



REPORT

Biffa Waste Services Ltd., Renwick Road Rail Hub
Environmental Permit Application, Environmental Management Plan

Submitted to:

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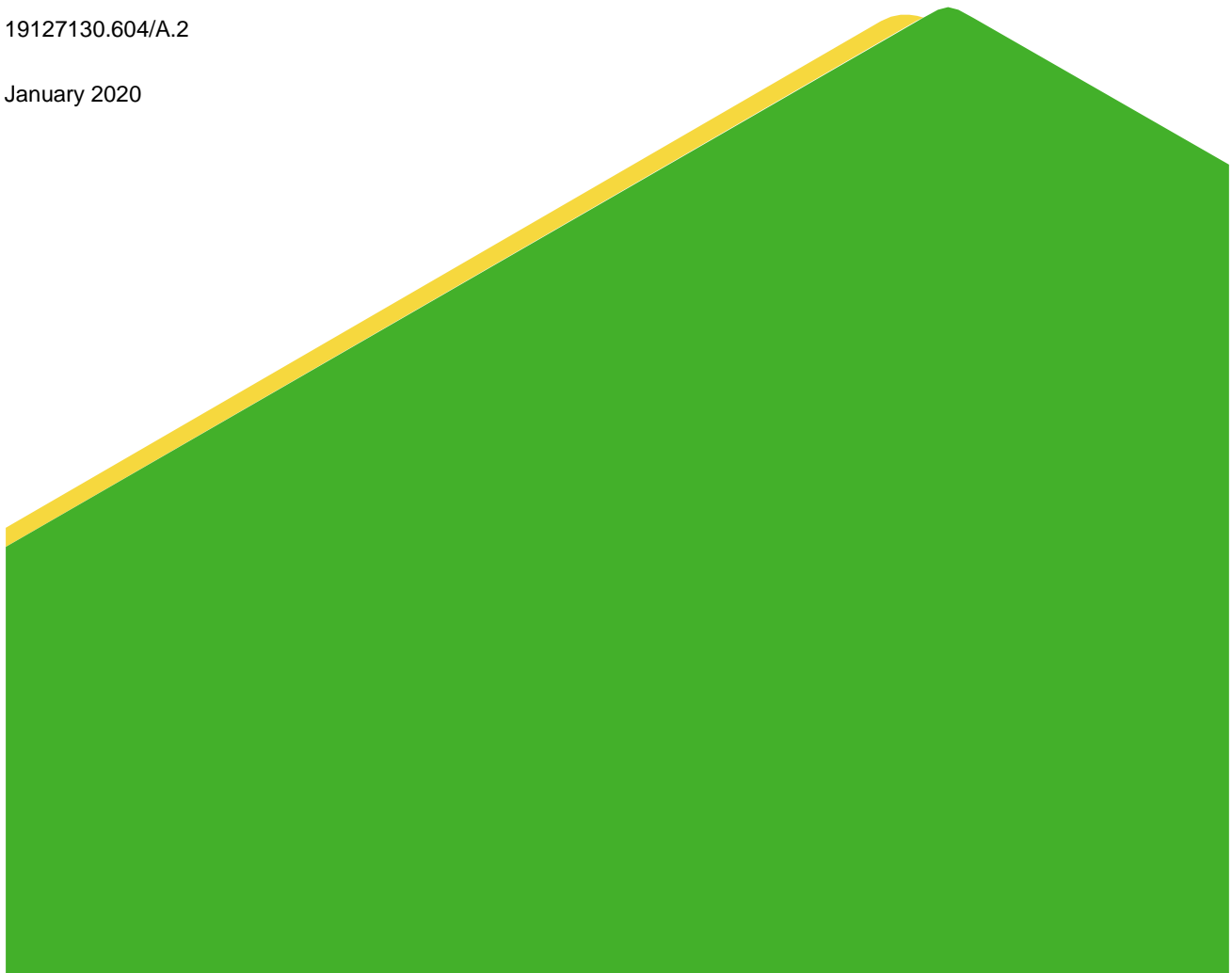
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1.0 INTRODUCTION

Renwick Road Waste Transfer Station is located at Renwick Road, Barking, East London (the 'Site') at NGR TQ 470 833. The Site will receive waste materials by road, then stockpile and then load onto rail wagons (for onward distribution) under an Environmental Permit. Wastes will comprise:

- Granular inert and non-hazardous materials delivered to the Site by HGV which will be placed into temporary stockpiles ('bays') prior to loading onto rail wagons for onward haulage for re-use, recovery or disposal at other suitably permitted sites; and
- Baled Refuse Derived Fuel ('RDF') in locked sea containers for temporary storage of those containers prior to loading the sea containers onto rail wagons for onward haulage for recovery or disposal at other suitably permitted sites.

This Environmental Management Plan ('EMP') will be adopted by Biffa Waste Services Ltd ('Biffa') in accordance with the Environmental Permit ('EP').

Given the location and environmental setting of the Site, environmental management will be fundamental to the effective management and operation of the Site and Biffa will operate the Site in accordance with the EP and this EMP. Particular regard will be given to the provisions of the EP and the EMP which relate to the control of emissions at the site.

The waste transfer activities at Site will be subject to the EP and will also comply with the following limitations:

- An annual waste tonnage no greater than 300,000 tonnes per year;
- The maximum amount waste stored at the Site at any one time will not exceed 10,000 tonnes;
- No waste treatment activities including screening or crushing will be carried out at the Site;
- No waste will be burned at the Site.
- Fugitive emissions of dust, particulate matter and odour will be managed and monitored in accordance with a Dust Management Plan and an Odour Management Plan;
- Appropriate measures will be taken to limit and control noise and vibration;
- Appropriate measures will be taken to limit and control pests which may be attracted to the Site; and
- There will be no point source emissions into surface water or groundwater. Surface water will be managed with a closed drainage system and in accordance with this EMP.

2.0 OVERVIEW OF OPERATIONS

Wastes will be delivered by incoming HGVs accessing the Site from Renwick Road, just off the A13. Incoming vehicles will be articulated vehicles, articulated vehicles with walking floors, 8-wheelers, and tipping articulated vehicles, or similar. HGVs will pass through the Site Reception including Site office, welfare facilities, control office and 'in' weighbridge.

HGVs carrying granular materials will be directed into the tipping area to reverse into a tipping bay to discharge its load into the allocated bay. HGVs will leave the Site via the Site Reception and 'out' weighbridge.

There will be three bays, each with an operational capacity of 1,200 tonnes. The maximum design capacity of each bay will be 1,600 tonnes. The Site will hold between 3,000 and 4,000 tonnes of granular waste at any one time. Site mobile plant including loading shovels will be used to manage the tipped material within the bays for temporary storage. Waste material will be stockpiled no higher than 0.5 m below the top of the bay walls to minimise the risk of over-spillage onto the concrete surface, though waste material within the bay and away from the bay walls may be stockpiled above this height.

HGVs will also carry locked sea containers containing baled RDF. Such vehicles will be directed to an unloading area where site mobile plant i.e. reach stacker, will be used to lift the container from the HGV onto the ground or onto another sea container. Sea containers will be stored either in a designated bay or at the eastern or western ends of the Site. A maximum of 48 full sea containers will be stored in an orderly fashion on the Site at any one time and will be stacked no more than three containers high.

Two new sidings extending from a single new junction with the existing railway line will be developed to serve the Waste Transfer Station. The two railway tracks will be at the same level as the Waste Transfer Station. The inner track (adjacent to the Waste Transfer Station) will be embedded within the hardstanding and the outer track will be ballasted. The two tracks will be separated by hardstanding wide enough to pass a road sweeper against a kerb edge. The EP boundary will therefore fall between the two train lines, along the kerb edge.

Trains will typically comprise 20 to 22 boxed wagons (for granular materials) or flat-bed wagons (for sea containers). Each wagon is about 14 m long. Trains will stand in the terminal for typically 4 hours (i.e. 4 hours terminal time).

As required, Site mobile plant typically comprising loading shovels, will take granular materials from the bays and tip directly into boxed wagons. The maximum rate of the loading is 1,000 tonnes in 3 hours; however, realistically, Biffa assumes a general loading rate 300 tonnes per hour. A boxed wagon capacity has a maximum capacity of 70 tonnes soil; however, Biffa assumes a wagon capacity of 58 tonnes soil.

As required Site mobile plant typically comprising reach stackers, will also load the sea containers containing RDF onto the flat bed wagons.

The Site will be 24/7 operation. Incoming road deliveries will tend to be daytime (07:00 to 18:00) and export by train at evening or night-time. The bays will be managed and loading rotated to ensure the minimum residence time for any waste. Bays will be regularly fully empty.

A road sweeper will be used on Site to sweep the areas of hardstanding and across the embedded track. Sweepings will be returned to the tipping bays. There will be room for 'person access' between the back of the bays and the kerb boundary, allowing dust/spill to be manually swept from the area.

The Site will have a quarantine area for any unauthorised wastes which have been identified following tipping at the Site, the wastes will be stored here prior to removal from Site by road. Quarantined wastes will be removed by road as soon as possible. The method of removal and timescale for removal will be based on the nature of the unauthorised waste.

The Site will be completed in hardstanding (reinforced as required) and fully sealed and graded to a central spine drain running east to west. The drain will run directly to an interceptor and tank at the west end of the Site that will be periodically emptied of both liquids and fines. The edge of the hardstanding will be kerbed. The Site will have a fully enclosed surface water drainage system with no surface water discharge point.

No wastes will be tipped or stored within 1 m of the edge of the concrete surface or kerb. Restricting the extent of the storage in this way minimises the risk of spillage outside of the concrete surfaces. Limits will be identified by painted lines on the concrete surface, 1 m from the kerb around the perimeter.

3.0 MANAGEMENT STRUCTURE AND STAFF RESPONSIBILITIES

3.1 Organisation

The organisational structure which will be relevant to the operation of the Site is shown on the organogram provided at **Annex EMP1**.

3.2 Management

The Biffa Site Manager will have the overall responsibility for:

- Implementing the EMP and compliance with the EP;
- Reviewing and amending as necessary the EMP to ensure the appropriate operations at the Site and compliance with the EP;
- Providing the necessary resources for implementing the EMP and complying with the EP;
- Monitoring and managing the day-to-day implementation of the EMP and compliance with the EP;
- Setting and communicating responsibilities to staff on Site; and
- Completing the Site Diary/Log and the Daily Checklist, Weekly Checklist and Quarterly Checklist.

The Site Manager will make sure that all operational staff are aware of the importance of implementation of the EMP and compliance with the EP and their responsibilities in achieving these objectives. Individual roles and responsibilities are set out within this EMP and operational staff will have a duty to fulfil these specific responsibilities. A summary of the individual roles and responsibilities is presented at **Appendix EMP2**. Regardless of any particular assigned roles and responsibilities, all operational staff will have the overarching responsibility to ensure that the EMP is properly and consistently implemented and that the EP is complied with.

3.3 Staffing

Biffa will always make the necessary staff resources available to implement the EMP.

3.4 Staff Training

The EMP and the EP will be communicated to all Site staff. All Site staff will be provided with specific environmental awareness training, training specific to their role in implementing the EMP as well as complying with the conditions of the EP. A record of staff training will be held by Biffa.

3.5 Technical Competence

The permitted activities will fall within the requirements of an approved competence scheme. A relevant technically competent person(s) (TCP(s)) for the operation of the Site will be provided. The TCP(s) will have the qualifications necessary under the competence scheme relevant to the operations at the Site. The relevant certificate(s) for the TCP(s) will be retained on Site. A record of attendance of the TCP(s) will be made in the Site Diary/Log.

The waste types accepted at the site will comprise inert and non-hazardous granular waste and combustible wastes in the form of Refuse Derived Fuel (RDF). The training standards set out in the CIWM/WAMITAB approved competence scheme as applicable to the operation of the Waste Transfer Station will be adopted.

3.6 Supporting the EMP

In addition to the specific requirements outlined above, the TCP(s) will promote the content and importance of the EMP and compliance with the conditions of the EP to Site operatives by regular “toolbox talks”, shall evaluate the performance of staff and shall discuss proposals for improvements and/or amendments to the EMP. Records of support, training and discussions will be held by Biffa.

Staff shall be encouraged to contribute their suggestions for improvements and/or amendments to Site operations and the EMP to the TCP(s) and/or Site Manager. The Site Manager in conjunction with the TCP(s) will have the role of reviewing suggested improvements and amendments as necessary ensuring that the relevant improvements and amendments are incorporated into the EMP.

3.7 Site Diary/Log

A Site Diary/Site Log will be maintained.

4.0 ENVIRONMENTAL REQUIREMENTS

4.1 Environmental Management

Biffa operates to an Environmental Management System (EMS), referred to as an IMS (Integrated Management System), that is accredited to the ISO14001 standard and is subject to regular internal audit and external audit.

The IMS is the cornerstone of all Biffa’s environmental activities and is prefaced by the company’s Environmental and Carbon Policy Statement which is signed by the Chief Executive Officer.

4.2 Environmental Management Plan

This Environmental Management Plan (EMP) forms part of the overarching site-specific Biffa IMS and relates specifically to Biffa’s activities at Renwick Road Waste Transfer Station. The EMP details the potential impacts the operations may have on the environment, including its closest neighbours, and outlines the measures in place to control, minimise and mitigate any potential environmental impacts.

The Biffa Site Manager will have the overall responsibility for:

- Implementing the EMP and compliance with the EP;
- Reviewing and amending as necessary the EMP to ensure the appropriate operations at the Site and compliance with the EP;
- Providing the necessary resources for implementing the EMP and complying with the EP;
- Monitoring and managing the day-to-day implementation of the EMP and compliance with the EP; and
- Setting and communicating responsibilities to staff on Site.

If necessary, based on the results of monitoring, corrective actions will be implemented by the Site Manager. A record of any corrective actions taken, together with an assessment of their effectiveness, will be made by the Site Manager in the Site Diary/Log.

The Environment Agency will be notified without delay following the detection of:

- Any malfunction, breakdown or failure of equipment or techniques, accident or emission of a substance not controlled by an emission limit which has caused, is causing or may cause significant pollution;
- The breach of a limit specified in the EP; or
- any significant adverse environmental effects.

The notification will be made by the Biffa Site Manager (or appointed nominee) using the Notification Forms presented in the EP. A record of the events leading to the submission of the notification, the information included in the notification and the corrective actions taken will be made in the Site Diary/Log.

If an environmental complaint is received, then immediate action will be taken to investigate the source and reason for the complaint and, if necessary, appropriate corrective actions will be implemented. A record of any complaints received, and the corrective actions taken will be recorded in the Site Diary/Log.

A site-specific Environmental Risk Assessment (ERA) has been prepared in respect of the Site operations. The ERA has been prepared using the template produced by the EA for use in EP applications.

The Site Manager will be responsible for establishing, implementing, maintaining and reviewing the EMP requirements. Although the EMP will be the subject of continual review during the operation of the Site and in respect to any corrective actions, a formal review of the EMP will be carried out on an annual basis. If necessary, revisions to the EMP will be submitted to the Environment Agency. Any changes to the EMP will be implemented.

4.3 Site Operational Controls

The Biffa Site Manager will be responsible for ensuring that the following will be controlled/maintained in accordance with this EMP and the conditions of the EP:

- Site infrastructure;
- Cleaning of adjacent roadways;
- Plant and equipment maintenance;
- Noise management;
- Odour management;
- Dust and particulate management;
- Emergency preparedness and response;
- Site security; and
- Pest control.

Documents relating to the Site Operational Controls will be available at the Site. The documents which will be available will include the EP and the EMP.

4.4 Monitoring and Site Inspections

Biffa operates an Environmental Management System (EMS), referred to as an Integrated Management System (IMS), that is accredited to the ISO14001 standard and is subject to regular internal audit and external audit. Internal audits are carried out by suitably qualified Biffa employees. A record of all auditing carried out at the Site pursuant to the ISO 14001 standard will be held on Site.

The Site Manager or appointed nominee will carry out regular monitoring and site inspections. The appointed nominee will be a Biffa employee (or Biffa appointed contractor) suitably trained in accordance with the EMP and will be directly responsible to the Site Manager. Monitoring and site inspections will be carried out on a daily, weekly and quarterly basis using appropriate checklists. A record of all monitoring and Site inspections carried out will be held on Site. If necessary, based on the results of the monitoring corrective actions will be

implemented by the Site Manager. A record of any corrective actions taken together with an assessment of their effectiveness will be made by the Site Manager in the Site Diary/Log.

The site will be monitored by a Closed-Circuit TV (CCTV) system which will be available for inspection on Site. The integrity of the boundary fencing and the site gates will be inspected daily. Any damage to the boundary fencing or gates will be made secure by the end of the working day of inspection. If it is not possible to make repairs within a working day, temporary measures will be implemented to control unauthorised access to the site. Final repairs will be carried out within five working days or a longer timescale as agreed in writing with the Environment Agency. A record of all inspections and any repairs necessary together with their implementation is made in the Site Diary/Log.

All plant and equipment used at the Site will be fully maintained and will be the subject of daily plant inspections. In addition to providing for the optimum operation of the plant the maintenance regime minimises the risk of abnormal operating conditions. Records of maintenance are kept in the Site Diary/Log.

5.0 POTENTIAL ENVIRONMENTAL IMPACTS

It is recognised by Biffa that the operations subject to this EP have the potential to result in environmental impact, but provided that the operations are carried out in accordance with the conditions of the EP and the requirements of this EMP there should be no unacceptable environmental impact. This EMP outlines the measures in place to control, minimise and mitigate any potential environmental impacts.

5.1 Emissions to Air

There will be no point source emissions to air from the Site which will be the subject of conditions of the EP.

5.1.1 Dust and Particulate Matter

A Dust Management Plan ('DMP') is provided in **Appendix 10**.

The main potential sources of dust and particulates at the Site will be associated with vehicle movements, unloading of HGVs and loading of boxed wagons. All areas of the Site in which vehicles operate will comprise either a concrete or other hardstanding surface. The concrete and other hardstanding surfaces at the Site will be inspected daily and maintained in a condition consistent with minimising the risk of generation of significant quantities of dust and particulates. This will include the area of the embedded rail track and the areas behind the tipping bays.

The concrete or other hardstanding surface will be cleaned as necessary using a mechanical road sweeper or similar and, if necessary, will be sprayed with water during periods of dry weather. A record of all inspections, cleaning and the use of water suppression will be made in the Site Diary/Log. Any repairs to surfaces will be carried out as necessary and recorded in the Site Diary/Log. Where possible repairs will be carried out within five working days. If the repairs cannot be carried out within five working days then the Biffa Site Manager will suspend operations in the affected area by coning it off. To further minimise the potential for dust and particulates associated with vehicle movements, a speed limit of 5 mph will be implemented at the Site and wherever possible all vehicles will be fitted with upward pointing exhausts.

Waste handling operations will have the potential to generate dust and particulates. In the event that waste handling operations generate significant quantities of dust and particulates then suitable mitigatory measures will be implemented including the use of water suppression and the suspension of the handling operations until such time as meteorological conditions are consistent with the effective control of dust and particulates. The use of measures to control the generation of dust and particulates will be recorded in the Site Diary/Log.

All Site staff will carry out continuous visual monitoring for significant emissions of dust and particulates while on Site and will implement appropriate corrective actions where necessary. All Site staff will be suitably trained to identify significant emissions of dust and particulates and to implement appropriate corrective actions. A record of corrective actions taken will be made in the Site Diary/Log. A record of staff training will be held by Biffa.

If a complaint is received in respect of dust, then immediate action will be taken to investigate the source and reason for the complaint and, if necessary, implement appropriate corrective actions. A record of any complaints received, and the corrective actions taken will be recorded in the Site Diary/Log.

5.1.2 Odour

An Odour Management Plan ('OMP') is provided in **Appendix 11**.

Only wastes which do not have the potential to result in unacceptable odour emissions will be accepted onto the Site and waste acceptance procedures are provided. The OMP has been produced for the Site in order to minimise any residual risk of odour emissions.

Site staff will carry out daily olfactory monitoring at the Site boundary and downwind of the waste operations and the results will be recorded in the Site Diary/Log. All Site staff will be trained to identify significant odorous emissions and to implement appropriate corrective actions where necessary. A record of corrective actions taken will be recorded in the Site Diary/Log. A record of staff training will be held by Biffa.

In the event that a complaint is received in respect of odour then immediate action will be taken to investigate the source and reason for the odour and, if necessary, implement appropriate corrective actions. A record of any complaints received, and the corrective actions taken will be recorded in the Site Diary/Log.

5.2 Potentially Polluting Leaks and Spillages

Containment measures with respect to the waste related operations at the Site and site drainage are described above.

Liquids with significant pollution potential which will be used and stored on Site will be limited to fuel, oil and cleaning liquids. Fuel will be stored in a mobile double skinned bowser. Oil and cleaning liquids will be stored in the ISO containers on the Site. Only limited and small quantities of oil and cleaning liquids will be stored on Site and oil will be stored over drip trays as necessary. Spill kits will be provided for use in the event of a spillage of fuel, oil or cleaning fluids. A record of any spillages and use of the spill kits will be made in the Site Diary/Log.

Refuelling and maintenance works to mobile plant will be limited to areas of the Site with a concrete surface. In the unlikely event of spillage of fuel or oil or cleaning liquids the spillage will be cleaned up as soon as possible, if necessary, using the spill kits available on site. The event will be recorded in the Site Diary/Log.

In the unlikely event of the spillage of a significant quantity of oil or fuel from vehicles entering or leaving the Site the spillage will be cleaned up as soon as possible, if necessary, using the spill kits available on Site. The event will be recorded in the Site Diary/Log.

All site staff will be trained in the detection of leaks and the avoidance of spillages together with the use of spill kits. A record of all staff training will be held by Biffa.

5.3 Site Engineered Containment Systems

The Site will be completed in hardstanding (reinforced as required) and fully sealed and graded to a central spine drain running east to west. The drain will run directly to an interceptor and tank at the west end of the Site that will be periodically emptied of both liquids and fines. The sump will be emptied on a regular basis and

a record of emptying will be made in the Site Diary/Log. The edge of the hardstanding will be kerbed. The Site will have a fully enclosed surface water drainage system with no surface water discharge point.

A record of all inspections will be made in the Site Diary/Log. Any repairs will be carried out as necessary and recorded in the Site Diary/Log. Where possible repairs will be carried out within five working days. If the repairs cannot be carried out within five working days, then the Biffa Site Manager will suspend operations in the affected area by coning it off.

5.4 Control of Mud and Debris

All areas of the Site in which vehicles operate will comprise either a concrete or other hardstanding surface which will be inspected daily and maintained in a condition consistent with preventing the accumulation of mud or debris on the public highway. The concrete surface and hardstanding will be cleaned as necessary using a mechanical road sweeper or similar. A record of all inspections will be made in the Site Diary/Log. Any repairs will be carried out as necessary and recorded in the Site Diary/Log. Where possible repairs will be carried out within five working days.

HGVs leaving the Site shall be inspected and cleaned as necessary to minimise the risk that mud and debris is tracked onto the public highway. HGVs leaving the Site will pass through the wheel wash if required. If necessary, portable handheld washing equipment will also be available for use. The Site access road will be inspected on a daily basis to confirm that mud or debris from the Site is not being tracked onto the public highway. In the unlikely event that mud, or debris associated with the Site operations is deposited on the Site access road or the public highway then the mud or debris will be cleaned as a matter of urgency and before the end of the working day. A record of all inspections and cleaning will be made in the Site Diary/Log.

If a complaint is received in respect of mud on the road then immediate action will be taken to investigate the source and reason of the mud and, if necessary, implement appropriate corrective actions. A record of any complaints received, and the corrective actions taken will be recorded in the Site Diary/Log.

All Site staff will be trained in the methods employed to control mud and debris. A record of all staff training will be held by Biffa.

5.5 Control of Noise

The waste operations at the Site will have the potential to generate noise. The following mitigation measures will be put in place to minimise any potential risk of unacceptable noise:

- Regular maintenance of plant and equipment;
- Regular maintenance of roadways and site surfaces;
- Site speed limited to 5 mph;
- Consideration given to the potential noise levels of all new plant and equipment to the Site;
- Limiting idling plant;
- White noise reversing alarms will be fitted to all mobile plant;
- Considerate use of plant to minimise the scraping and 'knocking' of loading shovels; and
- The fitting of noise suppression equipment to items of plant as necessary.

Site staff will carry out weekly site inspections to identify any sources of noise which may result in an unacceptable nuisance at nearby receptors. All site staff will be trained to identify significant sources of noise

and to implement appropriate corrective actions where necessary. A record of corrective actions taken will be recorded in the Site Diary/Log. A record of staff training will be held by Biffa.

If a complaint is received in respect of noise then immediate action will be taken to investigate the source and reason for the noise and, if necessary, implement appropriate corrective actions. A record of any complaints received, and the corrective actions taken will be recorded in the Site Diary/Log.

5.6 Control of Pests

Pests including birds, vermin, insects and other scavengers can be attracted to sites containing exposed sources of food. Waste types which comprise sources of food will not be accepted at the Site hence it is unlikely that pests will be attracted to the Site.

However, the control of pest infestations will be minimised by the use of a pest control contractor who will be employed by Biffa to carry out regular Site inspections and implement suitable control measures such as traps. Records of the measures taken by the pest control contractor will be recorded in the Site Diary/Log.

All Site staff will carry out continuous visual monitoring for pest infestations while on Site and implement appropriate corrective actions where necessary. All Site staff are suitably trained to identify pest infestations and to implement appropriate corrective actions. A record of corrective actions taken will be recorded in the Site Diary/Log. A record of staff training will be held by Biffa.

If a complaint is received in respect of pests then immediate action will be taken to investigate the source and reason for the complaint and, if necessary, implement appropriate corrective actions. A record of any complaints received, and the corrective actions taken will be recorded in the Site Diary/Log.

5.7 Climate Change Risk Assessment

The climate change risk assessment is provided in **Appendix 13** and forms part of this Environmental Management Plan.

6.0 WASTE ACCEPTANCE

The Site will receive waste materials by road, then stockpile and then load onto rail wagons for onward distribution, under an Environmental Permit. Wastes will comprise:

- Granular inert and non-hazardous materials delivered to the Site by HGV which will be placed into temporary stockpiles ('bays') prior to loading onto rail wagons for onward haulage for re-use, recovery or disposal at other suitably permitted sites; and
- Baled Refuse Derived Fuel ('RDF') in locked sea containers for temporary storage of those containers prior to loading the sea containers onto rail wagons for onward haulage for recovery or disposal at other suitably permitted sites.

Wastes accepted from transfer stations and accepted under EWC 19 12 12 will only comprise inert waste and non-combustible waste derived from the processing of construction and demolition wastes via segregated waste processing lines at sites that employ active waste segregation practices. Incidental contamination within 19 12 12 materials will be limited to appropriate levels to ensure that the waste is non-combustible, meets landfill tax definitions for inert wastes, and to ensure that the material does not cause an unacceptable odour impact off site (see below).

The majority of the wastes which will be accepted at the Site will be transferred for either recovery or disposal at either a transfer station or landfill also operated by Biffa. The weighbridge at the Site will be accepted by

HMRC, as at the Leeds and Manchester sites, as the tax point for the calculation of Landfill Tax for materials transferred to Roxby Landfill Site or another permitted landfill site. Biffa operates detailed waste acceptance procedures (WAPs) to ensure that only the wastes specified in the EP and defined above are accepted at the Site. The WAPs operated by Biffa also must be sufficient to comply with the waste acceptance requirements for the transfer station operated by Biffa at Roxby Landfill Site or at Roxby Landfill Site itself, or at another permitted landfill site.

The Site is in a sensitive location with respect to residential and commercial receptors. Accordingly, it is critical to the compliant operation of the Site that wastes which have the potential to result in an unacceptable environmental impact, and in particular an unacceptable impact with respect to odour, are not accepted at the Site. Only wastes which do not have the potential to result in unacceptable odorous emissions will be accepted at the Site. Mitigation measures will be put in place to minimise the risk of odour emissions which may result in an unacceptable odour at nearby sensitive receptors. The mitigation measures are described in the Odour Management Plan (OMP).

Detailed Waste Acceptance Procedures (WAPs) will be implemented at the Site. The WAPs will be implemented so that only inert and non-hazardous granular wastes, and prepared RDF, will be accepted at the site, in accordance with the EWC codes listed in Table 1 below. The risk of the presence of incidental contamination and of odour emission will be 'As Low As Reasonably Practicable' and steps to ensure this include both pre-acceptance checks and on site waste acceptance procedures. The pre-acceptance checks for waste with the EWC 19 12 12 will include auditing by Biffa to confirm that inert and non-combustible wastes are derived from the processing of construction and demolition wastes via segregated waste processing lines at sites that employ active waste segregation practices.

Table 1: Waste types to be accepted at the Site

Waste Code	Description
01 04	Wastes from physical and chemical processing of non-metalliferous minerals
01 04 08	Waste gravel and crushed rocks other than those mentioned in 01 04 07
01 04 09	Waste sand and clays
01 04 13	Wastes from stone cutting and sawing other than those mentioned in 01 04 07
01 05	Drilling muds and other drilling wastes
01 05 04	Freshwater drilling muds and wastes
01 05 07	Barite-containing drilling muds and wastes other than those mentioned in 01 05 05 and 01 05 06
01 05 08	Chloride-containing drilling muds and wastes other than those mentioned in 01 05 05 and 01 05 06
05 01	Wastes from petroleum refining
05 01 10	Sludges from on-site effluent treatment other than those mentioned in 05 01 09
10 11	Wastes from manufacture of glass and glass products

Waste Code	Description
10 11 12	Waste glass other than those mentioned in 10 11 11
10 12	Wastes from manufacture of ceramic goods, bricks, tiles and construction products
10 12 08	Waste ceramics, bricks, tiles and construction products (after thermal processing)
17 05	Soil (including excavated soil from contaminated sites), stones and dredging spoil
17 05 04	Soil and stones other than those mentioned in 17 05 03
17 05 06	Dredging spoil other than those mentioned in 17 05 05
17 05 08	Ballast
17 09	Other construction and demolition wastes
17 09 04	Mixed construction and demolition wastes other than those mentioned in 17 09 01, 17 09 02 and 17 09 03
19 02	Wastes from physico/chemical treatments of waste (including dechromatation, decyanidation, neutralisation)
19 02 06	Sludges from physico/chemical treatment other than those mentioned in 19 02 05
19 12	Wastes from the mechanical treatment of waste (for example sorting, crushing, compacting, pelletising) not otherwise specified
19 12 05	Glass
19 12 09	Minerals (for example sand, stones)
19 12 10	Combustible waste (refuse derived fuel)
19 12 12	Other waste (including mixtures of materials) from mechanical treatment of waste other than those mentioned in 19 12 11
19 13	Wastes from soil and groundwater remediation
19 13 02	Solid wastes from soil remediation other than those mentioned in 19 13 01
19 13 04	Sludges from soil remediation other than those mentioned in 19 13 03
20 02	Garden and park wastes (including cemetery waste)
20 02 02	Soil and stones
20 03	Other municipal wastes
20 03 03	Street-cleaning residues (<i>Site cleaning residues from Renwick Road only, not third party</i>)

7.0 MATERIAL MANAGEMENT

7.1 General

The total amount of waste stored at the Site at any one time will not exceed 10,000 tonnes.

No wastes will be tipped or stored within 1 m of the edge of the concrete surface or kerb. Restricting the extent of the storage in this way minimises the risk of spillage outside of the concrete surfaces. Limits will be identified by painted lines on the concrete surface, 1.0 m from the kerb around the perimeter.

7.2 Non-Combustible (Granular) Waste

HGVs carrying non-combustible granular materials will be directed into the tipping area to reverse into an allocated tipping bay to discharge its load. All materials will be stored within the designated bays, but there will be no differentiation between wastes stored in bays. The bays will be used to manage the materials, ensure its orderly throughput, and promote safe use of delivery vehicles and mobile plant (e.g. loading shovels) and separation of vehicles and pedestrians.

There will be three bays, each with an operational capacity of 1,200 tonnes. The maximum design capacity of each bay will be 1,600 tonnes. The Site will hold between 3,000 and 4,000 tonnes of granular waste at any one time. Site mobile plant including loading shovels will be used to manage the tipped material within the bays for temporary storage. Waste material will be stockpiled no higher than 0.5 m below the top of the bay walls to minimise the risk of over-spillage onto the concrete surface, though waste material within the bay and away from the bay walls may be stockpiled above this height.

7.3 Refuse Derived Fuel (RDF)

HGVs will also carry locked sea containers containing baled RDF. Such vehicles will be directed to an unloading area where site mobile plant i.e. reach stacker, will be used to lift the container from the HGV onto the ground or onto another sea container. Sea containers will be stored either in a designated bay or at the eastern or western ends of the Site. A maximum of 48 full sea containers will be stored in an orderly fashion on the Site at any one time and will be stacked no more than three containers high.

Baled RDF shall be delivered, stored and loaded to rail in locked sea containers. No RDF shall be stored in loose stockpiles or directly in bays. Containers may be opened by the Site Manager and his staff for inspection purposes, but shall be locked at all other times

7.4 Loading to Rail

Two new sidings extending from a single new junction with the existing railway line will be developed to serve the Waste Transfer Station. The two railway tracks will be at the same level as the Waste Transfer Station. The inner track (adjacent to the Waste Transfer Station) will be embedded within the hardstanding and the outer track will be ballasted. The two tracks will be separated by hardstanding wide enough to pass a road sweeper against a kerb edge. The EP boundary will therefore fall between the two train lines, along the kerb edge. The inner track (embedded) will be part of the Waste Transfer Station, the outer track (ballasted) will be part of the rail network.

Trains will typically comprise 20 to 22 boxed wagons (for granular materials) or flat-bed wagons (for sea containers). Each wagon is about 14 m long. Trains will stand in the terminal for typically 4 hours (i.e. 4 hours terminal time).

As required, Site mobile plant typically comprising loading shovels, will take granular materials from the bays and tip directly into boxed wagons. The maximum rate of the loading is 1,000 tonnes in 3 hours; however, realistically, Biffa assumes a general loading rate 300 tonnes per hour. A boxed wagon capacity has a maximum capacity of 70 tonnes soil; however, Biffa assumes a wagon capacity of 58 tonnes soil. Any waste which is spilled during the rail loading operations will be cleaned up as soon as the train leaves the site and at the latest by the end of the working day.

As required Site mobile plant typically comprising reach stackers, will also load the sea containers containing RDF onto the flat bed wagons.

The Site will be 24/7 operation. Incoming road deliveries will tend to be daytime (07:00 to 18:00) and export by train at evening or night-time. The bays will be managed and loading rotated to ensure the minimum residence time for any waste. Bays will be regularly fully empty.

7.5 Quarantined Wastes

The Site will have a quarantine area (lockable covered skip(s)) for any unauthorised wastes which have been identified following tipping at the Site, the wastes will be stored here prior to removal from Site by road. Quarantined wastes will be removed by road as soon as possible. The method of removal and timescale for removal will be based on the nature of the unauthorised waste.

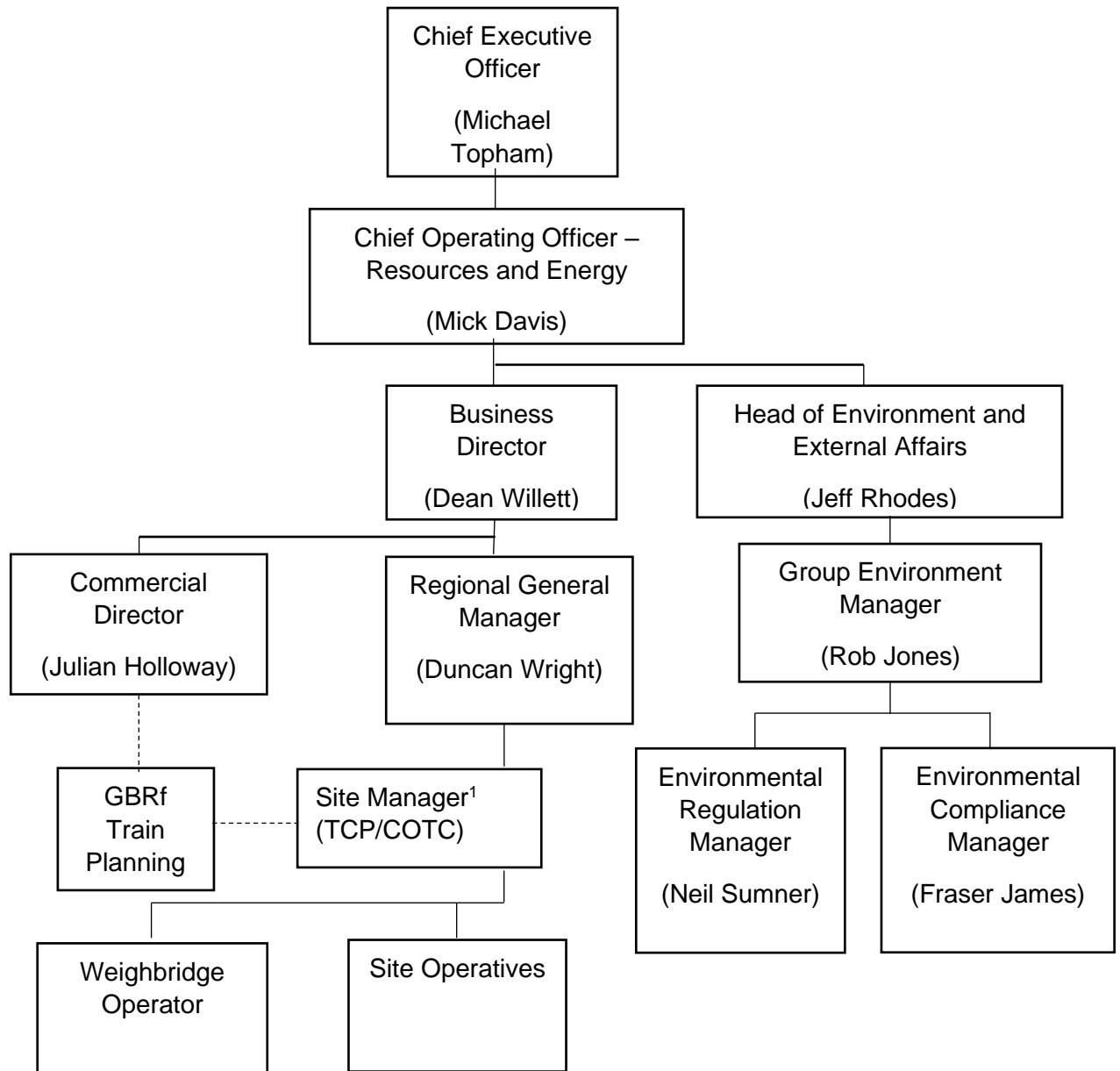
7.6 Material Management Control

Although only wastes which do not have the potential to result in unacceptable odorous emissions will be accepted at the Site, as a matter of good practice strict material management controls for waste coded EWC 19 12 12 will be implemented at the site. Material Management Spreadsheets will be used to control the quantity of all wastes and especially 19 12 12 wastes stored and loaded into rail wagons and the time over which the 19 12 12 waste will be stored at the site. All wastes will be loaded on a 'first in, first out' basis. Each Material Management Spreadsheet will cover one week of operation from Monday to Friday. As a minimum, each storage bay will be emptied typically on a weekly basis. In particular, the quantity of 19 12 12 waste that can be accepted to site in any week will be restricted to the quantity of 19 12 12 waste which will be removed from the site in that week.

In the event that a train is cancelled, the method of removal and timescale for the removal of waste from the site will be determined based on the quantity of waste on site, the nature of the waste and the timescales associated with rescheduling a train. Only wastes which do not have the potential to result in unacceptable emissions such as odour will be accepted at the site. Wastes which could result in an unacceptable odour emission will comprise an unauthorised waste and in the unlikely event that they are accepted at the Site they will be managed as quarantined waste. The management of unauthorised waste is a matter for the Biffa Site Manager.

APPENDIX EMP1. ORGANISATIONAL STRUCTURE

Renwick Road – Organisation Chart (December 2019)



Note ¹ Where the Site Manager is not available for the required attendance an alternative Site Manager will be made available with the equivalent COTC qualifications and awareness of the Permit requirements.

APPENDIX EMP2. INDIVIDUAL ROLES AND RESPONSIBILITIES

Site Manager	
Role	To manage the Site, and all associated operations, in accordance with the requirements of the EMP. To review and improve operations where necessary and ensure all staff and site operatives are aware of their role and responsibilities.
Responsibilities	<ul style="list-style-type: none"> - Responsible for the health and safety of staff, operatives and visitors at the Site. - Ensure the Site is operated in accordance with the requirements of the EMP. - Reviewing and amend as necessary the EMP to implement the appropriate operations at the Site and compliance with the Permit. - Approve/reject waste enquiries in accordance with the Site Waste Acceptance Procedure (WAP) and review/audit waste producers. - Ensure waste materials are accepted, recorded and inspected in accordance with the WAP. - Manage the import and removal of waste materials using the Material Management Spreadsheet ensuring any required amendments to waste volumes are communicated clearly and timeously to ensure continued compliance with the EMP. - Manage staff, contractors and their responsibilities at Site. - Communicate information and operational improvements, and train staff/contractors via Toolbox Talks. - Undertake and record Facility Checks, as per the Facility Checklists, and ensure actions are raised, communicated and completed satisfactorily. - Ensure the provision of a Technically Competent Person, in accordance with the requirements of the facility permit, and maintain a record of site attendance. - Coordinate the ordering of trains with the Account Manager. - Communicate with site staff and customers any amendments to an agreed train schedule, and resolve any operational problems encountered including material management. - Ensure a Duty of Care Note and Train Loading Sheet are completed for each train and provided to the destination site. - Record and investigate any complaints received and ensure any required remedial actions or improvements to site operations are put in place and communicated to site staff/operatives.

Weighbridge Operator	
Role	To undertake the administrative duties required in order to accept, record and complete the delivery of waste to the Site whilst working with the Site Manager and Site Operatives to ensure compliance with the site EMP.
Responsibilities	<ul style="list-style-type: none"> - Receive, process and record waste deliveries on the weighbridge system as per the relevant part(s) of the site WAP. - Visual inspection of waste where possible at the weighbridge. - Carry out an olfactory inspection of waste (if possible) to confirm waste is as per contract description and permitted waste types and EWC code.

Weighbridge Operator

- Liaise with the Site Manager to ensure HGV's are directed to the correct tipping bay.
- Communicate any issues regarding compliance with WAP to the Site Manager immediately.
- Update the Material Management Spreadsheet to ensure the required waste inputs, and bay capacities, are not exceeded.
- Ensure all visitors sign in and organise a site H&S induction where required.

Site Operative(s)

Role

To handle the waste materials received at Site including the management of storage bays, loading of rail wagons and general housekeeping requirements across the Site.

Responsibilities

- Operate site plant and equipment in accordance with the requirements of the Site Operating Manual and EMP documentation.
- Maintain safe storage bay areas ensuring all non-combustible waste materials are tipped onto the concrete surface.
- Oversee the safe discharge of all HGVs at the Site and ensure the correct bay is used at all times.
- Load waste materials into rail wagons evenly, with no potential for spillage, and not exceeding a) the plated tonnage capacity of the wagon or b) the maximum tonnage as indicated by the shunter.
- Maintain a clean and tidy loading area at all times.
- Complete the Train Loading Sheet and attach to the Duty of Care Note.
- Ensure any problems encountered during loading are communicated to the Site Manager.
- Complete the required Daily Plant Check Sheets for plant and equipment on Site.
- Highlight to the Site Manager any waste materials that appear to be non-compliant and where instructed move to the Quarantine Area (lockable covered skip) at the Site.
- Where instructed by the Site Manager undertake works to maintain the wheel wash in good working order.
- Store any oils and lubricants in the Site storage containers and keep locked at all times.
- Clean out the sump of any solid materials, stock on the concrete surface and load to train.
- Responsible for the management of traffic in and around the storage bays, quarantine area and wheel wash in accordance with the Site Traffic Management Plan.

Commercial Director	
Role	To coordinate the booking of trains in accordance with the requirements of the site, ensuring any train failures or reduction in train tonnage (number/capacity of wagons) is communicated to the Site Manager. Liaison with customers regarding acceptability of wastes to be received at the site
Responsibilities	<ul style="list-style-type: none"> - Receive, communicate and confirm the train booking requirements for the Site through GBRf. - Notify the Site Manager of any change to the train plan or cancellations such that site operations can be updated and material management amended. - Liaise with Site Manager and customers regarding acceptability of waste streams, commercial arrangements and ongoing acceptability of waste streams and audits of customer processes.

Head of Environment and External Affairs	
Role	To ensure legislative compliance with environment regulations across Biffa sites and activities.
Responsibilities (Renwick Road)	<ul style="list-style-type: none"> - To support the Site Manager and staff regarding environment matters at the Site. - To oversee compliance with the site EMP by means of review, inspection and audit of the facility and all documentation. - Coordinate communications with the Environment Agency and other Site stakeholders.

Business Director	
Role	Responsible Director for the Site and all associated operations.
Responsibilities	<ul style="list-style-type: none"> - Ensure adequate resource and finance is available to operate the Site in accordance with the EMP. - Support the Site Manager, undertake quarterly inspections of the facility and oversee the completion of any actions raised against support services.

Signature Page

Golder Associates (UK) Ltd



Jeremy Lightfoot
Project Manager



Chris McDonald
Principal

Date: 13 January 2020

RS/MD/CM/pw

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