for reference.

In making this assessment and recommending these risk mitigation measures, if known, the works outlined in the 'Scope of the Proposed Works' section were considered. Should the planned works be modified or additional intrusive engineering works be considered, 1st Line Defence should be consulted to see if a re-assessment of the risk or mitigation recommendations is necessary.

1st Line Defence Limited

25th May 2022

This Report has been produced in compliance with the Construction Industry Research and Information Association (CIRIA) C681 guidelines for the writing of Detailed UXO Risk Assessments.



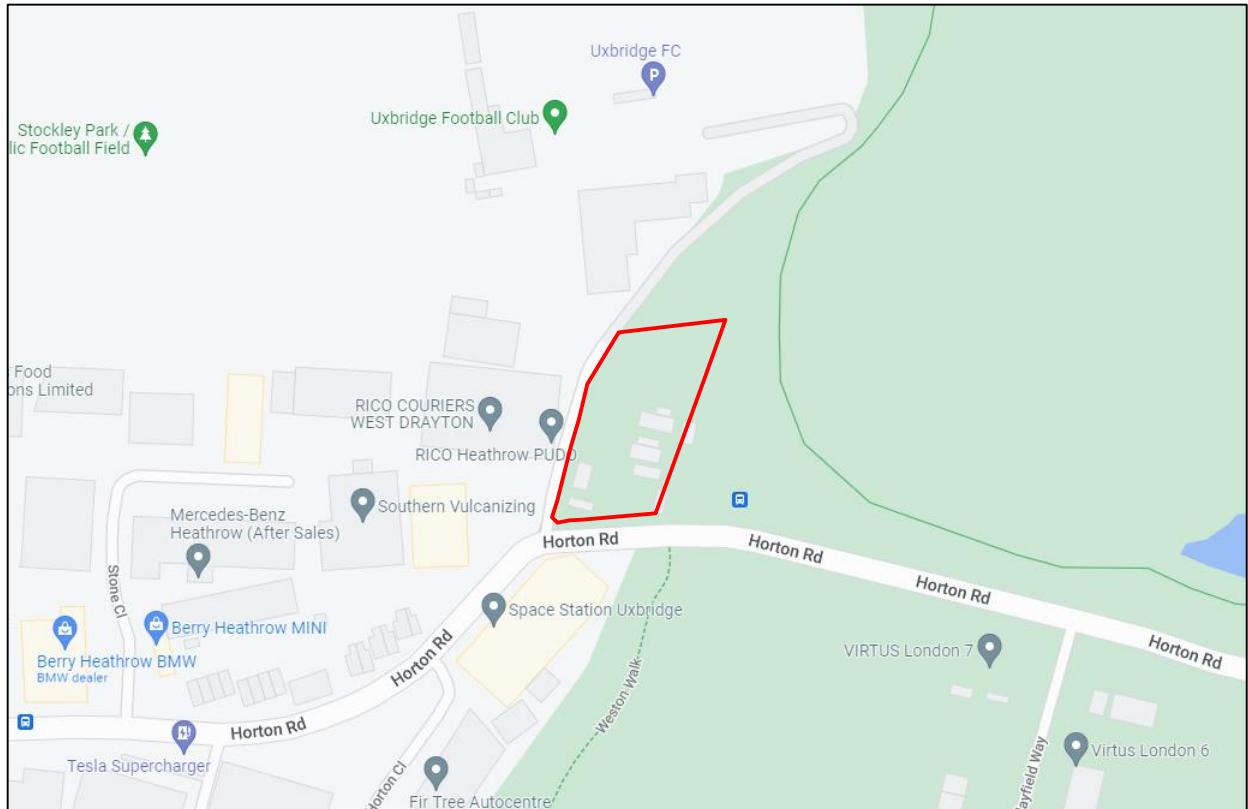
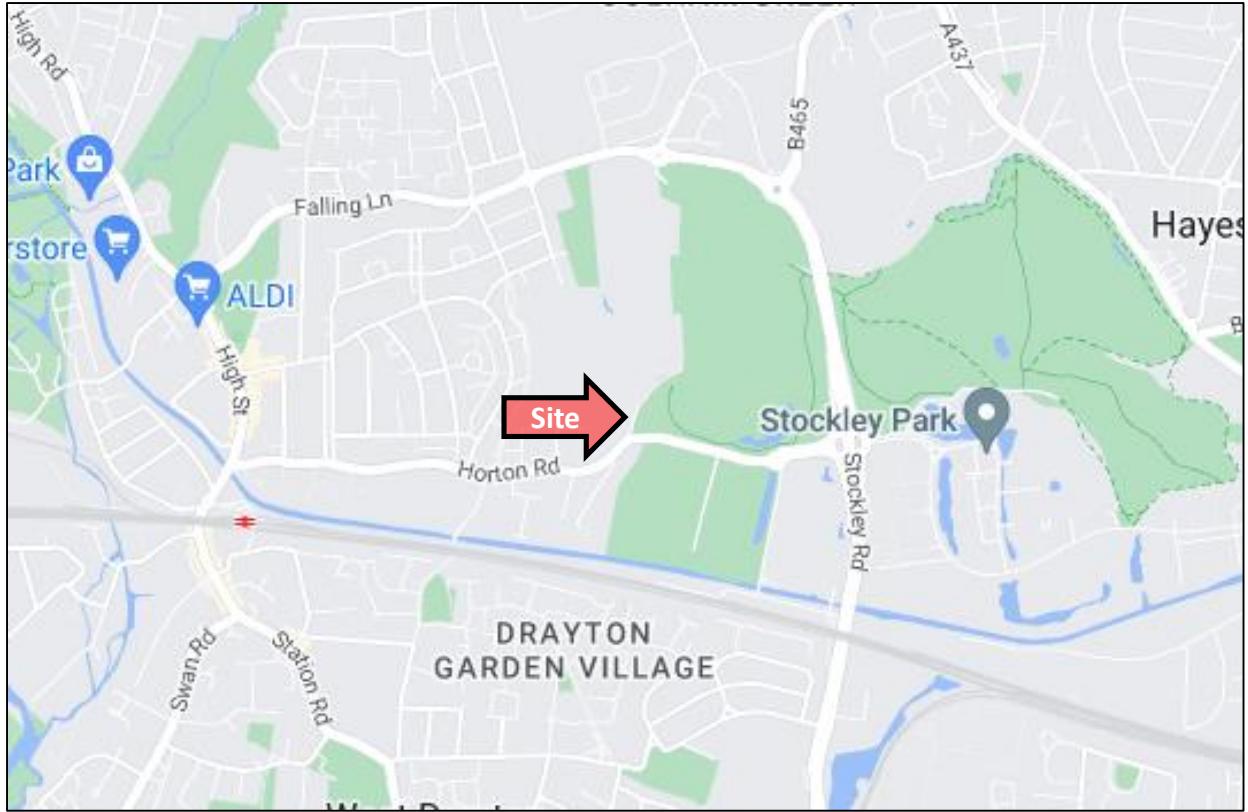
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Approximate site boundary

 Project: **Beaches Yard, West Drayton**

 Ref: **DA15689-00** Source: Google Maps




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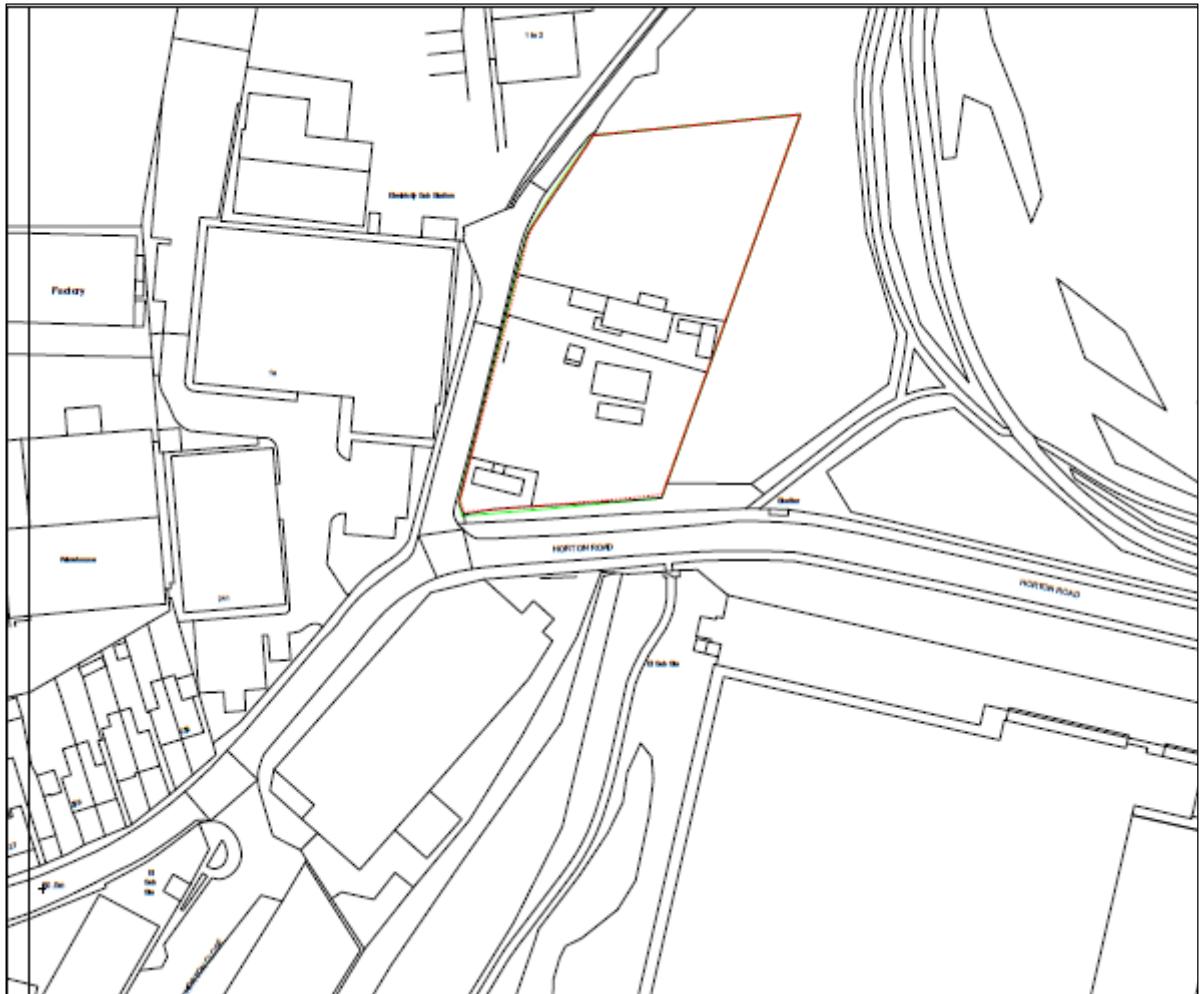
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Source: Google Earth™ Mapping Services



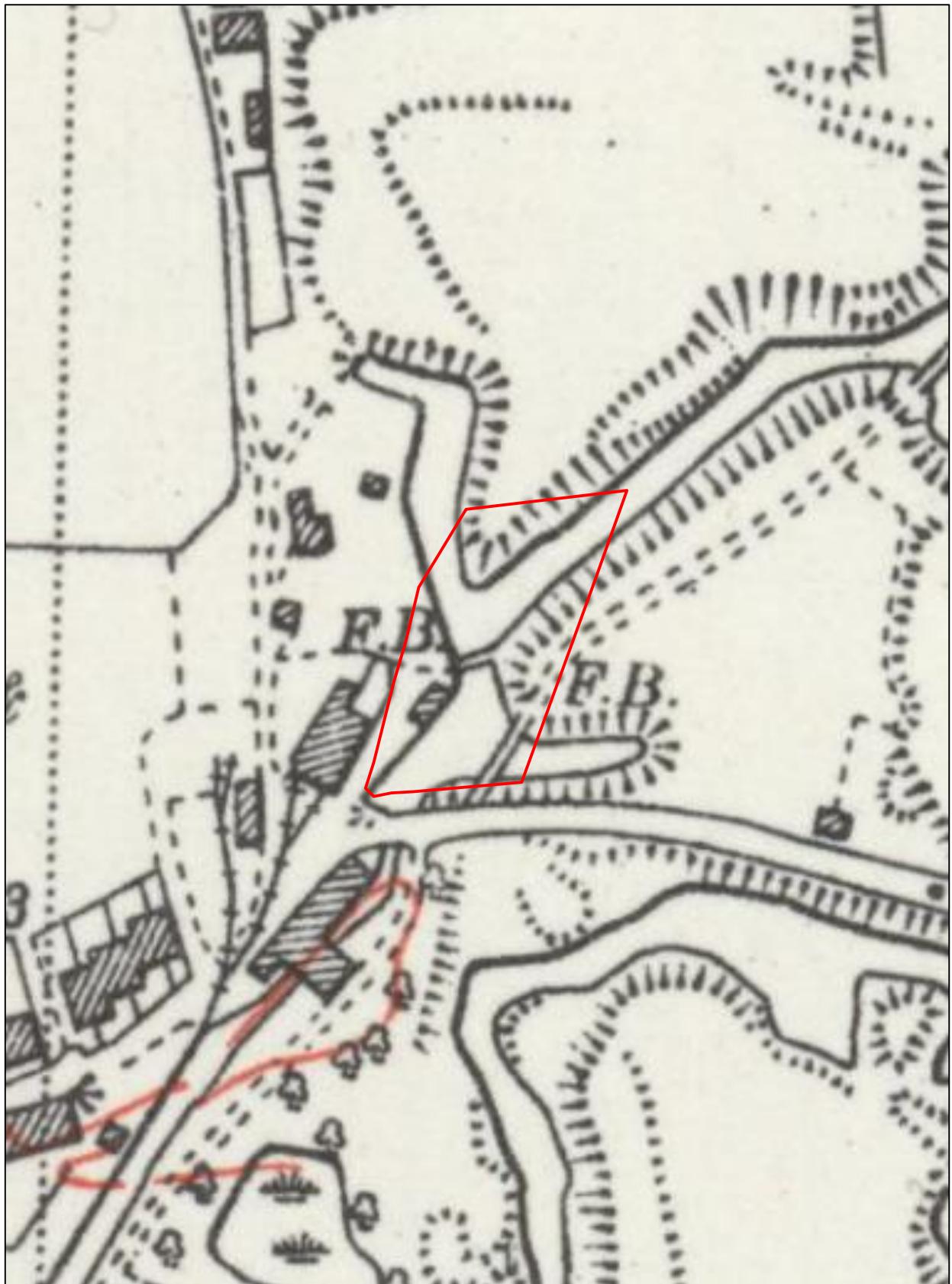
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Source: Harvest Land Management Ltd.

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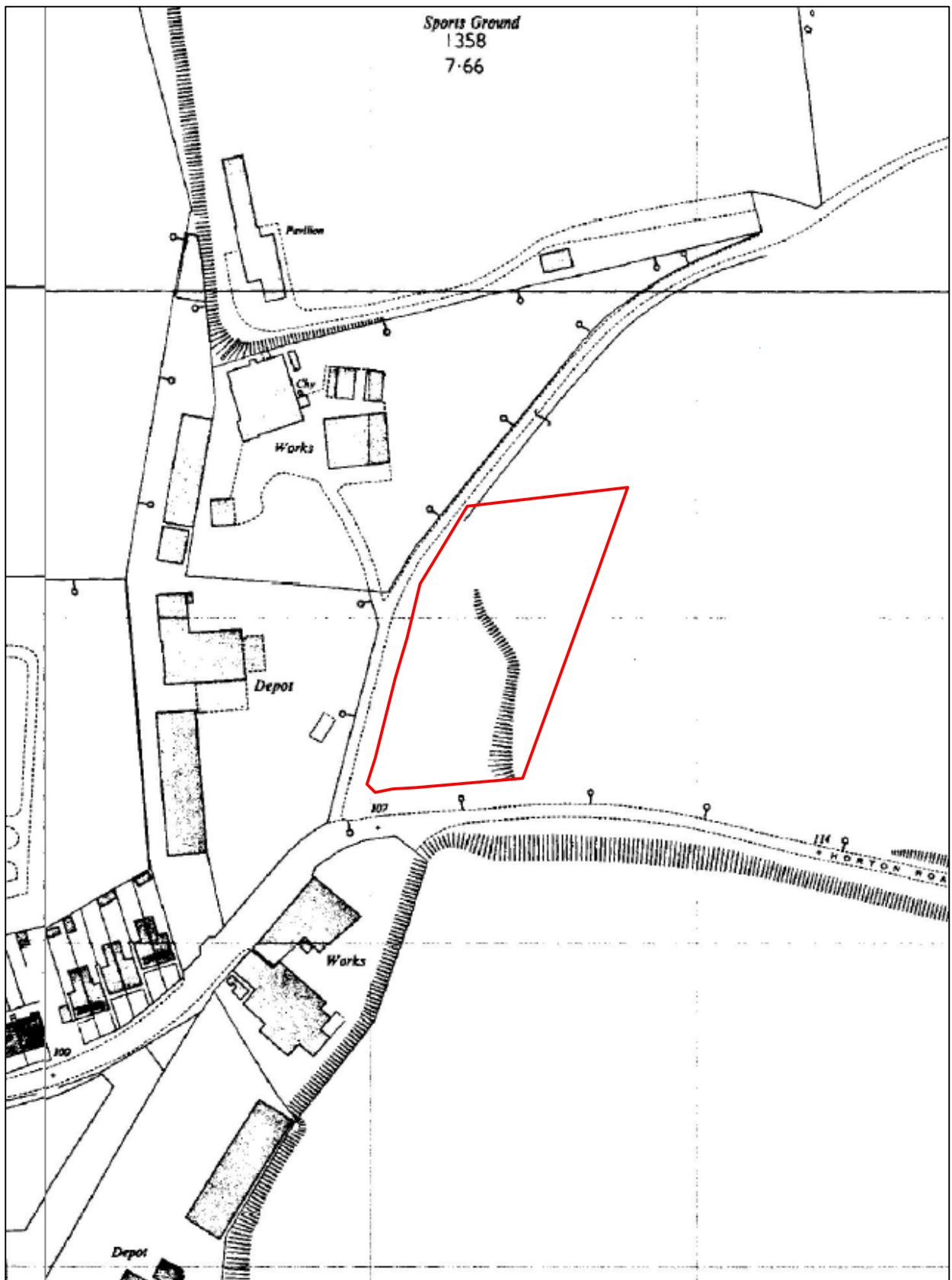
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Source: National Library Of Scotland

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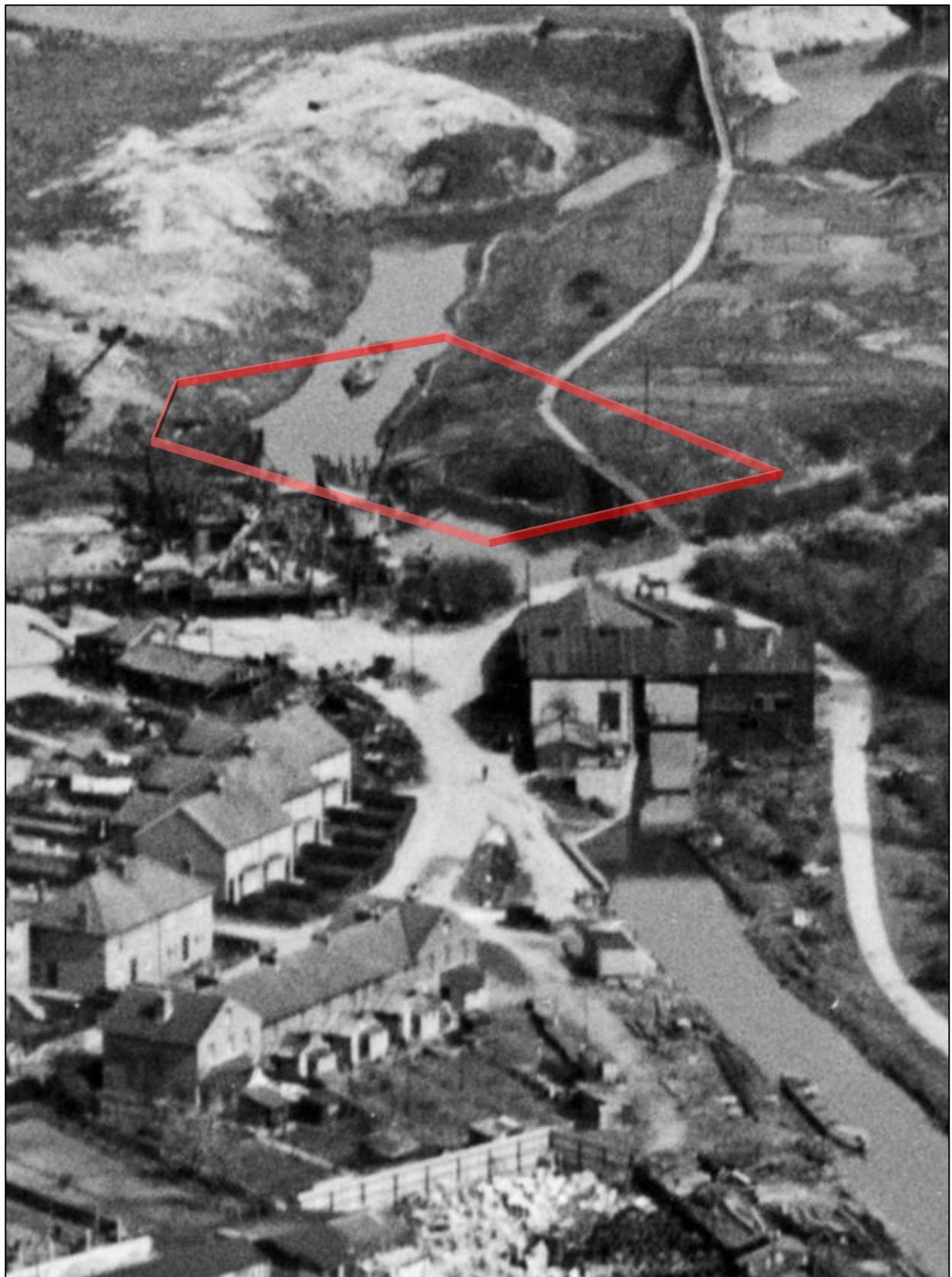
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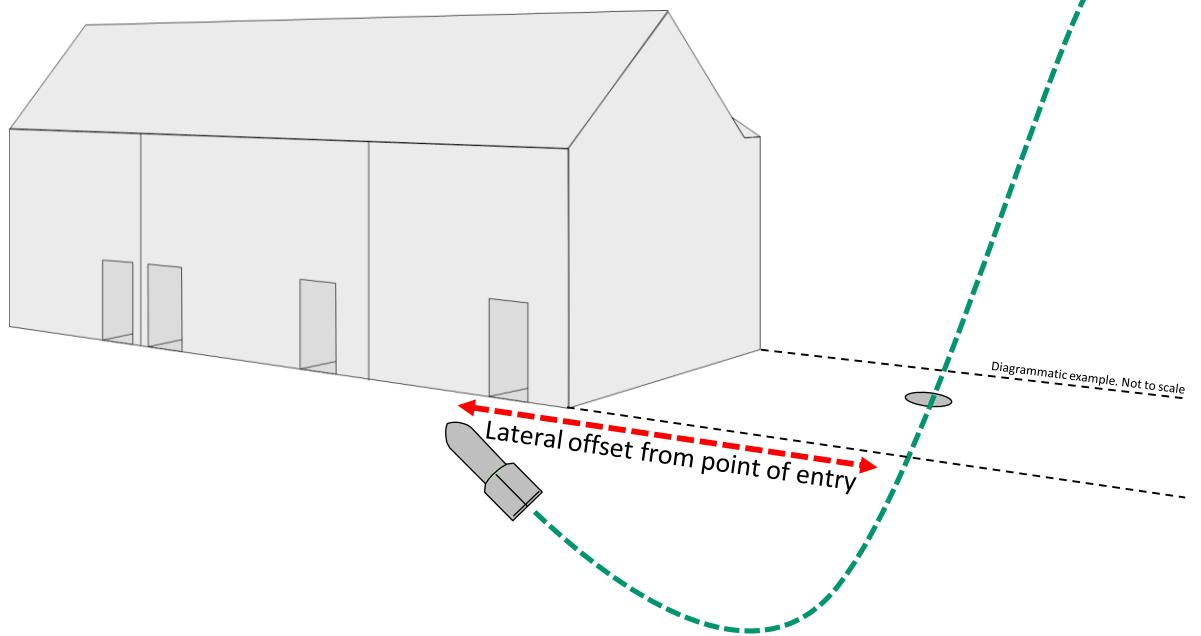
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Source: National Monuments Record Office (Historic England)





Top: J-curve Effect - Due to angle of entry, unexploded bombs would often end their trajectory at a lateral offset from point of entry, often ending up beneath adjacent extant structures/sites. The photograph above shows 250kg bomb found in Bermondsey pointing upwards, demonstrating 'J-curve'

One of the most common scenarios for UXO going unnoticed was when a UXB fell into a 'bomb site' (such as the area shown **Top Left**), the entry hole of the bomb obscured by any debris and rubble present. Note that the entry hole of a 50kg UXB could be as little as 20cm in diameter (**Left**).



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Source: Various sources



NEWS

Bermondsey bomb: World War Two device safely removed



RUPERT FRIERE

An unexploded World War Two bomb found in south London has been driven away safely under police and Army escort.

The 500lb (250kg) device was found on a building site in Grange Walk, Bermondsey on Monday.



NEWS

Bethnal Green WW2 bomb: Experts remove unexploded device



CROWN COPYRIGHT

An unexploded World War Two bomb that prompted the evacuation of 700 people in east London has been made safe and removed by the military.

Families spent the night in a school hall after the 500lb bomb was found in the basement of a building site on Temple Street, in Bethnal Green, on Monday afternoon.

A 200m (650ft) exclusion zone was set up around the device.

March 2015

August 2016



NEWS

Bath WW2 bomb scare: Device defused, police say



EPA

A 500lb World War Two bomb found on the site of a former school in Bath has been defused and made safe.

The discovery of the bomb on Thursday led to the evacuation of hundreds of homes and many road closures in the Lansdown area of the city.

A cordon around the site was lifted on Friday evening, more than 24 hours after residents were asked to leave their homes.



NEWS

London City Airport reopens after WW2 bomb moved



London City Airport has reopened after an unexploded 500kg World War Two bomb was safely moved from the area.

The device was discovered at the King George V Dock on Sunday during planned work at the east London airport.

All flights were cancelled on Monday after an exclusion zone was put in place, with the closure affecting up to 16,000 passengers and nearby residents being evacuated from their homes.

May 2016

May 2015



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BASF has confirmed that an explosive device, most likely a World War II-era bomb, caused the blast that left one person injured Tuesday at a plant construction site in Germany.

The explosion was reported at BASF's Ludwigshafen toluene diisocyanate (TDI) plant, which recently broke ground for a 300,000 metric tons per year TDI production plant and other construction to expand its facilities.



BASF Provides Some Details

Responding to a request from *PaintSquare News* for more information on Wednesday (Feb. 27), BASF's manager of media relations and corporate communications Europe, Ursula von Stetten, wrote in an email, "So here [are] the facts: The detonation took place at 10:00 a.m. One person was injured; the injury is not serious. He will be kept in the hospital for some days."

"Cause of the detonation was an explosive device, presumably a bomb deriving from the Second World War. The device detonated when grounding work was done. No details on [a] delay [are] available. At the moment, the exact circumstances of the incident are [being] evaluated."

1st March 2013

SPIEGEL ONLINE

Blast Kills One

World War II Bomb Explodes on German Motorway

A highway construction worker in Germany accidentally struck an unexploded World War II bomb, causing an explosion which killed him and wrecked several passing cars.



A World War II bomb has exploded during construction work on a German highway, killing one worker and injuring several motorists who were driving past, police said.

The worker had been cutting through the road surface near the southwestern town of Aschaffenburg when his machine struck the bomb and triggered it. Police said they weren't sure yet what type of bomb it was. "The explosion seems to have been too small for it to have been an aircraft bomb," a police spokesman said.

23rd October 2006

WWII bomb injures 17 at Hattingen construction site



Seventeen people were injured on Friday when a construction crew unwittingly detonated a buried World War II-era bomb in Hattingen.

An excavator apparently drove over a 250-kilogramme (550 pound) American bomb, damaging surrounding buildings. Most of the injured suffered auditory trauma from the blast, and the excavator operator suffered injuries to his hands, police in the German state of North Rhine-Westphalia said.

"The hole was astoundingly small for such a large bomb full of so many explosives," Armin Gebhard, head of the Arnsberg department for military ordnance removal, told The Local. "But of course it damaged all the surrounding buildings too. We are really happy it wasn't worse."

19th September 2013

BBC NEWS

World War II bomb kills three in Germany



A special commission is investigating the causes of the explosion, while prosecutors are considering whether the team leader should face charges of manslaughter through culpable negligence, the BBC's Oana Lungescu reports from Berlin.

The blast happened an hour before the defusing operation was due to start.

Officials said the three men who died were experienced sappers, or combat engineers, who over 20 years had defused up to 700 bombs.

More than 7,000 people were immediately evacuated when the 500kg bomb was found. Several schools, a kindergarten and local companies remain closed.

2nd June 2010



June 2006

West Drayton gardener discovers a First World War bomb in an allotment

A house had to be evacuated while police made sure the device was safe



■ The bomb landed in West Drayton more than 100 years ago (Image: Met Police)

An allotment gardener in [West Drayton](#) was shocked to find an unexploded First World War bomb underground.

A house had to be evacuated when the bomb, which is more than a century old, was discovered at allotments in Rowlhey Place, near Harmondsworth Road in the [Hillingdon](#) town on Friday (April 17).

[Metropolitan Police](#) and London Fire Brigade were called to the scene just after 12pm to reports of the bomb, with the area getting cordoned off.

West Drayton Police tweeted that the bomb found dated back to the First World War, a result of the first ever sustained aerial bombing campaign in history, when Germany bombed London between 1914 and 1918.

Roads were reopened a short while later, once the bomb had been cleared from the scene. The device was determined to have been safe, after laying dormant in the ground in West Drayton for more than a century.



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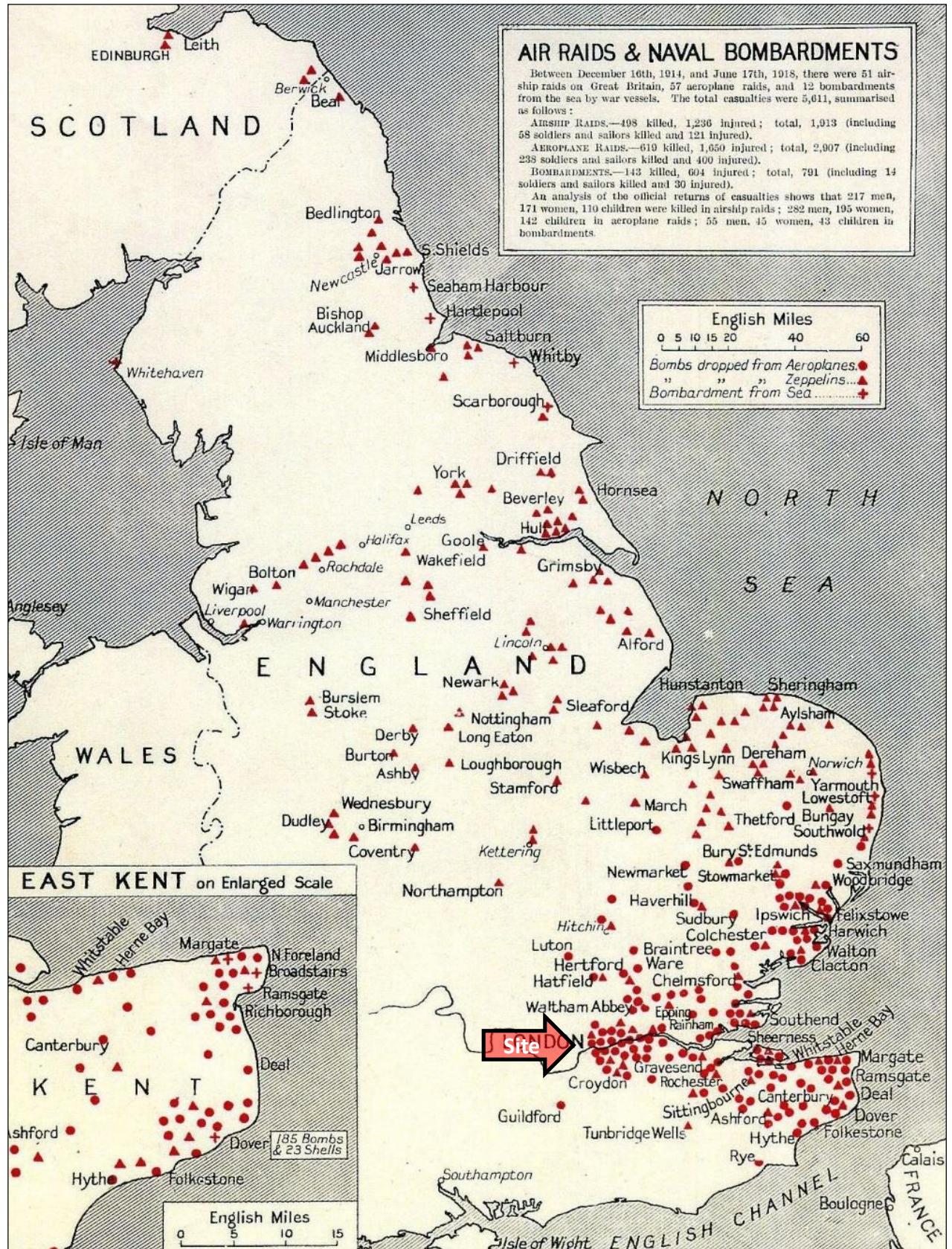
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Ref: **DA15689-00** Source: **My London News**

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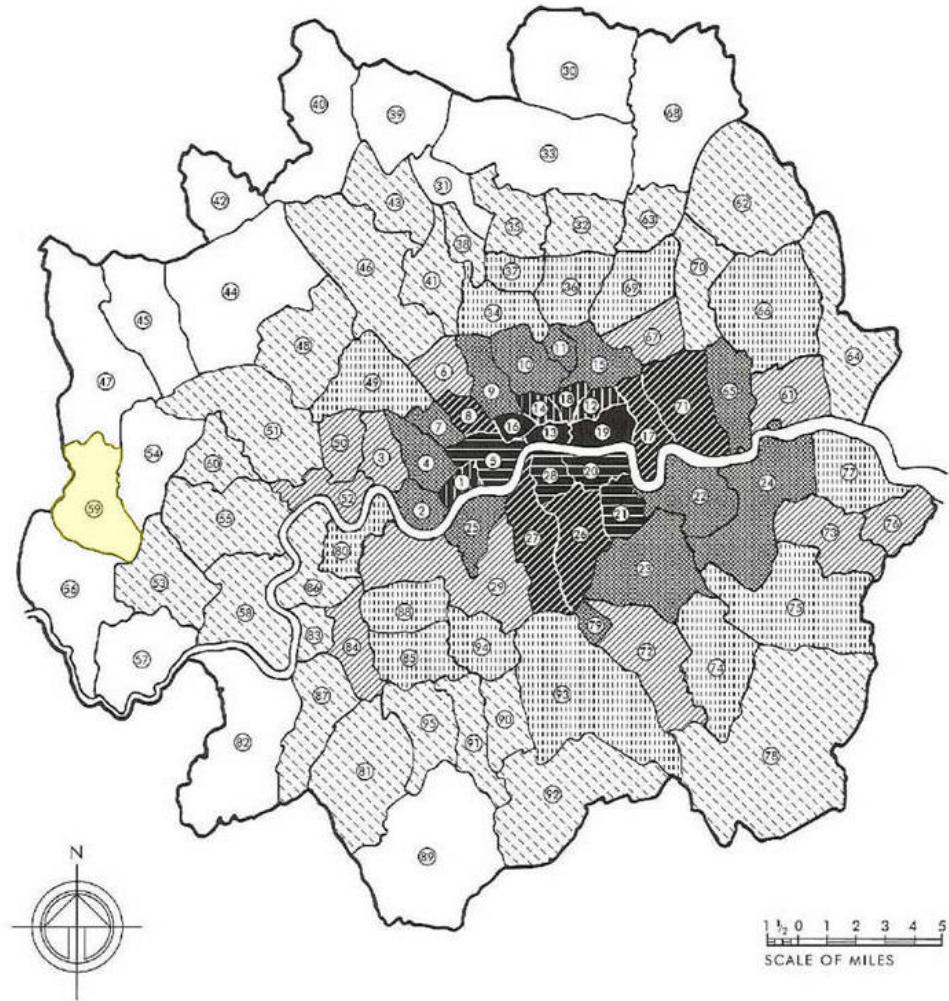
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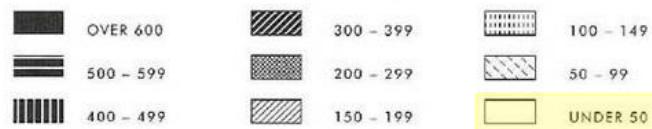
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 Source: J. Morris, *German Air Raids on Britain*

No. OF BOMBS PER 1,000 ACRES



1	Chester	25	Battersea	49	Willesden	72	Beckenham
2	Fulham	26	Camberwell	50	Acton	73	Bexley
3	Hammersmith	27	Lambeth	51	Ealing	74	Bromley
4	Kensington	28	Southwark	52	Brentford and Chiswick	75	Chislehurst and Sidcup
5	Westminster	29	Wandsworth	53	Feltham	76	Croydon
6	Hampstead	30	Cheshunt	54	Hayes and Harlington	77	Erith
7	Paddington	31	East Barnet	55	Heston and Isleworth	78	Orpington
8	St. Marylebone	32	Edmonton	56	Staines	79	Penge
9	St. Pancras	33	Enfield	57	Sunbury	80	Barnes
10	Islington	34	Hornsey	58	Twickenham	81	Epsom and Ewell
11	Stoke Newington	35	Southgate	59	Weybridge and West Drayton	82	Esher
12	Bethnal Green	36	Tottenham	60	Southall and Norwood	83	Kingston on Thames
13	City of London	37	Wood Green	61	Barking	84	Morden and Coombe
14	Finsbury	38	Friern Barnet	62	Chigwell	85	Merton and Morden
15	Hackney	39	Potters Bar	63	Chingford	86	Richmond
16	Holborn	40	Elstree	64	Dagenham	87	Surbiton
17	Poplar	41	Finchley	65	East Ham	88	Wimbledon
18	Shoreditch	42	Bushey	66	Ilford	89	Banstead
19	Stepney	43	Barnet U.D.	67	Leyton	90	Beddington and Wallington
20	Bermondsey	44	Harrow	68	Waltham Holy Cross	91	Carshalton
21	Deptford	45	Ruislip and Northwood	69	Walthamstow	92	Coulsdon and Purley
22	Greenwich	46	Hendon	70	Wanstead and Woodford	93	Croydon
23	Lewisham	47	Uxbridge	71	West Ham	94	Mitcham
24	Woolwich	48	Wembley			95	Sutton and Cheam



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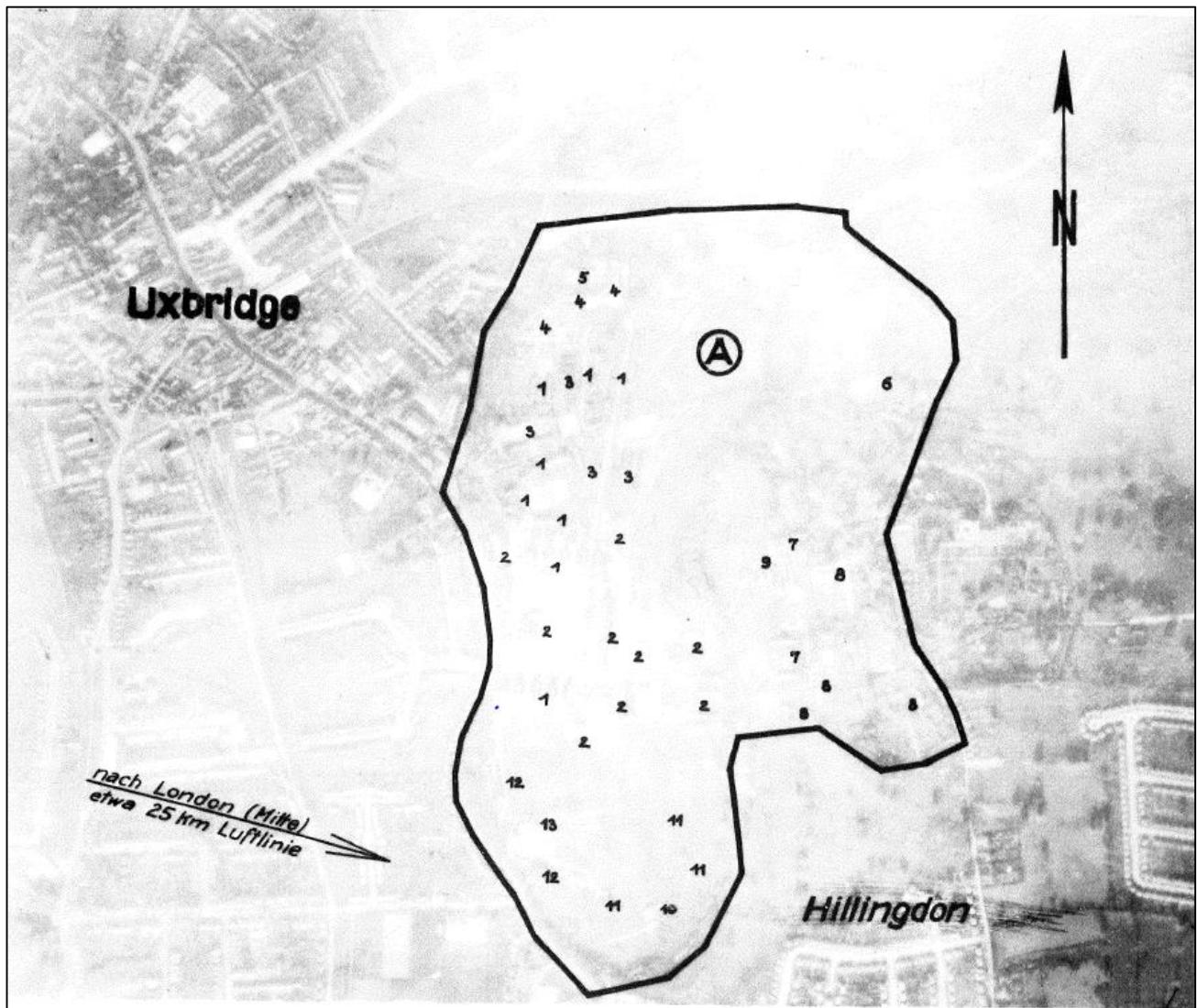
Project: Beaches Yard - West Drayton

Ref: DA15689-00

Source: The London Metropolitan Archives



Luftwaffe Photograph



London - Unbridge
RAF Depot

The site located approximately 3.3km south of the Depot.



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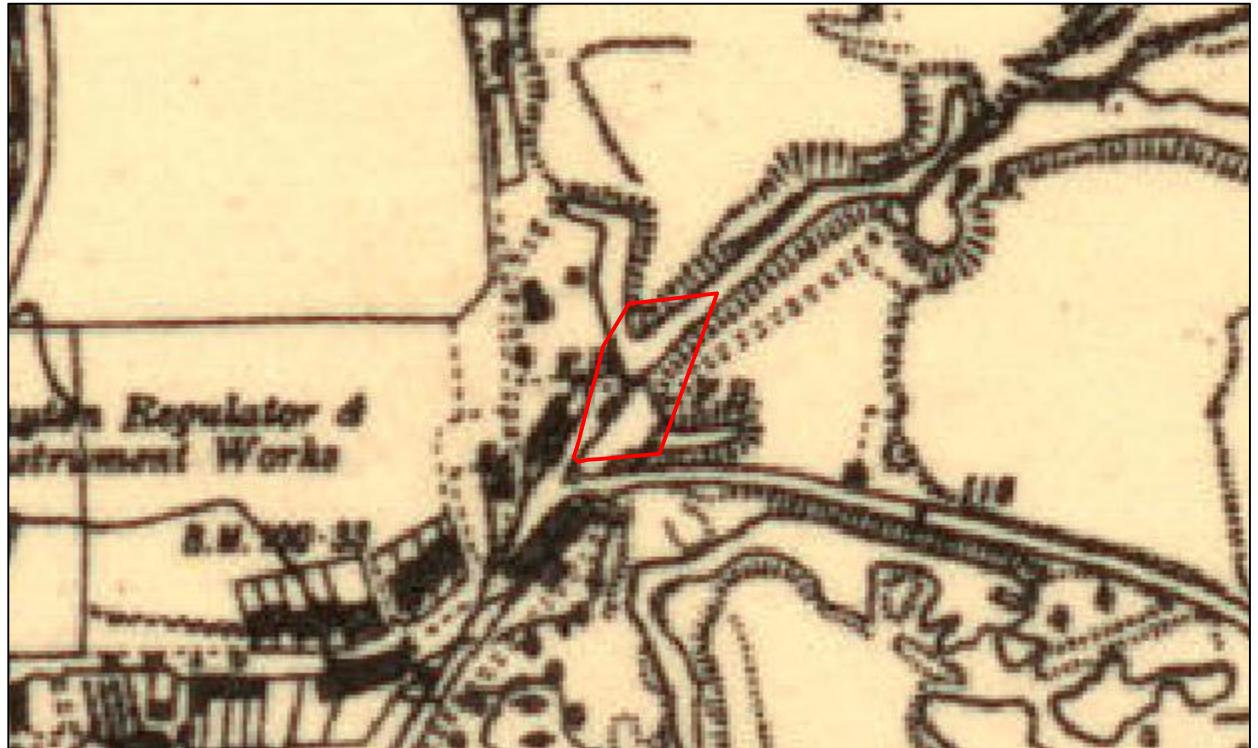
Client: **Harvest Land Management Ltd.**

Project: **Beaches Yard, West Drayton**

Ref: **DA15689-00**

Source: Nigel J. Clarke, "Adolf Hitler's Home Counties Holiday Snaps"



Night Bombing up to 7th October 1940

● ● Recorded bomb strike



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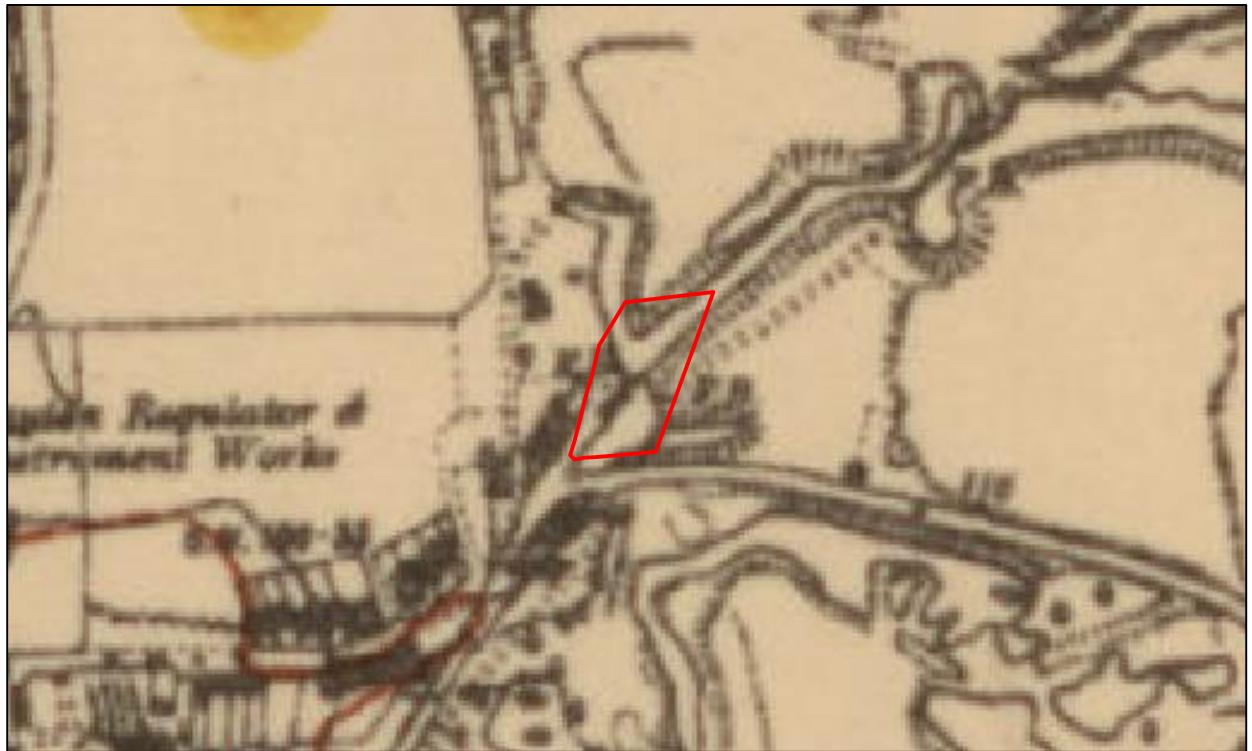
— Approximate site boundary

Project: Beaches Yard, West Drayton

Ref: DA15689-00

Source: The National Archives, Kew



21st – 28th October 1940

Recorded HE bomb strike

Recorded UXB strike

Recorded incendiary bomb shower

Recorded oil bomb strike

Key to weekly map symbol colours

Monday - Brown	Friday - Green
Tuesday - Vermilion	Saturday - Violet
Wednesday - Blue	Sunday - Yellow
Thursday - Black	



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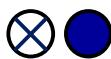
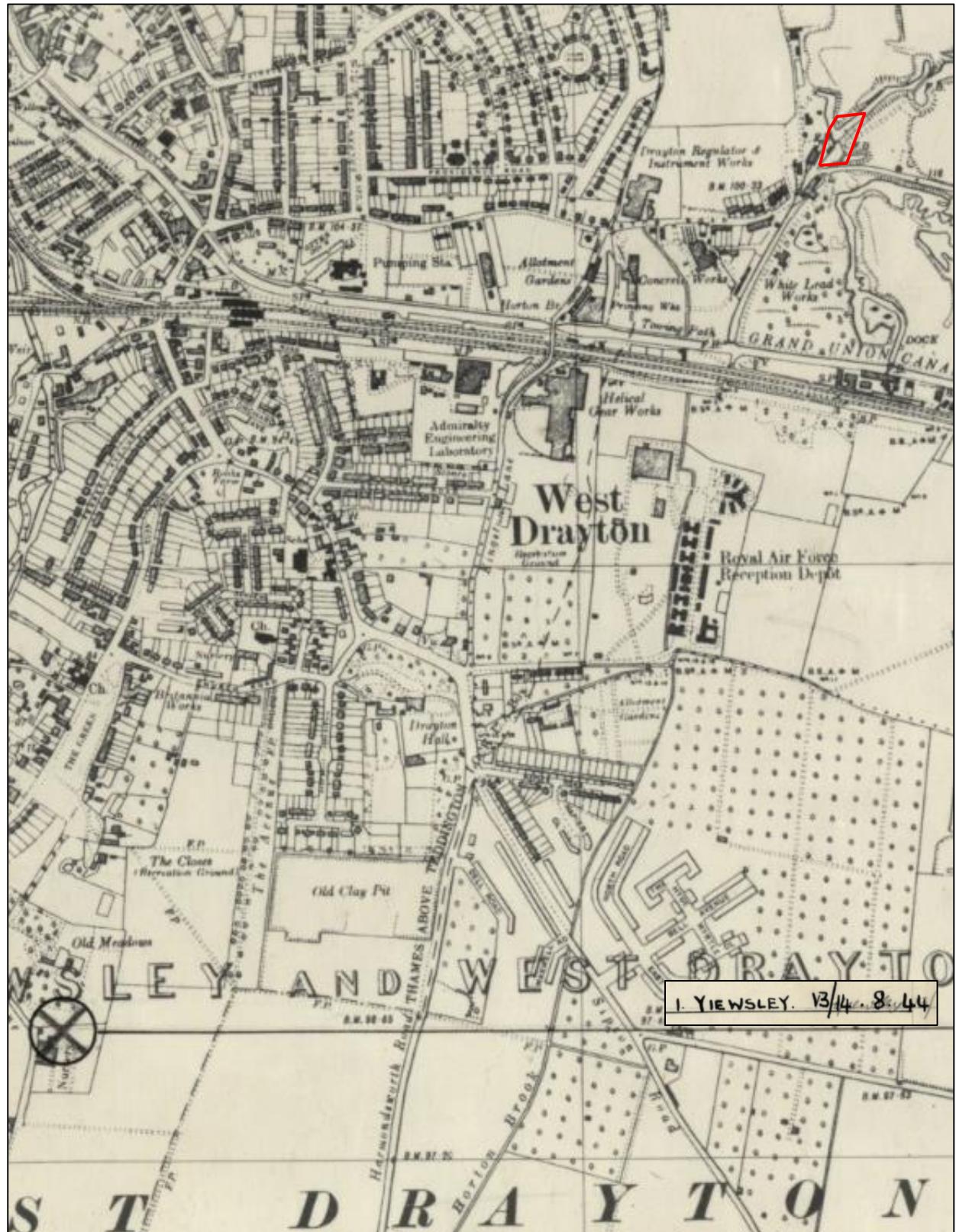
— Approximate site boundary

Project: **Beaches Yard, West Drayton**



Ref: **DA15689-00**

Source: The National Archives, Kew



V-1 flying bomb



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Client: Harvest Land Management Ltd.

— Approximate site boundary

Project: Beaches Yard, West Drayton

Ref: DA15689-00

Source: The National Archives, Kew



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Client: **Harvest Land Management Ltd.**— **Approximate site boundary**Project: **Beaches Yard, West Drayton**Ref: **DA15689-00**

Source: National Monuments Record Office (Historic England)



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Client: **Harvest Land Management Ltd.**— **Approximate site boundary**Project: **Beaches Yard, West Drayton**Ref: **DA15689-00**

Source: National Monuments Record Office (Historic England)

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SC 50kg

Bomb Weight	40-54kg (110-119lb)	
Explosive Weight	c25kg (55lb)	
Fuze Type	Impact fuze/electro-mechanical time delay fuze	
Bomb Dimensions	1,090 x 280mm (42.9 x 11.0in)	
Body Diameter	200mm (7.87in)	
Use	Against lightly damageable materials, hangars, railway rolling stock, ammunition depots, light bridges and buildings up to three stories.	
Remarks	The smallest and most common conventional German bomb. Nearly 70% of bombs dropped on the UK were 50kg.	

SC 250kg

Bomb Weight	245-256kg (540-564lb)	
Explosive Weight	125-130kg (276-287lb)	
Fuze Type	Electrical impact/mechanical time delay fuze.	
Bomb Dimensions	1640 x 512mm (64.57 x 20.16in)	
Body Diameter	368mm (14.5in)	
Use	Against railway installations, embankments, flyovers, underpasses, large buildings and below-ground installations.	
Remarks	It could be carried by almost all German bomber aircraft, and was used to notable effect by the Junkers Ju-87 Stuka (Sturzkampfflugzeug or dive-bomber).	

SC 500kg

Bomb Weight	480-520kg (1,058-1,146lb)	
Explosive Weight	250-260kg (551-573lb)	
Fuze Type	Electrical impact/mechanical time delay fuze.	
Bomb Dimensions	1957 x 640mm (77 x 25.2in)	
Body Diameter	470mm (18.5in)	
Use	Against fixed airfield installations, hangars, assembly halls, flyovers, underpasses, high-rise buildings and below-ground installations.	
Remarks	40/60 or 50/50 Amatol TNT, trialene. Bombs recovered with Trialen filling have cylindrical paper wrapped pellets 1-15/16 in. in length and diameter forming	

SD2 Butterfly Bomb

Parachute Mine (Luftmine B / LMB)

Bomb Weight	987.017kg (2176lb)	
Explosive Weight	125-130kg (276-287lb)	
Fuze Type	Impact/ Time delay / hydrostatic pressure fuze	
Bomb Dimensions	1640 x 512mm (64.57 x 20.16in)	
Body Diameter	368mm (14.5in)	
Use	Against civilian, military and industrial targets. Designed to detonate above ground level to maximise damage to a wider area.	
Remarks	Parachute Mines were normally carried by HE 115 (Naval operations), HE 111 and JU 88 aircraft types. Deployed a parachute when dropped in order to control its descent.	

SC 1000kg

Bomb Weight	996-1061kg (1,058-1,146lb)	
Explosive Weight	530-620kg (551-573lb)	
Fuze Type	Electrical impact/mechanical time delay fuze.	
Filling	Mixture of 40% amatol and 60% TNT, but when used as an anti-shipping bomb it was filled with Trialen 105, a mixture of 15% RDX, 70% TNT and 15% aluminium powder.	
Bomb Dimensions	2800 x 654mm (77 x 25.2in)	
Body Diameter	654mm (18.5in)	
Use	SC type bombs are General Purpose Bombs used primarily for general demolition work. Constructed of parallel walls with comparatively heavy noses. They are usually of three piece welded construction	



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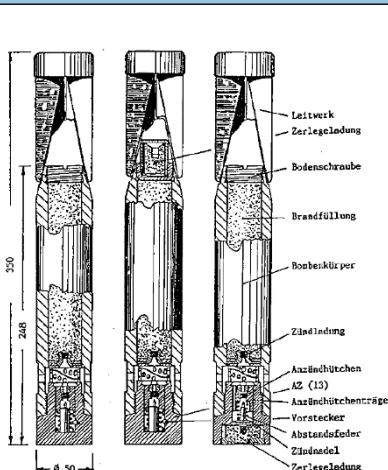
Project: **Beaches Yard, West Drayton**

Ref: DA15689-00

Source: Various sources

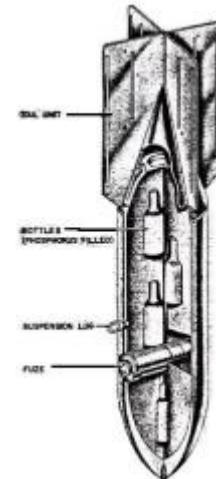
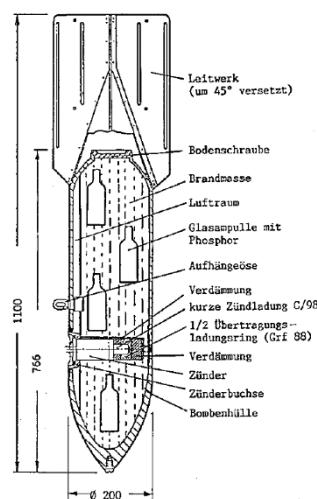
1kg Incendiary Bomb

Bomb Weight	1.0 and 1.3kg (2.2 and 2.87lb)
Explosive Weight	680gm (1.3lb) Thermite
Fuze Type	Impact fuze
Bomb Dimensions	350 x 50mm (13.8 x 1.97in)
Body Diameter	50mm (1.97in)
Use	As incendiary – dropped in clusters against towns and industrial complexes
Remarks	Magnesium alloy case. Sometimes fitted with high explosive charge. The body is a cylindrical alloy casting threaded internally at the nose to receive the fuze holder and fuze.



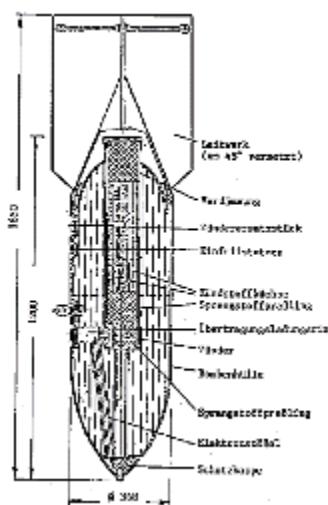
C50 A Incendiary Bomb

Bomb Weight	c41kg (90.4lb)
Explosive Weight	0.03kg (0.066lb)
Incendiary Filling	12kg (25.5lb) liquid filling with phosphor igniters in glass phials. Benzine 85%; Phosphorus 4%; Pure Rubber 10%
Fuze Type	Electrical impact fuze
Bomb Dimensions	1,100 x 280mm (43.2 x 8in)
Use	Against all targets where an incendiary effect is to be expected
Remarks	Early fill was a phosphorous/carbon disulphide incendiary mixture



Flam C-250 Oil Bomb

Bomb Weight	125kg (276lb)
Explosive Weight	1kg (2.2lb)
Fuze Type	Super-fast electrical impact fuze
Filling	Mixture of 30% petrol and 70% crude oil
Bomb Dimensions	1,650 x 512.2mm (65 x 20.2in)
Body Diameter	368mm (14.5in)
Use	Often used for surprise attacks on living targets, against troop barracks and industrial installations. Thin casing – not designed for ground penetration



QF 3.7 Inch WWII Anti-Aircraft Projectile

Projectile Weight	28lb (12.6 kg)
Explosive Weight	2.52lbs
Fuze Type	Mechanical Time Fuze
Dimensions	3.7in x 14.7in (94mm x 360mm)
Rate of Fire	10 to 20 rounds per minute
Use	High Explosive Anti-Aircraft projectile. 4.5in projectiles were also used in this role.
Ceiling	30,000ft to 59,000ft



40mm Bofors Projectile

Projectile Weight	1.96lb (0.86kg)
Explosive Weight	300g (0.6lb)
Fuze Type	Proximity and Mechanical Time Fuze
Rate of Fire	120 rounds per minute
Projectile Dimensions	40mm x 310mm (1.6in x 12.2in)
Ceiling	23,000ft (7000m)



Unrotated Projectile (UP) – Z Battery

Projectile Weight	84lb (24.5kg)
Warhead Weight	4.28lb (1.94kg)
Warhead	Aerial Mine with a No. 700 / 720 fuze
Filling	High Explosive
Dimensions	1930mm x 82.6mm (76 x 3.25in)
Use	As a short range rocket-firing anti-aircraft weapon developed for the Royal Navy. It was used extensively by British ships during the early days of World War II. The UP was also used in ground-based single and 128-round launchers known as Z Batteries.



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