



# Triton Knoll Offshore Wind Farm Limited Triton Knoll Electrical System



Appendix 33: Outline Pollution Prevention and  
Emergency Incident Response Plan (Revision C)

February 2016

Appendix 34 of the Applicant's response to Deadline 7

APFP Regulation 5(2)(q)

Triton Knoll Offshore Wind Farm  
Limited

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## Triton Knoll Electrical System

Appendix 33: Outline Pollution  
Prevention and Emergency Incident  
Response Plan (Revision C)

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# 1 INTRODUCTION

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## Overview

- 1.1 Triton Knoll Offshore Wind Farm Limited (TKOWFL) is submitting an application to the Planning Inspectorate (PINS), on behalf of the Secretary of State for Energy and Climate Change, for a Development Consent Order (DCO) for the Triton Knoll Electrical System (the proposed development) under the Planning Act 2008. The Triton Knoll Electrical System (TKES) would connect the consented Triton Knoll Offshore Wind Farm (TKOWF) to the National Grid substation at Bicker Fen, Boston, and would comprise offshore and onshore export cable circuits, landfall infrastructure, an onshore electrical compound, an onshore substation and works at the Bicker Fen substation.
- 1.2 The TKOWF is located approximately 33km (20.5 miles) east of the Lincolnshire coast. The Secretary of State granted a DCO for the TKOWF on 12th July 2013.
- 1.3 All terms, acronyms and abbreviations used within this Plan are explained on first use, and / or set out in full within the Glossary appearing in the Environmental Statement – Application Document 6.2.

## The Applicant

- 1.4 TKOWFL is a joint venture between two leading international energy companies; RWE Innogy UK Limited and Statkraft UK Limited. RWE Innogy UK is the UK subsidiary of the German renewable energy company RWE Innogy (part of RWE AG), a company with a strong and diversified position in renewable energy development. Statkraft UK Limited is the UK subsidiary of Statkraft Group, Europe's largest generator of renewable energy and the leading power company in Norway.

## Project Overview

- 1.5 The components of the TKES, which are needed to connect TKOWF to the National Grid, comprise:
- Up to six offshore export cable circuits – to transmit the high voltage alternating current (HVAC) electricity from the offshore substations to the transition joint bays at the landfall;

- Landfall infrastructure just north of Anderby Creek, Lincolnshire – including transition joint bays which house the connection between the offshore cables and the onshore cables;
  - Up to six onshore export cable circuits (up to 220 kV) – to transmit the HVAC electricity from the transition joint bays at the landfall to the proposed Triton Knoll Substation via the Intermediate Electrical Compound;
  - An Intermediate Electrical Compound near to Orby Marsh – to provide compensation for reactive power to allow more efficient transmission to minimise losses;
  - A substation near the existing Bicker Fen National Grid Substation – to step-up the voltage to the voltage used by the National Grid and provide additional compensation for reactive power built up over the export transmission;
  - Up to four onshore export cable circuits (400 kV) – to transmit the electricity from the proposed Triton Knoll Substation to the existing National Grid substation at Bicker Fen, Boston; and
  - Unlicensed Works within the existing National Grid substation comprising up to two bays each accommodating electrical equipment.
- 1.6 The Order Limits for the Triton Knoll Electrical System are shown on the Order Limits Plans.
- 1.7 Any works at the National Grid substation near Bicker Fen required to connect the power produced by TKOWF will be consented, constructed and operated by National Grid (the ‘Enabling Works’). National Grid has not yet completed the engineering studies necessary to define the Enabling Works required at their existing Bicker Fen substation.

### **Purpose of this Outline PPEIRP**

- 1.8 This Outline Pollution Prevention Emergency Incident Response Plan (PPEIRP) is provided as an Appendix to the Outline Code of Construction Practice (CoCP).
- 1.9 This Outline PPEIRP is being provided in an indicative form to provide the Examining Authority and parties to the examination with an outline of the matters which will be addressed within the final PPEIRP submitted as part of the final CoCP for any part of the TKES in accordance with Requirement 14 of the draft DCO. This Outline PPEIRP sets out the pollution prevention measures, and emergency incident responses, which may be implemented by TKOWFL and its contractors during the construction of the TKES, and should be read in conjunction with the Outline CoCP and all of its supporting appendices.

- 1.10 Requirement 14 of the draft DCO requires the CoCP and its supporting appendices to be submitted for each stage of the works permitted by the Order. This Outline PPEIRP will therefore be adapted and submitted separately for each stage of works as part of the CoCP for that stage. For certain stages of works it may be the case that a particular environmental plan is not required for that specific stage of works, and in those cases the undertaker will agree with the relevant planning authority which of the appendices to the CoCP are (not) required for such works. It may therefore be that this Outline PPEIRP is not provided for a particular stage of works.

### **Scope of this Outline PPEIRP**

- 1.11 This Outline PPEIRP relates to the onshore elements of the TKES for the proposed TKOWF, landward of Mean Low Water (MLW). This document does not relate to offshore works seaward of MLW, or any works above MLW that are principally marine activities.

## 2 POLLUTION PREVENTION

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### Objective

- 2.1 In respect of pollution prevention, the objective of the PPEIRP is to ensure the prevention of pollution to land, air or water and compliance with current environmental legislation, and to provide a benchmark for best practice such that all possible preventative measures will be taken to avoid pollution of land or the water environment during construction works of TKES.

### Statutory and policy context

- 2.2 Works will be undertaken in accordance with best practice advice. This will include, but is not limited to:
- Environment Agency, Planning Policy Guidance Note 6 (PPG6): Pollution Prevention Guidelines – Working at Construction and Demolition Sites (Environmental Agency et al. 2012);
  - Environment Agency, Planning Policy Guidance Note 5 (PPG5): Pollution Prevention Guidelines – Works and Maintenance in or Near Water (Environment Agency et al. 2007);
  - Environment Agency, Planning Policy Guidance Note 4 (PPG4): Pollution Prevention Guidelines - Treatment and Disposal of Sewage Where No Foul Sewer is Available (Environment Agency et al. 2006);
  - CIRIA (C715) Environmental Good Practice on Site;
  - CIRIA – SUDS Manual (C697); •CIRIA technical guidance, including document C648 ‘Control of Water Pollution from Linear Construction Projects’ (CIRIA 2006); and
  - BSI Code of Practice for Earth Works, BS6031:1981.

### Responsibility

- 2.3 The Principal Contractor will be responsible for pollution prevention for the duration of the construction works in accordance with the final PPEIRP.
- 2.4 This responsibility will include the actions of any third party who is sub-contracted or otherwise involved in the project.



### 3 POLLUTION PREVENTION AND MITIGATION

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#### Definitions & Potential Pollution Sources

- 3.1 Pollution may be defined as the introduction of a contaminant into air, land or water, resulting in an impact (generally negative) to the ecosystem into which the substance is released.
- 3.2 Pollution may arise as a result of poor planning and implementation of management procedures associated with traffic, plant and materials handling, waste management, surface water and drainage management, and concrete management.
- 3.3 Contaminants associated with construction of TKES may be both chemical (e.g. released fuels, oils, lubricants, surfactants and other cleaning chemicals, flocculants etc.) as well as physical (e.g. dust and other airborne particulates, siltation and sedimentation of watercourses).
- 3.4 There are a number of potential sources of pollution from the construction works which may adversely impact upon both terrestrial and aquatic ecosystems:
- Direct disturbance of the banks and bed of rivers and lakes during water course crossing construction, repair and/or upgrade works;
  - Pumping of standing water required for de-watering of excavations, or as required for drainage management purposes;
  - Run-off from exposed ground, excavations and material stockpiles (aggregate and excavated / overburden peat and soil), tracks and haul routes;
  - Run-off from tracks, bridges and culverts crossings at water course crossings;
  - Run-off from recently reinstated areas (road verges, borrow pits etc.);
  - Cement and cement wash from concrete batching plants, storage areas and other areas where cement grout or concrete is being applied;
  - Plant washing and vehicle wheel wash areas;
  - Fuel and chemical storage/refuelling areas;
  - Leaking/vandalised plant and equipment; and
  - Sewage and waste water from construction compound and permanent control building amenities.
- 3.5 In any areas where there is an increased risk of hazardous substance spillage (e.g. storage compounds), additional precautions will be undertaken. These would include berms and bunding in accordance with Environment Agency

- Pollution Prevention Guidance, impermeable bases, suitable drainage systems and siting away from open drainage channels.
- 3.6 Good construction practice and appropriate mitigation and monitoring are therefore essential for prevention of potential pollution from any of the sources noted above.

## General Pollution Prevention Measures

- 3.7 The following general pollution prevention measures will be applied during the course of the works to construct the TKES in accordance the guidelines referred to above and the Environmental Statement. A number of these points are addressed in further detail in the remainder of this outline PPEIRP.
- 3.8 All fuel and chemical storage will comply with relevant storage regulations. The following measures will be implemented on site for the storage of materials:
- oil and diesel storage facilities would be at least 30m from any watercourse and at least 50 m from any borehole or well;
  - Spill kits and drip trays would be provided for all equipment and at locations where any liquids are stored and dispensed;
  - Storage facilities would be provided for solid materials to prevent deterioration of the materials and their escape;
  - Storage facilities would be kept secure to prevent acts of vandalism that could result in leaks or spills; and
  - All containers of any size would be correctly labelled indicating their contents and any hazard warning signs.
- 3.9 In accordance with the Oil Storage Regulations (2001) the following measures will be implemented on site for the prevention of spills:
- Fuel tanks and mobile bowsers (and any other equipment that contains oil and other fuels) would have a secondary containment, for example, double skinned tanks. All tanks and mobile bowsers would be located in a sealed impervious bund;
  - Fill pipes would not extend beyond the bund wall and would have a lockable cap secured with a chain; and
  - Any tap or valve permanently attached to a tank or bowser through which fuel can discharge, would be fitted with a lock.
- 3.10 All valves, pumps and trigger guns would be turned off and locked when not in use. All caps on fill pipes would be locked when not in use.
- 3.11 Suitable precautions would be taken to prevent spillages from equipment containing small quantities of hazardous substances (for example, chainsaws and jerry cans) including:

- Each container or piece of equipment would be stored in its own drip tray made of a material suitable for the substance being handled; and
  - Containers and equipment would be stored on a firm, level surface.
- 3.12 Where fuel is delivered through a pipe permanently attached to a tank or bowser:
- The pipe would be fitted with a manually operated pump or a valve at the delivery end which closes automatically when not in use;
  - The following management controls would be implemented.
  - The pump or valve would be fitted with a lock;
  - The pipe would be fitted with a lockable valve at the end where it leaves the tank or bowser;
  - The pipework would pass over and not through bund walls;
  - Tanks and bunds would be protected from vehicle impact damage; and
  - Tanks would be labelled with contents and capacity information.
- 3.13 Where oil drums are over 200 litres (in accordance with the Oil Storage Regulations 2001) it would be ensured that:
- Multiple drums and containers have suitable secondary containment with sufficient capacity to contain at least 25 % of the total volume of the containers or 110 % of the largest container, whichever is the greatest;
  - Drum storage areas would be covered to prevent rainwater getting into bunds and drum pallets;
  - Drums would be labelled and positioned such that leaks cannot overshoot the bund or drip tray wall; and
  - All containers are stored securely when the site is unattended.
- 3.14 For deliveries and dispensing activities it would be ensured that:
- Site-specific procedures are in place for bulk deliveries;
  - Delivery points and vehicle routes are clearly marked;
  - Emergency procedures are displayed and a suitably sized spill kit is available at all delivery points, and staff are trained in these procedures and the use of spill kits;
  - Suitable facilities (for example, drip trays, drum trolleys, funnels) meet the sites specific dispensing needs and are maintained and used;
  - Tank capacities and current contents levels are checked prior to accepting a delivery to ensure that they are not overfilled;
  - All deliveries are supervised throughout the delivery operation;
  - Spill prevention equipment is used during dispensing activities; and

- All spillages occurring during dispensing and handling activities are cleared up and reported via the appropriate site manager/agent and are dealt with in accordance with the relevant construction management plans for the site.
- 3.15 All flammable and hazardous substances would be kept in a secure bunded cupboard, cabinet or tank constructed of materials which are chemically resistant to its contents.
- 3.16 The use of vehicles and plant poses similar risks to those posed by storage of liquids. Fuel and oil may leak from such equipment which may enter drains and/or watercourses, as well as contaminating the ground itself. The following measures would be implemented to reduce this risk:
- Vehicles and plant provided for use on the site would be in good working order to ensure optimum fuel efficiency, and are free from leaks. Plant with integral bunding and/or drip trays would be specified;
  - Sufficient spill kits would be carried on all vehicles;
  - Any hired vehicles and plant would be checked on delivery and not accepted if they are not in good working order for example, leaking, excessive fumes, excessive noise and/or smoke;
  - Company-owned vehicles and plant would be regularly maintained to ensure that they are working at optimum efficiency and are promptly repaired when not in good working order;
  - Vehicles and plant would not park near or over drains and would be washed in accordance with the requirements of the relevant management plans;
  - Employee-owned vehicles would not be driven or parked in construction areas or cable spread unless authorised to do so;
  - Topping up of vehicles and plant would be carried out on hardstanding using drip trays and not over or near drains, or, where this is not reasonably practicable, drip trays and/or drain covers would be used to reduce the risk of spills;
  - Vehicles and plant would not be overfilled with fuel; and
  - Plant containing oils would be inspected daily and maintained to both prevent and identify leaks.
- 3.17 Vehicle checks will be conducted to ensure fuel storage and engine condition is satisfactory and that no fuel or chemical release will occur during site operations.

## Emergency Response

- 3.18 All contingency planning and emergency response procedures are set out within section 5 of this PPEIRP.



## 4 POLLUTION PREVENTION - MONITORING AND CONTROLS

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### Monitoring

- 4.1 On-site meetings/inspections will be carried out as necessary to confirm the appropriate use of mitigation measures identified within this PPEIRP. These meetings / inspections will highlight any further issues / measures which may be relevant either prior to commencement or during the works.
- 4.2 To ensure all mitigation measures put in place are maintained and continue to be effective, monitoring will be carried out. To ensure compliance of the works with this PPEIRP, the ECoW will regularly inspect the works.
- 4.3 Regular checks of plant and equipment will be undertaken by the Principal Contractor to identify any oil or fuel leaks will be carried out to confirm the condition of the plant. Records will be kept of all inspections / findings for review by the ECoW. Regular checks for visual evidence of contamination/sediment will also be made alongside watercourses, nearby working areas and in areas of surface water discharge
- 4.4 All plant and machinery will be maintained in a good condition and any maintenance required is to be undertaken in controlled areas.

### Records

- 4.5 Records will be kept for all initial, final and routine monitoring inspections of Contractor's mechanical plant and working construction areas, as well as ecological and environmental issues. These records will be stored in an agreed location on site and be available for internal and external monitoring as required.
- 4.6 Record sheets will detail the date, location of inspection, frequency, findings, appropriate person/s notified and identified actions as necessary by the ECoW.

### Training

- 4.7 All employees, subcontractors, suppliers and visitors to the site will be notified via a site induction of the requirements on site for pollution prevention.
- 4.8 All construction workers will be briefed on the importance of water quality, the location of surface water features and the location and use of accidental spill kits and drip trays (or hydrocarbon absorbing alternatives) for static plant or parked up plant as part of the site induction.
- 4.9 Operatives will be trained in the implementation of the emergency incident response plan which appears at section 5 of the this PPEIRP.

- 4.10 Through tool box talks, site personnel and subcontractors will be educated on those aspects of environmental management as appropriate to the task assigned to them.
- 4.11 The Principal Contractor will be responsible for overseeing and enforcing pollution prevention procedures such that potential adverse impacts to human health or the environment from any activities involving handling of potential pollutants are avoided or mitigated.

## 5 EMERGENCY INCIDENT RESPONSE

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### Intervention & Protection Measures

- 5.1 In the event of a major incident at the TKES Construction Site a series of intervention and protection measures would be implemented as part of the construction site emergency response.
- 5.2 This emergency procedure would be initiated by the Construction Site Manager, or deputy, if one of the following major emergencies is detected:
- A major fire that cannot be controlled by local intervention, and required the assistance of the fire service to attend the site.
  - A major specified injury that required the assistance of the Ambulance service or Paramedics to attend the site.
  - The requirement of helicopter evacuation for any personnel; for any reason.
  - A major spillage of diesel, or other hydrocarbon liquid that cannot be contained by immediate intervention, and requires expert assistance to attend site.
  - Any other incident which, in the opinion of the Construction Site Manager, can be classified as a major emergency.
- 5.3 The requirement to call for any emergency services will be decided by the Construction Site Manager, and site security will make the call without delay giving all relevant information and obtaining confirmation that the site location is known to the emergency services. The requirement for security to call the emergency service shall not be a prohibitive factor where life is at risk but after contacting the emergency service, security shall be informed immediately.



- 5.4 The following table will be populated within the final PPEIRP for any stage of the TKES works:

Name or Agency	Contact number normal hours	24hour contact number	e-mail address / website
Construction Site Manager	[To be confirmed]	[To be confirmed]	[To be confirmed]
Site Security	[To be confirmed]	[To be confirmed]	[To be confirmed]
TKOWF Control	[To be confirmed]	[To be confirmed]	[To be confirmed]
Police	[To be confirmed]	[To be confirmed]	[To be confirmed]
Hospital	[To be confirmed]	[To be confirmed]	[To be confirmed]
Fire Service	[To be confirmed]	[To be confirmed]	[To be confirmed]
Environment Agency	[To be confirmed]	[To be confirmed]	[To be confirmed]
Coast Guard	[To be confirmed]	[To be confirmed]	[To be confirmed]
HSE	[To be confirmed]	[To be confirmed]	[To be confirmed]
NGET Works	[To be confirmed]	[To be confirmed]	[To be confirmed]

- 5.5 The Construction Site Manager will contact the relevant persons to inform them of any incident. TKOWFL senior management will be informed without delay when safe to do so. Any notification of an incident, which requires a response, will trigger the onsite emergency plan and the Construction Site Manager will put the response team into operation in order to establish the requirements for the safety of site personnel and visitors.
- 5.6 The intention will be to respond to such an emergency that places the risk to life as the highest priority and ensure that well established protocols adopted are integrated into the response philosophy.

### The Responsibilities of Essential Personnel in a Major Incident

- 5.7 There are a number of personnel that are considered essential in the response to a major incident on-site. These are summarised below:
- Construction Site Manager:** Assumes role of Incident Controller or nominates a deputy whenever unavailable.
- SHEQ Manager / advisor:** Establishes communications with appropriate agencies and senior management.
- Environmental Clerk of Works:** Establishes response to any environmental incident and requirement for offsite expertise to be called. Provides advice regarding environmental sensitivities and mitigation measures.

**Senior Security Guard:** Secures site and calls emergency services as instructed by the Construction Site Manager and deploys security. Deploys the **Role Call Officer** to take a role call to account for all personnel and visitors. It is expected that a 24/7 security presence will be maintained at the site compound.

**Supervisors:** Direct working parties to muster points and ensure all members of the working party are accounted for and have left the working area they are in control of. They will be trained fire wardens.

**First Aid trained personnel:** All personnel trained and approved as a first aider will report to the Incident Controller. They will make first aid provision and ensure first aid equipment is deployed on site. They will use their skill to assist in the emergency and ensure any casualties are monitored until the emergency services arrive. They will update doctors, paramedics and ambulance crews upon their arrival at site.

**Work crews:** will assist as directed by supervisors and if trained to fight fires will use the onsite firefighting equipment. At no time will any site personnel place themselves in danger or take risks that could put themselves or others at risk.

**All personnel:** will act as directed by the Incident Controller and not evacuate the site unless instructed. The method of evacuation will be determined in consultation with the Incident Controller and emergency services.

Where appropriate, taking into account the size of any particular site or area subject to a final PPEIRP, some of these roles may be performed by the same member of staff.

## The Responsibilities of Non-Essential Personnel

- 5.8 Personnel who have no predefined role in the emergency response are considered non-essential to the mitigation actions. This includes the majority of employees and any contractors and visitors that may be present on-site.
- 5.9 All non-essential personnel on-site have been briefed on actions to take in an emergency as part of the site induction process. On hearing the site horns (where present), non-essential personnel proceed to the muster point by a route that does not endanger their safety. In areas where site horns may not be available or audible (such as the cable corridor), appropriate alternative measures will be used to warn personnel.
- 5.10 They will present themselves to the Role Call Officer to be checked off the register. Depending on the conditions on-site, certain people with specialist skills may be identified at this point and requested to provide support by the Incident Controller as necessary.

## Detection, Classification and On-Site Alert to a Major Incident

- 5.11 Detection of an on-site incident is most likely to occur by direct reporting from site personnel. Should an on-site incident be witnessed then the witness should immediately sound the alarm and/or immediately contact the Construction Site Manager and report the nature of the incident and its location. It is the Construction Site Manager who makes the decision, based on the information received, to implement the on-site emergency plan, as soon as practicable after detection. This will not preclude any person dealing with life threatening situations by dialling 999.
- 5.12 Additional procedures exist for other, non-major emergencies on the site. For example, in the event of a fire being detected on-site that does not qualify as a major emergency and may involve direct tackling of the fire where this does not put personnel at risk, however all such incident shall be reported without undue delay.

### **The Emergency Control Centre**

- 5.13 In the event of a major incident the area designated by the Construction Site Manager becomes the emergency control centre. From here all the mitigation and containing actions are directed and initiated. First aid equipment is also contained in the emergency control centre.

### **The Forward Control Point**

- 5.14 A predefined forward control point shall be defined as required from where the initiation of the emergency plan can be operated after a major incident has been declared. In such cases communication with the emergency control centre will be vital and site radios will have a designated emergency channel that will be used by all holders of radio sets when instructed to do so by the Incident Controller.

### **Equipment used in the Emergency Response**

- 5.15 The initial response to a fire shall be to use the site fire extinguishers that are placed at strategic points around the construction site and offices. Fire blankets shall be available at all points of hot working along with suitable fire extinguishers.
- 5.16 First aid equipment shall be available and up to the standards required for suitably trained first aiders to apply first response treatment and assistance. The site will maintain a suitable room that can be converted into a treatment room or rest room for any casualties.
- 5.17 Emergency spill response will be available at strategic points around the construction site and at all points where working in close proximity to water courses. All drains shall be covered when working in proximity and drain covers are stored on the site.

### **Communications**

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- 5.18 Communications are maintained during a major emergency using a radio system which is available for use by on-site personnel, the Incident Controller shall designate a specific channel when an emergency is declared. The radio system shall be maintained in working order by the Construction Site Manager.
- 5.19 In a major emergency, personnel non-essential to the emergency response should, during evacuation, hand over their site radios to the security guard, provided this does not entail risk to them.
- 5.20 During an emergency fixed line telephony will be the main choice of external contact, mobiles will be used when essential to do so and use of e-mail can be considered for more detailed information transfer e.g. pictures.
- 5.21 All communication shall be precise and factual, they will not speculate and no information shall be provided to any organisation not affected by or responding to the emergency.

## Environmental Conditions

- 5.22 Information from the met office and internet will be used to determine if such conditions as high wind, lightning, heavy storms and sub zero temperatures will affect the emergency or hamper a response to it. Such information can prove useful to the Incident Controller and Emergency Services during an incident. The project Environmental Clerk of Works will advise regarding potential environmental issues and consequences.
- 5.23 If pollution to the environment is occurring, or is likely to occur, then the Environment Agency will be contacted as part of the emergency response.

## Training and Testing

- 5.24 Staff who may be required to act in one of the emergency roles undertaken by Essential Personnel at the construction site are trained to undertake their roles competently and efficiently if a major emergency occurs. Training is given both on site and externally dependent upon the requirements of the role and the experience of the individual involved.
- 5.25 Once the necessary training has been undertaken, staff will only be authorised to act as Essential Personnel when the Construction Site Manager is satisfied that they have the necessary level of competence to act in their emergency role.
- 5.26 The specific objectives for essential personnel are:
- Demonstrate a basic ability to maintain a state of readiness and respond to an emergency in the workplace.
  - Demonstrate the ability to carry out the functions required of essential personnel during an emergency situation.

- Select and operate a range of portable fire extinguishing equipment as appropriate to the risk encountered.
- Recognise the roles of the emergency services during an emergency response incident.
- Recognise the importance of planning for and management of the emergency response incidents.
- Recognise the importance of effective teamwork and communication when dealing with any emergency incident.

## Training of Non-Essential Personnel

- 5.27 On commencement of work at the construction site, personnel non-essential to an emergency response are inducted in the safety procedures of the site. Part of this induction involves training of staff in their role as defined in the emergency procedure.
- 5.28 The induction process includes a safety questionnaire which must be answered correctly to eliminate any confusion in the responsibilities of staff for health and safety related matters.
- 5.29 Visitors and contractors are also required to answer a questionnaire at the end of the video to eliminate any confusion in their responsibilities for health and safety related matters.
- 5.30 At all times there will be an adequate number of trained and qualified first aiders on-site during normal working hours whose responsibilities include dealing with casualties during any on-site incident.
- 5.31 To remain qualified, refresher first aid training is required.

## Testing of the On-site Emergency Incident Response

- 5.32 This construction site Emergency Incident Response plan outlined in this section of the PPEIRP will be tested regularly to ensure familiarity of the plan with all onsite staff and to allow identification of any areas of the plan which need modification or improvement. The plan will be reviewed to take account of the impact of new plant additions and will be the focus of an early exercise.
- 5.33 The increased presence of other stakeholders such as neighbours is always a consideration, and plans are reviewed and developed to take account of their presence and emergency responses. Any uncertainties in the roles of personnel can be determined and rectified as appropriate. This plan will be tested at least every year.
- 5.34 A review of the events of the emergency response is made after the exercise to allow revision of any of the arrangements in light of lessons learned. Actions and associated timescales for completion are developed from the

review, and progress on these actions is monitored at site liaison meetings. To ensure that the other sites can benefit from lessons learned.

## Clean-up and Restoration of the Site

- 5.35 There is no specific plan drawn up for the eventual clean-up and restoration of the site following a major incident. The majority of any restoration of the site is likely to involve the removal of heat damaged structures and rebuilding of man-made structures on the site that have been affected. Details of this would be very dependent on the specific details of any major incident.
- 5.36 Wildlife that is known to be present on the construction site shall have measures to ensure that the habitat was preserved and will remain viable within the construction site. The Environmental Clerk of Works will advise regarding restoration and the potential impacts to wildlife.
- 5.37 In the event of a spillage in the area, containment measures will be employed to prevent harm to the habitat and wildlife. If an event is sufficient to cause severe impact to the habitat, measures would be put in place to restore the habitat.
- 5.38 Pollution response contractors, accredited by the UK Spill Association (UKSpill), shall be identified and named in the final PPEIRP, such that, should a spill incident occur for which the construction contractors require assistance with containment and clean-up, one of the named pollution response contractors will be contacted.
- 5.39 Spill incidents will be assessed on a case by case basis and a pollution response contractor will be contacted should the Environmental Clerk of Works determine that assistance is necessary.
- 5.40 It is possible that a major incident could compromise the integrity of fuel containment and result in a significant spillage on-site. Diesel is considered dangerous to the environment (toxic to aquatic organisms and may cause long term adverse effects in the aquatic environment) and so the major concern is that any spillage is contained effectively.
- 5.41 Locally, surface clean-up of the diesel spillage would be undertaken by using spillage control materials on the areas of the site affected. A small amount may infiltrate the permeable soil surface, but in the medium term, diesel is biodegradable, and because there are no aquifers present below the site, small amounts of local soil contamination are of minor concern. Significant amounts of diesel may, however, enter the site drainage system and this must be considered in the clean-up process. Drainage plans of the whole area shall be made and stored on site.
- 5.42 Temporary arrangements will be made for storing any contaminated material on site. An appropriate designated position where it may be stored will be specified. However, for substantial quantities of any substance which is classified as dangerous to the environment, (diesel, water treatment

chemicals and waste oil), waste material relating to these would not be stored on-site for long periods of time.