Appendix 09 – Decommissioning Management Plan

March 2013
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Introduction

Once the station interchange serves no further use the decommissioning of the interchange will be required. It is assumed that the decommissioning may be undertaken in part or stages as the site may be further developed. The decommissioning works will be undertaken under the statutory requirements in force at that time; this document considers that the decommissioning works will be undertaken under the current statutory requirements.

The station interchange will be constructed using currently accepted materials and as such no special measures for the disposal of any materials are considered in this report. It is assumed that all materials currently not requiring any special measures for disposal/recycling will not require any special measures in the future.

The decommissioning works will be undertaken under the control of the Health and Safety Executive directives. Method statements for all elements of the decommissioning works will be required.

Planning permission for the decommissioning works will be required.

It is assumed that the site will be well managed and that no contaminants will be introduced into either the site or the structures therein.
1. Car Park, Cycle Parks and Station Forecourt Decommissioning

The car park, cycle parks and forecourt will be constructed using bituminous bound aggregates, unbound aggregates, precast concrete, vitreous clay products and steel.

Once electrical power to the car park, cycle parks and forecourt has been switched off and the power connection severed the lighting columns, control barriers and parking payment machines can be removed to either be reused or to be recycled. Some elements of the lighting units and the electric circuitry may require special disposal measures. The photoelectric units on the roof of the southern cycle park will need to be disabled before decommissioning can be progressed, they may require special measures for disposal if they are not to be reused.

The pavements and kerbing in the car park, cycle parks and forecourt can be excavated without any special requirements or measures and will be predominately recyclable.

Any street furniture such as signs, benches, etc, can be removed and either recycled or reused. The covering structures to the cycle parks can be dismantled and either recycled or reused. An inspection of the northern cycle park green roofs will need to be undertaken to ensure no species relocations are required.

Any iron work associated with the surface water drainage systems will be recyclable; depending on the subsequent use of the site, elements of the surface water drainage system could be reused. If the surface water drainage system is not required it can either be excavated without any special requirements or measures and predominately recycled or be sealed and safely left.

Depending on the subsequent use of the car park, the cycle parks and the forecourt the existing soft landscaping can either be retained and incorporated into a wider landscape proposal or removed.

2. Decommissioning the Station Building, Bridges and Platforms

The station building, the access bridges and the platforms will be predominantly constructed from steel, plastics and cement bound materials with small amounts of other metals and materials.

If the railway lines are to remain in service it is assumed that the bridges to the platforms will be removed but the platforms themselves will remain. The entire infrastructure on the platforms will be removed leaving only the platform units.

Measures to comply with the Railway Authority’s requirements for working on/near operational land will be required.
The platform infrastructure will be dismantled and mostly removed from the site via the bridges. The material will be predominantly recyclable but some elements of the lighting and electrical circuitry will require special measure for recycling/disposal.

The bridges will then be dismantled and will be predominantly recyclable with the possible exception of elements of the cladding.

Once the station building has been cleared of furniture and other contents the structure can be dismantled. The material will be predominantly recyclable but some elements of the lighting, cladding and electrical circuitry may require special measure for recycling/disposal. An inspection of the station building green roof will need to be undertaken to ensure no species relocations are required.

Assuming that neither the station building nor the platforms are being redeveloped the surface water and foul drainage systems will require decommissioning. The surface water drainage system will be either removed or sealed and safely left. The foul drainage system will require purging before any decommissioning works are undertaken. The pumps within the foul drainage system can be either recycled or reused. The pump chamber can be filled with inert backfill material and the gravity pipes and rising mains either sealed or removed.

3. **Decommissioning Ancillary Buildings**

The ancillary buildings within the site will be predominantly constructed from brick and cement bound materials with small amounts of other metals and materials.

Once the ancillary buildings have been cleared of furniture and other contents the structure can be dismantled. The material will be predominantly recyclable but some elements of the lighting, cladding and electrical circuitry may require special measure for recycling/disposal.

4. **Decommissioning the Access Roads and Guideway**

The access roads and guideway will be constructed using bituminous bound aggregates, unbound aggregates, precast concrete, insitu concrete, vitreous clay products and steel.

Once electrical power to the access roads and guideway has been switched off and the power connection severed the lighting columns, bus shelters and vehicle detection infrastructure can be removed to either be reused or to be recycled. Some elements of the lighting units and the electrical circuitry may require special disposal measures.

The pavements and kerbing in the access roads and guideway can be excavated without any special requirements or measures and will be predominately recyclable.

Any street furniture such as signs, benches, etc, can be removed and either recycled or reused.
Any iron work associated with the drainage will be recyclable; depending on the subsequent use of the site elements of the surface water drainage system could be reused. If the drainage system is not required it can either be excavated without any special requirements or measures and predominately recycled or be sealed and safely left.

Depending on the subsequent use of the access roads and guideway the existing landscaping can be retained and incorporated into a wider landscape proposal.

5. **Decommissioning the Soft Landscape Areas**

There are many areas of soft landscaping within the station interchange, most of this area provides habitat for numerous species. Measures will need to be put in place to protect any habitations found within the soft landscaped areas and any established migration routes protected.