



Method Statement for Managing Previously Unidentified Contamination

**The Chiltern Railways (Bicester to Oxford Improvements)
Order 2012**

Version 1

July 2013

Method Statement for Managing Previously
Unidentified Contamination: *The Chiltern
Railways (Bicester to Oxford Improvements) Order
2012*

July 2013

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Date: 9 July 2013

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CONTENTS

<i>1.1</i>	<i>INTRODUCTION</i>	<i>1</i>
<i>1.2</i>	<i>NATURE AND IDENTIFICATION OF CONTAMINANTS</i>	<i>1</i>
<i>1.3</i>	<i>PROCEDURE FOR MANAGING UNEXPECTED CONTAMINATION</i>	<i>3</i>
<i>1.4</i>	<i>DISCHARGE OF THE CONDITION</i>	<i>4</i>

Planning Condition 11 of the Transport and Works Act Chiltern Railways (Bicester to Oxford Improvements) Order 2012 states that:

'If, during development, contamination not previously identified is found to be present on the site, no further construction shall be undertaken at that location, unless otherwise agreed in writing by the local planning authority, until a scheme to assess and remediate that contamination, to the extent necessary, has been submitted to and approved in writing by the local planning authority, in consultation with the Environment Agency.'

The following Sections provide a method statement for use by the Contractors to ensure that any previously unidentified contamination is managed and that necessary remediation is undertaken to prevent significant impact to human health and the environment.

1.2 NATURE AND IDENTIFICATION OF CONTAMINANTS

Given the historical and current site setting of the scheme (largely agricultural and railway land) the nature of previously unidentified contamination, in general, may include, but not be limited to, farm tips, disposed waste materials, oily wastes, unusual odours, colours or sheens, and asbestos.

Specific sites where the potential for contamination to be present were identified through a review of sites or industrial premises where operations may have caused historical and/or current impact⁽¹⁾. The information was used to derive conceptual site models for each site. For some sites the potential for contamination to be present was determined to be low but still possible. As the risk was low, it was considered that, rather than undertaking additional investigation prior to groundworks, the most appropriate course of action was to make the contractor aware of these areas in order that particular attention was paid to them during groundworks. The sites within the scheme where additional vigilance should be adopted are listed in *Table 1.2*.

(1) ERM 'Scheme of Investigation for Land Contamination: The Chiltern Railways (Bicester to Oxford Improvements) Order 2012' for Chiltern Railways. Version 1, May 2013.

Table 1.2 Specific Sites With Potential For Land Contamination to Be Present

Section	Name of Structure	Potential Sources	Potential Contaminants*
A	Bicester Chord incl. footbridge BSG2	<ul style="list-style-type: none"> Railway line Former gasworks (northern boundary) Current and historical industrial estates (northern and eastern boundaries) 	<ul style="list-style-type: none"> Creosote, oils, greases, fuel e.g. diesel. Ammoniacal liquors, coal tar, spent oxide, metals, coal dust. Fuels etc. Wide range of metals, inorganics and organics possible.
B	Tubbs Lane Footbridge (OXD36B)	<ul style="list-style-type: none"> Chemical works (northern boundary) Petrol filling station, MOT/vehicle repair workshop and car showroom (150 m north) 	<ul style="list-style-type: none"> Wide range of metals, inorganics and organics possible. Petroleum hydrocarbons
	Bicester Town Station incl. footbridge OXD36C	TBC, including: <ul style="list-style-type: none"> Coach station, trading estate, car park, electrical engineers, MOT test centre, petrol filling station 	TBC, including: <ul style="list-style-type: none"> Petroleum hydrocarbons
	Earthworks approx. chainage 112100 to 111500 m	TBC, including: <ul style="list-style-type: none"> MOD sidings, sewage works 	TBC, including: <ul style="list-style-type: none"> Creosote, oils, greases, fuel e.g. diesel.
C	Merton Footbridge (OXD40D)	<ul style="list-style-type: none"> Manor Farm landfill 	TBC
D	Earthworks approx. chainage 115440 to 115260 m	<ul style="list-style-type: none"> Manor Farm landfill 	TBC
	Earthworks approx. chainage 116380 to 116060 m	<ul style="list-style-type: none"> Charlton Halt (former station) Holt's Farm 	<ul style="list-style-type: none"> Creosote, oils, greases, fuel e.g. diesel. Fuels, pesticides, slurry, fertilisers.
	Holts Farm Overbridge (OXD40F)	<ul style="list-style-type: none"> Charlton Halt (former station) Holt's Farm 	<ul style="list-style-type: none"> Creosote, oils, greases, fuel e.g. diesel. Fuels, pesticides, slurry, fertilisers.
E	Cutting approx. chainage 120720 to 120240 m	TBC, including: <ul style="list-style-type: none"> Disused oil depot (northern boundary) 	TBC, including: <ul style="list-style-type: none"> Petroleum hydrocarbons
	Islip Station incl. footbridge OXD41A	TBC, including: <ul style="list-style-type: none"> Disused oil depot (northern boundary) 	TBC, including: <ul style="list-style-type: none"> Petroleum hydrocarbons
F	Mill Lane Footbridge/Bridleway (OXD43A)	<ul style="list-style-type: none"> Former Islip Quarry 	<ul style="list-style-type: none"> Wide range of possible infill materials.
	Oxford Parkway Station incl. footbridge OXD47B	TBC, including: <ul style="list-style-type: none"> Aggregate sidings, former fuel merchants, former vehicle repairs, electrical sub-station, railway storage, park and ride. 	TBC, including: <ul style="list-style-type: none"> Creosote, oils, greases, fuel e.g. diesel. Petroleum hydrocarbons PCBs

Section	Name of Structure	Potential Sources	Potential Contaminants*
H	Cutting approx. chainage 125960 to 125580 m	TBC, including: <ul style="list-style-type: none"> • Former clay pit and brick works • Goose Green landfill • Petrol station/garage 	TBC, including: <ul style="list-style-type: none"> • Petroleum hydrocarbons
	Wolvercote Tunnel (OXD48)	TBC, including: <ul style="list-style-type: none"> • Former clay pit and brick works 	TBC
J	Parcel Shed demolition	<ul style="list-style-type: none"> • Railway land 	TBC, including: <ul style="list-style-type: none"> • Creosote, oils, greases, fuel e.g. diesel, metals, asbestos, coal dust.
	Oxford Station	TBC, including: <ul style="list-style-type: none"> • Railway land 	TBC, including: <ul style="list-style-type: none"> • Creosote, oils, greases, fuel e.g. diesel, metals, asbestos, coal dust.

* - over and above possible adjacent railway land impact
TBC – to be confirmed, as CSM reports are completed

In addition to these sites, the Contractors will be required to report any other evidence of contamination at any location along the route where intrusive works are being undertaken.

Descriptions of what may constitute soil and groundwater ‘contamination’ can include, but are not limited to:

- Staining or other unusual colours
- Oily sheens
- Organic or other unusual odours
- Presence of waste materials e.g. discarded rubbish, drums, etc.
- Presence of fibrous materials

1.3 *PROCEDURE FOR MANAGING UNEXPECTED CONTAMINATION*

In the event that contamination is encountered during the remediation or enabling groundworks that was not previously identified, the procedure to be followed is set out below.

- The Principal Contractor (TBC) will be responsible for ensuring all relevant parties (including contractors, the Principal Contractor’s appointed environmental consultant and regulatory authorities) are notified.
- Remediation and enabling works in the area will be ceased and measures implemented (as appropriate) to protect site workers and the environment whilst the nature and extent of the contamination is quantified.
- An appropriate investigation strategy, and remediation if necessary, will be defined by the appointed environmental consultant and provided to the

regulators before implementation. Any feedback from the regulator will be taken into account in implementing the works. Our approach will follow the steps outlined in the scheme of investigation previously approved by the regulators (referenced in *Section 1.2*).

In the event that excavation of soil is required, the results of chemical testing will be initially assessed against the re-use criteria described in the Materials Management Plan (currently in preparation) to determine if the material is suitable for re-use within the scheme, and there is a need for material of this nature in the scheme.

1.4 DISCHARGE OF THE CONDITION

Due to the nature of this condition, final discharge will not be possible until the scheme is completed. However, as each element of the improvements are completed, if no areas of previously unidentified contamination are encountered it will be assumed that compliance with the requirements of this part of condition has been met.

The Principal Contractor will provide the relevant local authority contaminated land officer and the Environment Agency with a written statement at the end of each Section of the scheme (A to J) which specifies whether or not unexpected contamination was encountered and the measures taken to investigate and remediate, where it was deemed necessary.

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