Assessment of Contaminated Land Impacts, Volume 2.

1. This document forms Volume 2 of the Assessment of Contaminated Land Impacts report and should be viewed in conjunction with Volume 1, the main technical report.

2. For each route window, two maps are provided.
   
   The first map identifies sites which form baseline conditions across the route. Further information regarding the methodology for this assessment is provided in Chapter 2, Volume 1.
   
   For the purposes of mapping, the sites on this map were given the following colour codes to reflect possible contaminative status given their current operations and/or historical land uses:
   
   - Gas works sites (light brown);
   - Oil related sites (light green);
   - Hazardous sites (blue);
   - Manufacturing sites of a contaminative nature (purple);
   - Utilities sites (yellow);
   - Biologically affected sites (dark green); and
   - Other contaminated sites (orange).
   
   The majority of sites are shown as solid blocks of colour to represent a particular land use, covering a given area. However, a number of sites are represented by dotted coloured lines. The appropriately coloured dotted line represents sites which have had unclear historical development or those where it is not possible to clearly determine precisely the extent of the contaminative land use.
   
   The second map for each route window identifies sites which are considered to be significant in terms of their contamination impact potential. These sites are identified by a red dotted line and are discussed in the appropriate route window of Volume 1. These sites are likely to require protective practises during construction and/or site investigations to refine the design of necessary remedial measures.
   
   There are route windows where no significant sites have been identified. These maps are included but are left blank.

3. Each site has been given an individual reference number. Further information regarding each particular site is presented in Appendix A of Volume 1. The site reference numbers bear no particular significance; they are merely individual site identification references.

4. It is assumed that there is potential for contamination across all existing and historic railway land including tracks, embankments or associated facilities (see Appendix D of Volume 1). Only areas on the route where groundworks are anticipated have been identified on the coloured baseline maps although it is appreciated that there is potential for contaminated land across the railway network.