1MC04 Main Works - Contract Lot S2

Non-Technical Summary - Waste Transfer and Treat Station - Ruislip Southern Sustainable Placement S2

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C01.1	Melanie Thrush	12/08/2021	James Ennis	18/08/2021	Mark Gaby	19/08/2021	RSSP - Waste Transfer and Treat Station (WTS) Permit
C01.2	Melanie Thrush	09/11/2021	Nigel Phelps	12/11/2021	Isobel Byrne Hill	16/11/2021	RSSP – WTS – SCS comments incorporated

Contents

1 Definitions and abbreviations

1.1.1 The table below outlines abbreviations used within this non-technical summary.

Table 1 - Abbreviations

Abbreviation	Definition
EMS	Environmental Management System
DEMP	Dust and Emissions Management Plan
HS2	High Speed 2 Ltd
MSP	Management Systems and Procedures
NVMP	Noise and Vibration Management Plan
RSSP	Ruislip Southern Sustainable Placement
RSSP-WTS	Ruislip Southern Sustainable Placement - Waste Transfer Station
SCR	Site Condition Report
SCSJV	Skanska Costain Strabag Joint Venture
SOP	Site Operating Plan
TBM	Tunnel boring machine

2 Introduction

2.1.1 This application has been prepared for a new permit for the Waste Transfer and Treat Station - Ruislip Southern Sustainable Placement (RSSP-WTS) to be operated by Skanska Costain STRABAG Joint Venture (SCSJV), for the transfer and treatment of inert and non-hazardous waste generated from HS2 Phase One. The application site is located in an area of semi-rural, former agricultural land located immediately north west of Ickenham and to the west of West Ruislip, in the London Borough of Hillingdon; centred around Grid Reference TQ06517 87233.

3 Permit

3.1.1 In line with current waste legislation, the handling of excavated material at the site will need to be undertaken in line with the Environmental Permitting (England and Wales) Regulations 2016. In accordance with the HS2 Technical Standard HS2-HS2-EV-STD-000-000007, the screening process for the proposed waste facility at RSSP-WTS has identified the need for a Bespoke Permit application.

3.1.2 The RSSP-WTS facility will receive approximately 1,250,000m^3 of material from the Tunnel Boring Machine (TBM) arisings. The material generated as part of the TBM will arrive at the RSSP-WTS facility via a conveyor system.

4 Supporting Documents

4.1.1 Documents to support the permit application include:

- Site Condition Report (SCR);
- Site Operating Plan (SOP);
- Management Systems and Procedures (MSP);
- Environmental Risk Assessments;
- Noise and Vibration Management Plan (NVMP);
- Dust and Emissions Management Plan (DEMP).

5 Site Details

5.1.1 The RSSP-WTS facility will receive Tunnel Boring Machine (TBM) arisings via a conveyor system directly from West Ruislip Portal. Materials entering the facility will be temporarily stored and, if required, treated within the facility with lime/ggbs to ensure that they have suitable properties (geotechnical and chemical) for placement in the following areas: Ruislip Southern Sustainable Placement (RSSP) and Copthall Cutting East (Copthall backfill). Materials transported from RSSP-WTS to Copthall Cutting East will be via a return conveyor

mechanism, whilst transport to RSSP will be via vehicular transport along a designated haul road.

5.1.2 Further detail on the waste process is included in the following sections;

5.1.3 The TBM material will arrive at the facility untreated and will be routed into one of three pugmill mixing plants for treatment, in order to achieve the appropriate material characteristics for backfill placement (e.g. desired moisture content for fill placement). Should the material already display suitable characteristics (e.g. material to be of a suitable consistency), then the material is to be routed directly back to Copthall backfill operations without entering the mixing plants for treatment.

5.1.4 Once the material treatment has been undertaken, a loading shovel and/or excavator will collect the material from the pugmill and load it into an Articulated Dump Truck (ADT) for transportation to RSSP or the return Copthall backfill conveyor. Should weather, operational time or other extraneous issues prevent the immediate removal and placement of the arisings as Copthall backfill or in the RSSP facility, material will initially be placed and spread into one of three TBM arising storage bins to maximise storage space within the RSSP-WTS facility.

5.1.5 Collectively, the three TBM arisings storage bins have a capacity to store up to 30,000m^3 of material. The storage bins within RSSP-WTS give rise to approximately a maximum of 18 days running time for the TBM (assuming no onward movement of material), however, the storage bins must never be allowed to reach full capacity (30,000m^3), as this would have to result in the postponement of TBM operations until capacity at the RSSP-WTS facility can be reduced.

5.1.6 If maximum storage capacity is achieved and the receiving material facility is not ready to take the material, then the material will be removed from the storage bins and placed in the designated storage areas to the south of the Copthall Covert forested area. Material will be stored there until the material can be safely and efficiently removed from storage and onward to permanent placement (e.g. placement in RSSP or Copthall backfill).

5.1.7 Once material has been treated at the RSSP-WTS facility, onward movement of the treated material will be via a return conveyor to the Copthall backfill area, whilst material movement will be via a designated haul road for placement within the RSSP.

5.1.8 There are no restrictions on the hours of operations of the facility. The site will operate twenty-four hours per day, seven days per week including bank holidays. This includes operation in all weather conditions to replicate the TBM operations.

5.1.9 The TBM material will arrive at the facility at a rate of up to 4,000m^3 per day. The amount of waste accepted daily will be dependent on the progress of tunnel boring machines.

6 Management Systems

6.1.1 Environmental nuisance control measures have been developed to minimise impact, particularly for dust, mud, noise and vibration. Separate management plans have been prepared for dust, noise and vibration to support the application and will adhere to HS2 standards and control measures for the wider site.

6.1.2 SCSJV operates an externally audited Environmental Management System (EMS) which is certified to ISO140001:2015 and in line with the overarching HS2 Environmental Management Plan and associated environmental topic plans and procedures. Staff roles and responsibilities are identified within the 'Management Systems and Procedures' plan.