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Ground investigation has previously been undertaken across the wider Victoria North site, with the findings and interpretation of these previous investigations presented in the following documents:

- Arup. Victoria North Infrastructure Works Ground Investigation Interpretative Report, VNIF-ARP-ZZ-YYY-RP-CG-0012,P03 23rd November 2022
- LK Group. Victoria North Infrastructure Works Pre-Development Remediation Strategy, LKC 22 1587 R6, October 2023.
- Arup. Victoria North HIF Infrastructure Works – Phase 1, Remedial Implementation Plan, VNIF-ARP-ZZ-YYY-RP-CG-0017, 27th October 2023.
- The earthworks section (Series 600) of the works specification, VNIF-ARP-ZZ-YYY-SP-C-001 P09, 27th Aug 2024

These documents identified the following areas of the site in which unacceptable risks from ground contamination were identified and for which remedial works were required.

1. The carriage shed
2. The gas works
3. TP422
4. TP423

Of these areas of remediation, only the carriage shed lies partly within the planning boundary for the PWTP. However, given that remediation of the four areas listed above (including the carriage shed) is now largely complete, there are no longer issues of unacceptable ground contamination risk associated with the PWTW.

One small area of the PWTP site area did not form part of the Victoria North site at the time when the previous ground investigations were undertaken. This, the area under the western arch of the pedestrian viaduct that forms the northern site boundary, is considered to be a relatively low-risk area, with the current ground model suggesting thin made ground overlying glacial till (natural

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deposits) with bedrock at depths in the order of 3.2m below ground level (c. 40.2mOD – BH201). Initial confirmation of the ground model was obtained during a trial pitting exercise undertaken on 13th November 2024. 3No. trial pits were excavated to 1.4m below ground level and identified in the order of 0.75m made ground overlying sandy clay (glacial till). The made ground was found to comprise former railway ballast overlying “ash fill”. Occasional metal and visual/olfactory evidence for contamination was found within the made ground however, on the basis of the available information, this is not considered to be consistent with made ground across the site in general and does not therefore, present an unacceptable risk from ground contamination.

A further round of ground investigation is to be undertaken to allow geotechnical design parameters to be derived for the design of the PWTP and to confirm that the PWTP is free from unacceptable ground contamination risks. To complement the trial pits that were excavated on 13th November 2024, the proposed investigation will include a single borehole within the western arch of the viaduct, from which samples will be taken for both geotechnical and geoenvironmental analysis. If other areas of visual/olfactory evidence for ground contamination are encountered during this proposed ground investigation, additional geoenvironmental sampling and analysis will be undertaken.

If no unacceptable risks from ground contamination are identified during the proposed ground investigation, this will confirm the current ground model and the findings of previous ground investigation, that there are no requirements for targeted remediation within the PWTP planning area and that the existing provisions of the Remediation Strategy, Remedial Implementation Plan, and the works specification are sufficient to address the proposed construction and subsequent operation of the PWTP development.