

**The Network Rail  
(Buxton Sidings Extension)  
Order**

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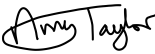


**Code of Construction Practice: Part B**

***Pollution Prevention and Incident Control Plan***

***Formal Submission***  
**Planning Condition 6(b)(ii)**

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	<p align="center"><b>Pollution Prevention and Incident Control Plan (PPICP).</b></p> <p align="center">CoCP Part B (ii)</p>
<p>Prepared by: Amy Taylor  Role: Environmental Advisor  Date:  Signature: </p>	<p><b>Project Name:</b>  Buxton Sidings Extension Order</p>
<p>Internally approved by: Roland Thomas  Role: Project Manager  Date: 20/12/2017  Signature: </p>	<p><b>Contract Name:</b>  Peak Forest (Buxton)</p>
<p>Client approved by: Jim Pearson  Role: Environment Manager  Date:  Signature: </p>	<p><b>Address:</b>  Junction of Barms Farm Road  Fairfield Road  Buxton  SK17 7HW</p>
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## 1. INTRODUCTION

- 1.1.1 The purpose of this Pollution Prevention & Incident Control Plan (PPICP) is to describe the pollution prevention measures to be put in place in the site compounds and work sites as well as the appropriate response measures in the event of an environmental incident, including mitigation measures, reporting and responsibilities as required under Section 8.1 of the Code of Construction Practice (CoCP).
- 1.1.2 This will ensure that environmental incidents are dealt with efficiently, effectively and legally during demolition and construction.
- 1.1.3 Pollution prevention minimises the risk of pollution incidents or environmental harm.
- 1.1.4 The plan aims to;
  - Provide pollution prevention guidance
  - Provide guidance for dealing with unexpected and accidental pollution.
  - Describe the measures to be taken to report environmental incidents and to prevent a reoccurrence.
  - Describe the individual mitigation measures for each environmental risk that will be dealt with in the Pollution Incident Control Sheets displayed at emergency stations on site
- 1.1.5 This PPICP is also a requirement of the Code of Construction Practice Part B (CoCP), Planning Condition 6(b)(ii) of the Transport and Works Act Order (Buxton Sidings Extension).

## 2. SCHEME SUMMARY

- 2.1.1 The main purpose of the proposed scheme is to increase the capacity of the existing sidings to allow longer and heavier freight trains to transport material between Hindlow and Downlow facilities.
- 2.1.2 The main objective of the scheme is to increase the capacity of the freight trains that currently use the sidings. The existing capacity of each freight train is restricted to 1,750 tonnes, the proposed scheme will facilitate an increase to 2,600 tonnes. This will be achieved by extending the existing twin-track sidings by approximately 422meters to the north.

## 3. SCHEME SCOPE

- 3.1.1 The project will be broadly split into three sections:
  - Installation of new track and drainage through a former tip,
  - Installation of new track through existing agricultural land,
  - Re-lay and lowering of existing track and installation of track drainage.

- 3.1.2 Construction activities associated with these elements include:
- Installation of a new footbridge over new track sections and associated foundation works,
  - Deep excavation,
  - Laying of new drainage,
  - Reclamation and sealing of former tip,
  - Piling new foundations,
  - Installation of new drainage outfalls to Nun Brook,
  - Segregation and removal of waste materials,
  - Installation of permanent lighting,
  - Concrete works,
- 3.1.3 To facilitate the permanent works, a number of temporary work activities will be required, which include:
- Upgrade/re-surfacing of the main access track off the A6 into the temporary site compound,
  - Temporary works within Nun Brook to allow installation of a new replacement bridge (over Nun Brook),
  - Installation of a temporary site compound and establishment of site offices,
  - Installation of a temporary access track from the main compound to the main construction area.

#### 4. SITE LOCATION

- 4.1.1 The site is located approximately 400m to the north east of Buxton Town Centre within the administrative boundaries of High Peak Borough Council (HPBC) and Derbyshire County Council (DCC). Existing land uses vary across the site and include the existing operational railway to the west (Buxton to Edgerly Junction Passenger Line), agriculture to the north, open land to the east and residential properties to the south and south east. There are also established residential areas to the west of the site on the opposite side of the operational railway.
- 4.1.2 At present the existing operational railway is used by freight trains travelling from the nearby quarries to the access the Great Rocks Freight Line. The existing sidings are used as a place to detach and reattach locomotives before picking up the Great Rocks freight line, and vice versa. The existing sidings operate on a 24-hour period and on average accommodate 6-10 freight trains every 24-hour period. The trains are either delivering limestone to Hindlow quarry or transporting excavated aggregate and crushed stone material from Dowlow quarry to existing railheads, concrete plants and power stations across the country.
- 4.1.3 There are no licenced groundwater abstractions near the site. The closest is 1km to the west, where there is a public water supply abstraction by Severn Trent Water from Lightwood Reservoir and Nestle Waters UK Ltd is authorised to take water for bottling as Buxton Water. There are also groundwater abstractions licenced to HPBC for private water supply at The Crescent, Buxton, 1.2km to the south.
- 4.1.4 The site is not located within the boundary of a Source Protection Zone (SPZ).

## 5. ENVIRONMENTAL CONSTRAINTS

- 5.1.1 There are fifteen site designations within 2km of the site, this includes:
- Peak District Dales SAC (of value at the International geographical scale)
  - Three SSSI's (including the Wye Valley, which is of value at the National geographical scale). N.B Nun Brook is a north bank tributary of the River Wye.
  - Eleven Local Wildlife Sites (including Hogshaw LWS)
  - Peak District Dales SAC and Wye Valley SSSI have direct hydrological connections to the site. Hogshaw Brook is a tributary of the River Wye which flows east through Buxton towards the Wye Valley SSSI and Peak District Dales SAC.
  - Hogshaw Local Wildlife Site falls within the proposed scheme footprint and is of value at the Local geographical scale as it supports UK BAP habitats.
- 5.1.2 Part of the site is a former refuse tip and was used as such between 1967 and 1973. By 1997 it is thought that the area was no longer used as a tip and assumed that deposition of waste had ceased. The refuse tip pre-dates the requirement for licencing, as a result the EA and HPBC have limited records of materials placed in the tip. However, site investigation has revealed that Asbestos containing materials, household electrical appliances, chemical containers/drums and vehicle parts are some of the materials present in the tip. There is also evidence to suggest that seepage of leachate from decompositions of materials present in the tip, is taking place and entering the surrounding environment.
- 5.1.3 The solid geology of the site is mudstone (Bowland Shale) of the Millstone Grit Series, with Kinderscout Grit sandstones and mudstones and Eyam Limestone to the East. The limestone is classed as a Principle Aquifer and the Millstone Grit series form a Secondary Aquifer. Ground Investigations along the alignment of the proposed sidings and area of former tip to be reformed have revealed 5meters of mudstone beneath made ground. The mudstone is expected to form a barrier between any water in contaminated made ground and water in the Principle Aquifer.
- 5.1.4 There are two Ordinary Watercourses running in close proximity to the site; Nun Brook flows from North to South along the eastern edge of the former tip, which then flows into the River Wye.
- 5.1.5 The closest surface water to the site is Nun Brook. The Brook flows from north to south, approximately 150m east of the proposed extension and it is in the catchment of the River Wye. There is also an unnamed watercourse which adjoins Nun Brook, from the north of the site, under the proposed access track and then into Nun Brook.



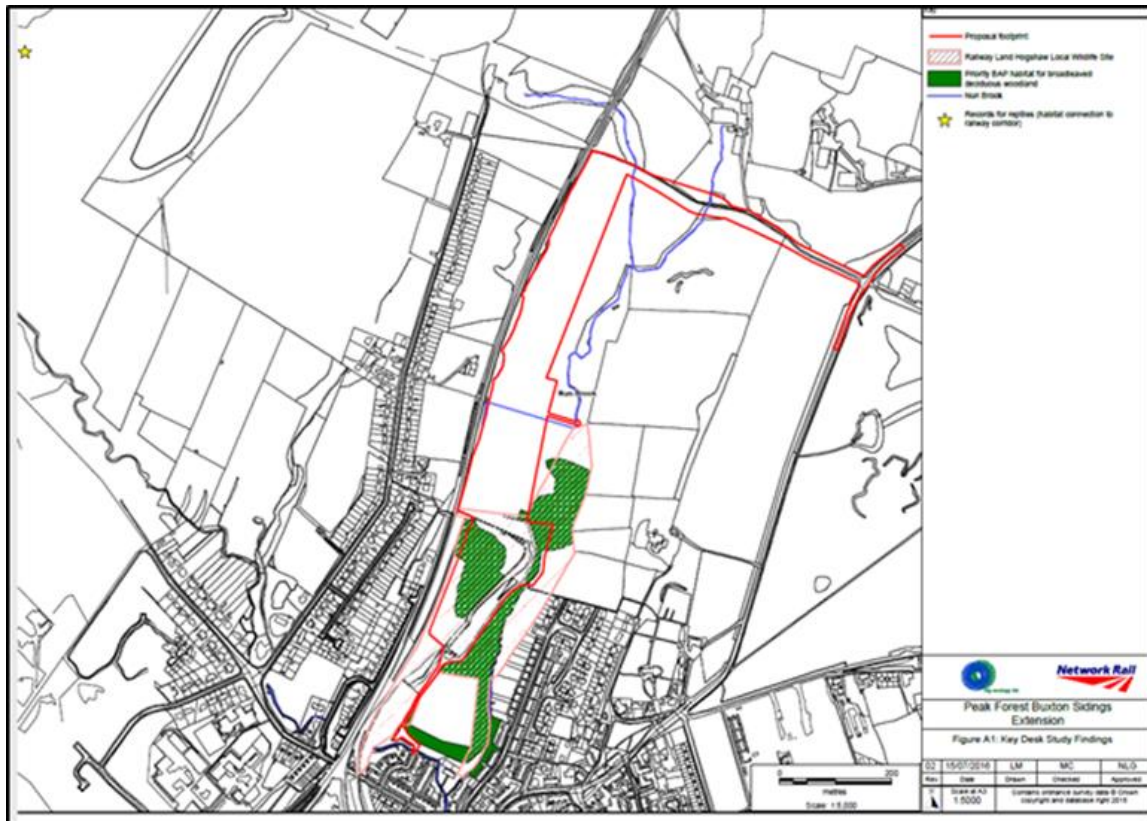


Figure 1: Site Sensitive Receptors.

## 6. DEFINITIONS

- 6.1.1 Pollution: the harmful impact on the local atmospheric, aquatic or land environment caused by the release of hazardous or nuisance-causing substances; excessive noise and vibration.

**Accidental Pollution:** Where an accident results in sudden pollution

**Environmental Incident:** any event, activity or condition that causes, could have caused, or has the potential to cause harm to people, damage to property or the environment.

**Consent infringement:** where the limits (of potential pollution) set as conditions of consents, permits or licenses are exceeded or where methods of operation are not in accordance with procedures or conditions set by the regulatory authority

**Non-compliance:** any event, activity or condition that does not comply with the Construction Environmental Management Plan.

## 7. COMPLIANCE WITH LEGISLATION, REGULATIONS AND OTHER REQUIREMENTS

- 7.1.1 All works shall be carried out in accordance with the relevant environmental legislation and other regulatory requirements, and best practice. A register of current legislative, regulatory and other policy requirements for Buckingham Group projects is provided in the Buckingham Group Integrated Business Management System. The Legislation Register is updated on an annual basis or as necessary when new legislation is enacted.

- 7.1.2 Legislation applicable to water management and pollution include:
- Water Resources Act (1991, Section 85 & 88). Control of pollution of groundwater or surface water by land contamination through direct or indirect discharges.
  - Flood and Water Management Act 2010.
  - Water Framework Directive 2000.
  - The Environment Act (1995). Provides clarification of the roles for assessment, enforcement and remediation of contaminated land.
  - The Environmental Permitting (England and Wales) Regulations 2010
  - Environment Agency Regulatory Position Statements
  - CIRIA Contaminated Land Risk Assessment. A guide to good practice (C552) 2001
  - Model Procedures for the Management of Land Contamination, Contaminated Land Report 11 (CLR 11) Environment Agency (July 2014)/ The procedures present the technical framework for applying a risk management process when dealing with land affected by contamination.
  - High Peak Local Plan (adopted April 2016); Policy EQ 11: Flood Risk Management.
  - The National Planning Policy ((NPPF), paragraphs 120 and 121)) also provides guidance on ground conditions and contamination to ensure that new developments are appropriate for the location, taking into account previous land uses, sensitivity to pollution protection of the environment.
- 7.1.3 As part of the contract requirements it will be necessary to discharge various planning conditions under a granted Transport and Works Order Act. This WMP will be referenced within the Pollution Prevention and Incident Control Plan which is required to discharge condition 6 (Code of Construction Practice Part B).
- 7.1.4 Consents have been identified as potentially being required by the project during the construction phase, including:
- Consent for temporary discharge of excavation waters – The final detail of these proposals will be detailed within the Remediation and Implementation Plan.
  - Consent for permanent discharge of track drainage into Nun Brook – The detail of this will be finalised following Client discussion with the Environment Agency and HPBC.
  - Land Drainage Consent for temporary and permanent works effecting Ordinary Watercourses.
- 7.1.5 All consents will be applied for in a timely manner, to provide adequate information to the statutory authority, consult thoroughly and permit them to process the applications in time for when they are required. Copies of consents will be held within the project filing system.

## 8. ENVIRONMENTAL INCIDENT CLASSIFICATION

8.1.1 The Incident classification levels used by BGCL are listed in the table below:

<b>LEVEL 1</b>	Extreme environmental incident resulting in irreversible, long term or widespread harm. High clean-up and/or prosecution costs (e.g. Large spillage to a SSSI).
<b>LEVEL 2</b>	Lost time/complaints from Local Authority for legislative breach. Environmental incident requiring management response to aid recovery. Environmental incident reportable to authorities (e.g. fuel tank leak).
<b>LEVEL 3</b>	Local environmental impact requiring immediate response but from which there is natural recovery. No legislative breach (e.g. complaints from local residents).
<b>LEVEL 4</b>	Minimal environmental impact with no legislative breach (e.g. minor oil drops).

8.1.2 In accordance with the Memorandum of Understanding between Network Rail and the Environment Agency (as seen in Appendix 1), BGCL will report all major environmental incidents to the Environment Agency hotline as follows:

- Any spillages of HAZCHEM listed chemicals
- Fuel spillages greater than 50 litres
- Oil spillages greater than 20 litres (including
- All incidents by/near a watercourse, or where lineside drains close to the spillage point may discharge to a watercourse
- Incidents at protected or sensitive sites such as Sites of Special Scientific Interest (SSSI); and Significant incidents in to drainage systems
- Spillages of low hazard products with pollution potential including:
  - Detergents greater than 25 litres (e.g. train cleaning chemicals, washing powder)
  - Disinfectants greater than 25 litres (e.g. toilet cleaner, household bleach and “Dettol”)
  - Paints and Dyes greater than 25 litres
  - Inorganic Powders greater than 500 kg (e.g. silt, sand, cement chalk, gypsum/plaster)
  - Organic liquids/ slurries (e.g. blood, offal, sewage sludges, antifreeze, cutting, lube and cooking oils, glycerine, alcohols, latex and water-soluble polymers)

**If there is any doubt as to whether an environmental incident should be reported, then the precautionary principle should be applied and the relevant authority informed.**

**The HSEQ representative and Relevant business unit Director should be informed of the reporting of any incident.**

## 9. PRIMARY CAUSES OF ENVIRONMENTAL INCIDENTS

- 9.1.1 The primary causes of environmental incidents are; Pollution of the atmosphere, for example
- From failure of filtering systems on plant likely to generate dust (including contaminated dust)
  - Exhaust emissions, fumes and/or dust released by static or mobile plant or vehicles
  - Dust created by the movement of traffic on haul roads, access roads, hardstandings or public highways
  - Windblown dust from the works or from mud deposited on highways and footways
  - Smoke emitted by accidental fires
  - Pollution of surface and groundwater; for example, from spillage or escape of poisonous, noxious or potentially polluting solids, liquids or gases that could enter controlled waters (rivers, streams, lakes and groundwater) directly or via surface water drainage systems
  - Pollution of sewers; for example, discharge of poisonous, noxious or potentially polluting solids or liquids, for which consent has not been granted, into the sewerage undertakers' sewers whether by accident or design
  - Pollution of the ground; for example, from spillage of poisonous, noxious or potentially polluting solids or liquids directly or indirectly onto the ground anywhere on the site, adjacent land, haul roads, access roads, hardstanding's or public highways.
  - Noise pollution; for example, breach of the conditions of planning consent granted by the local authority in respect of noise levels, methods of working, types of plant or working hours

## 10. ROLES AND RESPONSIBILITIES

- 10.1.1 All personnel on site have a responsibility to understand and comply with the requirements of this plan and not to undertake any action that will endanger themselves or others. Buckingham Group will provide emergency spill response training to all required personnel. The environmental response procedure shall be briefed to all operatives during the site induction.
- 10.1.2 The Project Manager, or a competent, nominated deputy, will undertake the duties specified in this plan. This will be detailed in the Scheme Construction Phase Plan.
- 10.1.3 Sites should have adequate pollution control equipment to deal with any spillage from a potentially polluting material on site. Specialist equipment will be used for high risk sites i.e. booms and drain covers for sites close to watercourses or protected areas.

ROLE	RESPONSIBILITY
PROJECT MANAGER	<ul style="list-style-type: none"> <li>▪ Ensure the site is set up appropriately and plan is completed</li> <li>▪ Ensure all operatives are briefed on the plan</li> <li>▪ Ensure that all specialist subcontractors have completed all surveys and actions from these surveys to allow works to commence</li> <li>▪ Assist in the investigation of a spillage</li> <li>▪ Complete any resulting actions</li> </ul>
WORKS/SITE MANAGER	<ul style="list-style-type: none"> <li>▪ Ensure procedures are followed and incidents are reported</li> <li>▪ Follow all control measures to prevent incidents</li> <li>▪ Report all close calls to prevent incident before they happen</li> </ul>
ENVIRONMENTAL ADVISOR	<ul style="list-style-type: none"> <li>▪ Investigate any incidents and close out actions</li> <li>▪ Ensure all control measures are in place and the risk of incidents is low</li> </ul>
EMERGENCY SPILL CONTRACTOR (ADLER & ALLAN)	<ul style="list-style-type: none"> <li>▪ Clean up significant spillages which needs expert or additional specialist resource</li> </ul>
THE LOCAL AUTHORITY (High Peak Borough Council)	<ul style="list-style-type: none"> <li>▪ Report complaints to the council to keep them aware of progress</li> </ul>

## 11. NOTIFICATION OF INCIDENTS

- 11.1.1 Should a spillage or release occur the person becoming aware of it should immediately take measures to contain the release using available resources. The Project Manager/Deputy needs to be contacted advising them of the location and hazards generated by the release. They will then determine how the spillage or release is to be dealt with, with reference to the relevant COSHH assessment, and if necessary, by summoning the appropriate emergency services or other specialist services.
- 11.1.2 The Incident Response Process can be seen in Figure 2 below:

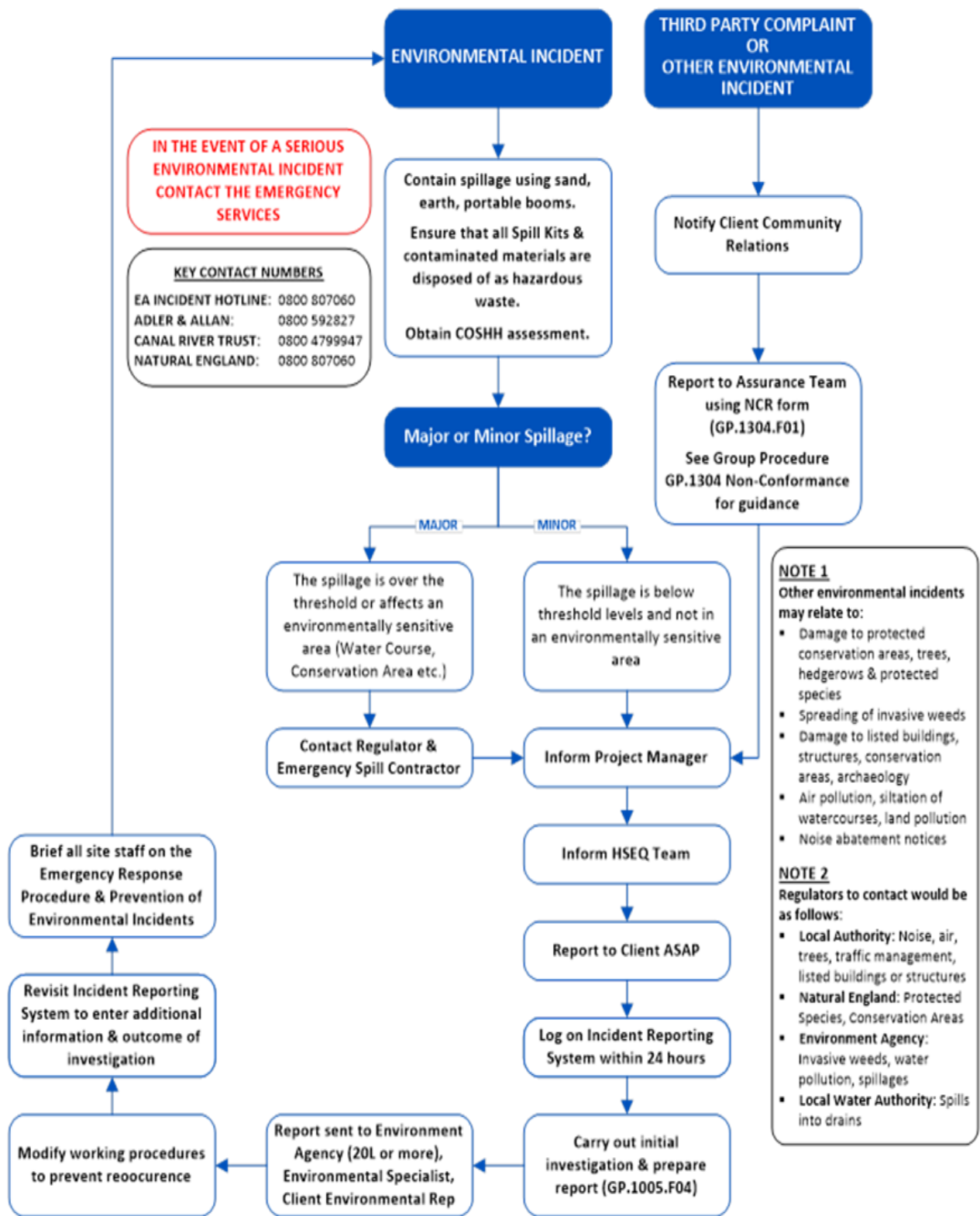


Figure 2: Incident Response Process

## 11.2 Immediate Action

- In the event of a serious environmental incident (Level 1) the emergency services should be contacted
- Contact Emergency Spillage Contractor Adler & Allan
- Inform the Environment Agency of all Level 1 or 2 (i.e. any hydrocarbon spillages greater than 20 litres, including hydraulic oils and fuels) or any spills that enter a drain conservation site or watercourse
- Any gullies, manholes or drains need to be blocked with portable booms or drain covers
- Retain any spillage or release by using the portable spill kits or using inert material
- Collect, bag and dispose of the material as hazardous/special waste. This must be handled by a licenced waste carrier
- Spillages should never be washed away into drains or watercourses
- As soon as possible but before the end of the shift as a minimum the incident should be reported to the client. The following details should be provided:
  - Name of person reporting with contact and contract number
  - Exact location of spillage/incident
  - Details of how incident occurred
  - Substance and quantity spilled
  - Details of machine type, owner and serial number
  - Whether a conservation site, watercourse has been affected
  - What initial actions have been undertaken to reduce the impact
- An initial investigation Report should be created and forwarded to the client and the assurance team. This will be input into the HSEQ Incident Reporting System
- Following the incident an investigation should be undertaken and the HSEQ Manager and Project Manager should ensure actions are closed out

## 12. POLLUTION PREVENTION AND OPERATIONAL CONTROLS

### 12.1 Site Drainage

- 12.1.1 Drainage will be constructed at an early stage to divert water from the works. The land and track drainage provided in the construction phase will become the permanent drainage. This will involve interceptor drains along the west side of the proposed cutting to carry land drainage and groundwater seepage. Drainage will run to a central point on the north side of the former tip and discharge to Nun Brook.
- 12.1.2 Interception of land drainage on the north side of the former tip will divert water that would have flowed through the tip material, become mixed with the leachate generated in the materials and discharged to Nun Brook.
- 12.1.3 Track drainage will be directed to a single point on the south side of the footbridge via an oil/silt interceptor, to Nun Brook. The provision of an existing natural wetland area, has been proposed to provide final polishing of drainage and seepage from the former tip area. It is well known that Reed bed/wetland areas will introduce oxygen into the water passing through, which promotes natural degradation of

hydrocarbons. The final proposal will be determined within the final remediation strategy.

- 12.1.4 There are no known foul drainage systems in proximity to the scheme.

## **12.2 Works and Access in Proximity to surface waters (Nun Brook and un-named tributary of Nun Brook)**

- 12.2.1 The closest surface water to the site is Nun Brook, flowing from north to south, approximately 150m east of the proposed extension and it is in the catchment of the River Wye. The brook passes from west to east under the railway approximately 1.5km north of the site, then flows south across agricultural land in an open channel, then beneath the eastern edge of the former tip in a culvert and continues in an open channel to the confluence with Hogshaw Brook, 500m south of the former tip. There is also an unnamed watercourse which adjoins Nun Brook, from the north of the site, under the proposed access track and then into Nun Brook.
- 12.2.2 Nun Brook is a potential environmental receptor of contamination, as the natural land surface and the current and surface fall towards the brook. Nun Brook also flows past housing and recreation areas and therefore has a potential for direct contact with humans and domestic animals.
- 12.2.3 The Access track to the compound area will pass over unnamed watercourse and Nun Brook. Measures to prevent silt contaminated water and oil spills from entering the watercourses will be put in place. Straw bales/sandbags/silt fencing will be placed on the track at the at watercourse crossing points and oil absorbent booms will be placed in the watercourse, downstream of the crossing point.
- 12.2.4 The existing bridge over Nun Brook is currently in a state of disrepair and the installation of a new replacement bridge will be carried out under a separate planning Permission submitted by the Client. Once the designs have been finalised to construct the replacement bridge structure, relevant consents will be obtained (e.g. Land Drainage), and specific method statements approved by HPBC in advance of the works.
- 12.2.5 Works required to install the new replacement permanent bridge over Nun Brook are likely to include 'in stream' works. These works will be carried out in line with task specific Method Statements and will be reviewed by HPBC before works commence. Method Statements will include methods such as the use of settlement to remove silts before final discharge during over-pumping works.

## **12.3 Temporary Discharge of Water from Excavations**

- 12.3.1 The project team will ensure that the Permit to Pump system is completed before any pumping activities are allowed to commence. GP.1207.F02 Permit to Pump will be completed prior to any pumping operation.

## **12.4 Unsealed Stockpiles of Materials and Temporary Access Track Material.**

- 12.4.1 Any stockpiled materials will be located >10m from watercourses and drains, and sealed or covered where possible.



12.4.2 Silt fencing or cut off ditch around stockpiling areas will be installed where a risk of silt contaminated run-off is presented.

12.4.3 A series of pipes and drainage runs will be installed during the construction of the temporary access track to intercept and filter runoff from the track.

## **12.5 Refuelling**

- All mobile plant will be refuelled in a designated area on an impermeable surface and away from drains. Any deviation from this will require a specific process/Method Statement to cover remote-re-fuelling that is acceptable to the EA and HPBC.
- A suitable spill kit will be available at all times and the bowser is to be locked when not in use.
- Operatives will be trained in refuelling to ensure they minimise the chances of spilling when carrying out this activity
- Refuelling should be supervised at all times to ensure best practise is followed

## **12.6 Handling and Storage of Fuels and Other Potentially Polluting Materials**

- To reduce the safety and environmental risk, stored fuels, oils and hazardous substances are stored to prevent leakage or spillage, and in line with 'The Control of Substances Hazardous to Health (COSHH) Regulations 1999 or The Control of Pollution (Oil Storage) (England) Regulations 2001, where applicable.
- All containers and drums should be of sound construction, clearly labelled and stored in a bunded area. These should be capable of retaining 110% of the volume of the products stored within. Loose drums/containers used on site will be stood on a plant nappy or drip tray
- Generators should be able to contain 110% of the capacity of the fuel/oil they contain. If there is a separate fuel tank and generator they should be located in a secondary bund that will hold the fuel leaking from either receptor and the ancillary equipment i.e. Pipework.
- Tanks and generators will be adequately set-up by the supplier to prevent failure or potential malfunction.
- All tanks and containers will be kept in a secure compound and be protected from vandalism and will be clearly marked with their contents.
- The scheme will have a permanent security presence to reduce the potential for vandalism. Security checks will also be carried out in the satellite compound.
- Any substances shall be located at least 10 metres from any watercourse or sensitive receptor. Drains should be protected with drain covers
- Fuel storage areas will be locked to prevent unauthorised access
- A spill kit appropriate in type and quantity to be located in proximity to stored fuels, oils and chemicals.
- All static and mobile plant will have a plant nappy/drip tray/secondary containment provided at all times.
- Machines and site vehicles will be checked daily for defects using the BGCL Daily Machine Checklist Reports Booklet.

- Regular maintenance checks will be carried out on oil and diesel storage facilities

## **12.7 Wheel Washing**

- 12.7.1 To prevent mud from being carried onto public roads the Works Manager will, where necessary, arrange wheelwashers. If practical and economic they will be mechanical with contained effluent systems. They will be positioned on a paved site road as far away as possible from the site egress point (to allow vehicles to 'dry off' before reaching the public road) cross ref what wrote in nuisance man plan.

## **12.8 Plant Nappies and Drip Trays**

- 12.8.1 When in use, plant nappies will be inspected at least weekly (more frequently during periods of heavy or prolonged rain) by an operative nominated by a foreman or ganger who will maintain a schedule of nominated operatives.
- 12.8.2 To be effective plant nappies and drip trays must be placed on level ground. When in use under pumps all pump hose connections must be secure and watertight in order to prevent drip trays from filling with water.
- 12.8.3 Non-essential petrol or diesel-powered plant, or plant with hydraulic oil, will not be left near watercourses overnight or during site closedown periods. Neither will the plant be left at locations where leaks or spillages could enter a watercourse through pipes or other channels.

## **12.9 Vehicle, Plant, Road Cleaning and Maintenance**

- 12.9.1 The Construction Manager will establish rules for the cleaning and maintenance of vehicles and plant on site, clearly defining the responsibility of BGCL, subcontractors and plant hirers.
- 12.9.2 Cleaning will only take place in designated paved areas with adequate facilities for disposing liquid effluent and solid waste.
- 12.9.3 Vehicle and plant maintenance, other than emergency repairs and minor routine tasks will not be permitted unless satisfactory maintenance facilities are established on site.
- 12.9.4 Any mobile plant maintenance unit will be fully equipped with spill kits, plant nappies and containers for the secure storage of waste oils, used spill kits and disposal of waste.
- 12.9.5 All Road Sweepers will be required to empty cleaning residues off site at an appropriately licenced facility, and not on the site.

## **12.10 Concrete Washout**

After delivery of any wet concrete, delivery vehicles will need to wash out containers and delivery shuts. The following measures will apply to wash out areas:

- Care will be taken to ensure that concrete and cement is controlled
- The washing out of concrete wagons will be carried out in a designated/clearly demarcated area as far away from any

watercourses and feeder culverts as possible and where it can't escape into the environment.

- The wash out facility will be lined with an impermeable membrane.
- Use of the washout facility will be monitored daily and any repairs made promptly. Concrete washout contaminated water arising from the washout facility will be Ph neutralised using a correction chemical or tankered off site as a controlled waste.
- Guidance outlined in current Environment Agency guidelines will be followed.
- Following washout, the waste will be removed in accordance with Buckingham Group duty of care.

#### **12.11 Silt**

- All operations on site will be carried out in a manner to minimise the production of silty water
- This problem arises from excavations, exposed ground and stockpiles, plant and site roads. In inclement weather, granular material can be washed into watercourses/drains etc., causing harm
- Stockpiles should be sheeted and kept a minimum of 10 metres from receptors. Granular material should be stored in a bunded area to prevent it being washed away. Waste should be kept in covered skips
- Unidentified liquids/stockpiles should be identified through sampling and testing.
- Buckingham Group will avoid vegetation clearance within 10m of watercourses to prevent run off. If ground is going to be exposed for long periods, this will be reseeded
- Vehicles will only be washed down in a designated area.

#### **12.12 Deliveries**

- All deliveries will be supervised by a responsible person who will be able to deal with any spillage that may occur and prevent a pollution incident
- Storage tank levels will be checked before delivery to prevent overfilling and to ensure that the product is delivered to the correct tank

#### **12.13 Method Statements**

12.13.1 To communicate the environmental requirements of this WMP, specific environmental actions and requirements will be included in project Method Statements (MS) and Task Briefing Sheets (TBS). These requirements will be specific to the task being undertaken and specific to the environmental issues of that location, particularly when working near or over Nun Brook or Hogshaw Brook.

12.13.2 Additional environmental information may be provided through on site briefings or through Toolbox Talks. These briefings will be recorded.

## **12.14 Flooding**

- 12.14.1 The site has been notified to the local planning authority as lying within Flood Zone which is designated as having critical drainage problems. However, being in Flood Zone 1 also represents less than a 0.1% (1 in 1000) chance of flooding occurring each year, showing the site to be at low risk from fluvial (flooding from rivers) or tidal flooding.
- 12.14.2 Nun Brook is the closest watercourse to the site and is not considered a flood risk due to the existing increase in ground levels from the watercourse to the site boundary.
- 12.14.2 Flooding from groundwater tends to occur after long periods of sustained high rainfall as it means more water infiltrates into the ground causing the water table to rise above normal levels. The HPBC Strategic Flood Risk Assessment (SFRA) states that the risk of groundwater flooding in the area is extremely low and there are no known problems.

## **12.15 Provision of Spill Kits**

- All staff have a responsibility to identify, and if possible, control and restrict the adverse
- effects of environmental incidents by using the emergency equipment provided on site.
- In addition to this the Environmental team an appointed, trained staff member will
- regularly inspect the site, especially areas where the bulk of the work is occurring, as these will be the most sensitive. It is therefore likely that they will either discover that an environmental incident has occurred or be quickly summoned to the event.
- They will be trained in the use of environmental first aid equipment including booms and spill kits to control the impact of spillages and other pollution events.
- A minimum stock level list will be maintained, and a stores procedure will be set up to
- ensure that the issue of the equipment is tracked as well as making certain that the correct disposal methods are being followed.
- As minimum spill kits must contain oil absorbent granules, pads and booms and be available in the following locations:
  - Stores and workshops
  - Manned security cabins
  - Static or mobile fuelling facilities
  - Plant maintenance facilities (including mobile units)
  - Lone plant working in isolated locations

## **13 TRAINING**

- 13.1.1 All site staff involved in the construction of the proposed scheme shall be briefed on site-specific pollution risks and the implementation of pollution response. This will primarily be through the Site Induction process.

- 13.1.2 Site specific pollution risks and the sensitivity of working near Nun Brook and other watercourses will be included within the scheme site induction briefed to all site staff and visitors to the site.
- 13.1.3 All Work Package Plans and Risk Assessments that relate to working near or over Nun Brook shall refer to this PPICP as appropriate and detail the protective provisions in place.
- 13.1.4 All task briefings that relate to working in or over watercourses, including Nun Brook, shall include specific and applicable information that identifies potential pollution of the controlled water.
- 13.1.5 The Site Manager and Supervisor will undergo Silt and Water Management Training prior to start on site.
- 13.1.6 Relevant members of the site team will be trained in Spill Response.
- 13.1.7 Toolbox Talks covering emergency response will be delivered on a regular basis to the whole site team, to ensure that new staff and sub-contractors are captured and regularly updated.

## APPENDIX 1: Network Rail/EA Memorandum of Understanding

Ref:	NR/L2/ENV/015
Issue:	6
Date:	03/09/2011
Compliance date:	03/12/2011

### Appendix C.

#### **Guidelines on reported incidents to the Environment Agency and SEPA (Extract of Memorandum of Understanding with the Environment Agency)**

The following list is included as an example of the criteria and is not meant to be exhaustive. It may also be influenced by factors such as the Environmental Sensitivity of the site. Discussions should therefore take place at a local level to agree when the Environment Agency or Scottish Environment Protection Agency should be informed of environmental incidents.

- Spillages of HAZCHEM listed chemicals (unless otherwise stated. See Note 1)
- Spillages of Low Hazard products with polluting potential (See Note 2)
- Petrol spillages greater than 100 litres
- Hydrocarbon spillages greater than 20 litres (Inc. hydraulic oils and cutting oils)
- Any spillages in or near watercourses
- Incidents at Environment Agency/ Scottish Environment Protection Agency - regulated Network Rail sites in accordance with Permit Conditions
- Incidents involving hazardous fly tipped waste
- Loss of cable or transformer oil in accordance with the incident notification thresholds contained in Annex 2
- Incidents involving flooding from main river watercourses or where actions or incidents have occurred that could increase the risk of future flooding (See Note 3)
- Significant releases of silt/sands/cement slurry (Note 4)

**There might be incidents that do not fall into any of these categories; if any doubt exists, the Environment Agency should always be contacted.**

**Note 1:** Incidents involving UN classified Dangerous Goods should be notified to the Environment Agency or Scottish Environment Protection Agency unless the incident involves only small quantities of mineral oils (under 20 litres). Incidents involving most gases are unlikely to be of interest to the Environment Agency or Scottish Environment Protection Agency unless large quantities of water or foam are used. Ammonia and Chlorine are notable exceptions.

## APPENDIX 2: Emergency Contacts

BGCL Project Team		
POSITION	NAME	CONTACT NUMBER
Scheme Project Manager	Roland Thomas	07582373635
Scheme Health and Safety Advisor	Ian Hughes	07980681759
Scheme Environmental Advisor	Amy Taylor	07763805042
Scheme Site Manger	TBC	TBC
External Contacts		
Environment Agency Incident Hotline	0800 80 70 60	
Natural England	0300 060 3900	
Emergency Services	999	
Project Ecologist (NLG Ecology):	01625 560 789	
Project Archaeologist (RSK)	0161 236 2757	
24h Emergency Response Contractor		
Adler & Allen	0800592 827	
Local depot can be found <a href="#">here</a>	Email: <a href="mailto:contracts@adlerandallan.co.uk">contracts@adlerandallan.co.uk</a>	
Local Authority		
High Peak Borough Council Address: Buxton Town Hall, Buxton, Derbyshire, SK17 6DZ		0345 129 7777 / 01298 28400
Environmental Health Officer	Matthew Rhodes	0345 129 7777
Client Contacts		
Scheme Environment Manager	Jim Pearson	07876 195286
Network Rail 24/7 Helpline		03457 11 41 41

APPENDIX 3: Consents and Permissions

CONSENT	LEGISLATION	REGULATOR	TIMESCALE TO OBTAIN	RESPONSIBLE



#### APPENDIX 4: Pollution Risk Assessment

ACTIVITY	ISSUE	MITIGATION	REIDUAL RISK			FUTURE ACTIONS	OWNER
			L	S	R		
Any Construction Activity	Creating pollution pathway	<ul style="list-style-type: none"> <li>Consent/Environmental permit/Exemption will be applied for any applicable works in/under/over a Main River or Ordinary watercourse</li> </ul>	1	4	4	Environmental Permit (EA) Flood Defence Consent (IDB, LA)	Designer Contractor
Excavation and Stockpiling of Contaminated Ground	Mobilising pollutants	<ul style="list-style-type: none"> <li>Stockpiling of excavated materials prior to removal from site away from watercourse (10m) and potential pollution pathways e.g. boreholes (50m)</li> <li>Stockpiles covered or placed in secondary containment where possible</li> </ul>	1	4	4	Testing of materials Ground water testing	Contractor/ Contaminated land consultant
	Siltation of watercourse	<ul style="list-style-type: none"> <li>Compliance with project Remediation Strategy, Planning Conditions and MMP especially for handling of material exposed from the former Hogshaw Tip area</li> </ul>				Set up of exclusion zone for materials	
	Ground water pollution	<ul style="list-style-type: none"> <li>Ground water quality monitored in local watercourses (e.g. Nun Brook), in line with remediation strategy</li> </ul>				Environmental Permit for discharge obtained (temporary)	
	Damage to land and aquatic species / habitat	<ul style="list-style-type: none"> <li>Emergency plan in place to stop works if any unexpected contaminated materials are found to be present to await further testing exclusion</li> </ul>				Materials Management Plan to be produced for soil to be reused	
Management of Groundwater	Legal breach Contamination to land	<ul style="list-style-type: none"> <li>Ground water has been tested and hydrocarbon and other contaminants (e.g. leachate) from the former tip has been detected in certain locations</li> <li>Localised skimming of ground water produced by pads and booms</li> <li>Any water with the potential for containing hydrocarbons to be taken off site via tanker to licensed facility</li> </ul>	1	5	5	Interpretation of groundwater testing results	Designer Contractor Contaminated land consultant

ACTIVITY	ISSUE	MITIGATION	REIDUAL RISK			FUTURE ACTIONS	OWNER
			L	S	R		
		<ul style="list-style-type: none"> <li>Works to be carried out in line with project remediation strategy</li> </ul>					
Plant Operation and use of access roads above watercourses		<ul style="list-style-type: none"> <li>Specification of minimum standard of plant and equipment (new equipment and double bunded)</li> <li>Pre-use inspection – daily</li> <li>Follow incident response plan in the event of a spillage</li> <li>Refuelling area and storage of plant equipment away from brook (10m) or pollution pathway (50m)</li> <li>Plant nappies placed under static plant/equipment</li> <li>Silt fencing/straw bales/sand bags used at crossing points to contain and filter silt contaminated runoff</li> <li>Access road regularly swept to remove mud deposits</li> <li>Oil absorbent booms placed across water course below crossing points</li> </ul>	1	4	4	<p>Incident response plan</p> <p>Daily pre-plant/equipment check forms</p>	Contractor Subcontractor Procurement dep
Concrete Operation		<ul style="list-style-type: none"> <li>Designated concrete mixing and wash out area (10m from watercourse or 10m from borehole)</li> <li>No water from this operation to be discharged to the environment</li> <li>Use of precast concrete where possible</li> </ul>	1	4	4	Concrete wash out area designated, and wash water treated or disposed	Contractor
Storage of Hazardous Materials		<ul style="list-style-type: none"> <li>Secure hazardous material storage area – restricted access</li> <li>Store away from any flood area, watercourses, borehole</li> </ul>	1	4	4	COSHH material area to be established, signed and secured	Contractor

ACTIVITY	ISSUE	MITIGATION	REIDUAL RISK			FUTURE ACTIONS	OWNER
			L	S	R		
		<ul style="list-style-type: none"> <li>All materials to be stored in a double walled bund that can retain 110% of the capacity of fuel stored within</li> <li>Exchange any storage equipment that is not fit for purpose (e.g. fuel tanks with double skin jeopardised).</li> </ul>					
Uncontrolled Spillage		<ul style="list-style-type: none"> <li>Training – Spill response</li> <li>Emergency response plan in place</li> <li>Pre- use checks for plant and equipment</li> <li>Controlled refuelling by trained individuals</li> <li>Spill response equipment located in high risk locations</li> </ul>	1	5	5	Emergency Response Plan to be developed  Training for operatives  Specification to be provided to procurement	Contractor
Stripping of Surface/ Top Soil		<ul style="list-style-type: none"> <li>Cut off ditch or silt fencing around high-risk areas, e.g. along temporary un-sealed access tracks, preventing water leaving site uncontrolled</li> <li>Vegetation buffer zone retained between site and watercourses (unmanned watercourse and Nun Brook</li> </ul>	1	4	4	Include in construction of access track	Contractor
De-watering/ Discharge to Watercourse and works in proximity to watercourses	Scour of water course  Silt laden water  Contaminated water  Blocking of watercourse	<ul style="list-style-type: none"> <li>Early installation of temporary and drainage permanent drainage</li> <li>Correct Pre-treatment of discharge to remove silts and other contaminants</li> <li>Vegetation buffer zone retained in-between site and Nun Brook to allow for extra filtration</li> <li>Use appropriate settlement set up, e. g settlement tanks, ponds</li> <li>Task specific method statement for works in watercourses</li> </ul>	1	5	5	Obtain Environmental Permit/consent from Regulator  Testing regime established  Adequate treatment in place and operational  BGCL Permit to Pump	Contractor

ACTIVITY	ISSUE	MITIGATION	REIDUAL RISK			FUTURE ACTIONS	OWNER
			L	S	R		
	Flooding	<ul style="list-style-type: none"> <li>Assess flow rates at temporary and permanent design stage</li> <li>Minimise the inlet flow by using energy dissipaters or rip rap</li> <li>Position inlet pipe work vertically to dissipate energy</li> <li>Use scour protection on the outlet to prevent scour</li> <li>Clean tanks and pumps regularly</li> <li>Monitor discharge quality daily and sample frequently</li> </ul>					



## Emergency Spillage Contractor for BGCL

In the event of a significant spillage that requires an emergency response please contact Adler and Allen on the **24 Hour Emergency Response Number:**

# 0800 592 827

**N.B.** Ensure that you have registered every site (GP1207.F01) you are working on with Adler and Allen for the most efficient response time and clean up.

Knowing what is an emergency can vary but for spills over 20 litres and or spillage events effecting water / drains / conservation areas make the call. Contact the HSEQ team or A&A emergency number if unsure.

