

# Oxford Corridor Phase 2 Capacity Improvement Scheme

**Draft Code of Construction Practice**

October 2021

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# **1. INTRODUCTION**

## **1.1 Code of Construction Practice Requirement**

- 1.1.1 This Code of Construction Practice (CoCP) has been prepared in relation to Network Rail's prior approval application for the Oxford Corridor Phase 2 Rail Capacity Improvements Scheme (the scheme).

## **1.2 Code of Construction Practice Approval**

- 1.2.1 It is anticipated that a subsequent Construction Environmental Management Plan (CEMP) prepared by the main works contractor will be submitted to the relevant local planning authority (Oxford City Council).

## **1.3 Purpose of the document**

- 1.3.1 The CoCP sets out:

- The context and underlying principles of environment management for the works;
- The principal obligations when undertaking the construction of the Scheme;
- The guidelines to be used during construction and how they will be mandated and applied by the contractual arrangements between Network Rail and the main works contractor;
- The details of, or references to, the construction phase mitigation measures and plans to be approved by the Local Authority, as appropriate.
- Compliance with legislation, standards and guidance

- 1.3.2 The main works contractor will comply as a minimum with applicable environmental legislation at the time of construction. For this reason, the applicable statutory requirements may be referenced but are not repeated within this CoCP.

- 1.3.3 Further guidance on specific areas will be considered from industry best practice guidance documents as set out in each discipline section of this CoCP. The references to guidance documents within this document are not intended to be exhaustive.

- 1.3.4 This CoCP has been produced in conjunction with the Environmental Impact Assessment (EIA) for the Scheme with the intention of ensuring that mitigation measures reported in the Environmental Statement (ES) for during construction will be delivered. Further site- specific controls, may be included within the

Construction Environmental Management Plan (CEMP), will be developed during the detailed design stage.

## **1.4 Construction Environmental Management Plan**

1.4.1 The environmental management requirements for construction set out in the Environmental Statement and this CoCP will be implemented through a Construction Environmental Management Plan (CEMP).

1.4.2 The objective of the CEMP is to provide a documented procedure to ensure the relevant environmental issues are effectively managed and adequately implemented on site.

1.4.3 The CEMP will meet the requirements of Network Rail's Standard NR/L2/ENV/015 (Environment and Social Minimum Requirements for Projects – Design and Construction), Issue 8, 2019 (or as updated). This standard sets the contractual obligation for the main works contractor to produce and implement a CEMP; this CoCP complements and does not conflict with this standard.

1.4.4 The CEMP will provide the detail of the delivery of management controls on site, will reflect the construction methodology and will include the following:

- Any relevant environmental consents, commitments, undertakings or planning conditions
- The Main Works Contractor's roles and responsibilities in implementing the CEMP
- Overarching processes and control measures
- Assurance and continual improvement process (including audit, inspection, monitoring and reporting)
- Training awareness and competence (including lists of tool-box talks)
- Topic specific environmental management controls and delivery plans

## **1.5 Roles and responsibilities**

1.5.1 The Main Works Contractor will implement an Integrated Management System (IMS) that will incorporate the requirements of this CoCP. As part of the IMS, the following will be established to provide assurance with the IMS and therefore the CoCP:

- Roles, accountabilities and responsibilities
- Arrangements for auditing
- Training programme and competence assessment



## **1.6 Scheme Overview**

- 1.6.1 Oxford Station and the wider Oxford Rail Corridor allow trains to move throughout Oxfordshire, with Oxford being the main destination. The Oxford Rail Corridor is a strategic part of the Western Rail Route and is busy for both passenger and freight services. The existing infrastructure cannot accommodate the proposed growth of these services. It is this growth and existing constraints along the Oxford Corridor that have identified the need for the Scheme.
- 1.6.2 The Scheme has been designed to increase the capacity and efficiency of Oxford Station to allow for more services, both passenger and freight, to travel through the station. This would reduce journey times and the number of delays.
- 1.6.3 The main elements of the Scheme can be summarised as follows:
- A new track would be introduced through the station to the west of the existing Platform 4 including construction of a new platform (Platform 5) with associated waiting room, toilets, shops and an extended canopy to protect passengers.
  - Sheepwash Bridge on Roger Dudman Way to the north would be replaced to accommodate the additional width required for the new track.
  - To the west of the railway, a new western entrance building would be built to allow entry to the station from Botley Road. This would be a single-story building, in keeping with the existing character of the area.. It would include ticket machines, shops or cafe, a subway and lifts to the platforms and an outside forecourt with bicycle parking.
  - Botley Road Bridge would be replaced, and a new bridge span would be installed to carry the extra track to the new Platform 5. Botley Road would be lowered to increase clearance under the bridge. Improved dedicated pedestrian and cycle routes under Botley Road Bridge would also be provided.
  - Alterations would be made to Roger Dudman Way including removal of its current junction with Botley Road and creation of a new junction with Cripsey Road.

## **2. GENERAL REQUIREMENTS**

### **2.1 Community consultation and engagement**

#### **Website**

- 2.1.1 Information will be made available online at [www.networkrail.co.uk](http://www.networkrail.co.uk) including Project information updates and contact details for enquiries and complaints.

### **Notification of works**

- 2.1.2 Advanced notifications of works to local residents, passengers, businesses and other stakeholders that may be affected by construction will include, as appropriate:
- Details of the work to be undertaken
  - Key dates including duration of the work
  - Working times
  - Project Helpline number
- 2.1.3 Targeted communications strategies will be developed for households and community groups that are likely to experience multiple impacts during the construction phase, which will be developed in consultation with representatives of the most affected communities.

### **Project Helpline**

- 2.1.4 The Main Works Contractor will utilise a 24-hour helpline that will receive and process any enquiries received regarding construction activities. The helpline number will be widely promoted on site signage/ hoardings, printed external communications and websites associated with the Scheme.
- 2.1.5 All calls to the helpline will be logged along with any associated responses. Each record will only be closed once it has been resolved. This information will be available in a format that will allow analysis of the data and sharing with interested stakeholders, if requested. The helpline number will be advertised on all correspondence and widely advertised on site hoardings and websites linked to the Scheme.

### **3. GENERAL SITE OPERATIONS**

#### **3.1 Working hours**

- 3.1.1 Working hours will differ depending upon the nature of the construction activity being undertaken, the location and constraints imposed by existing railway operations.
- 3.1.2 Core working hours will be:
- 0700 – 1800 Monday to Friday
- 0700 – 1600 Saturday
- 3.1.3 Non-standard working hours will also be utilised in connection with any construction works that would interface with the existing operational railway for example work during possession, work at stations, track laying and deliveries of plant and materials by rail. These works may be undertaken at any time, including during the night, weekends and bank holidays and could involve working on a 24-hour, seven days a week basis.
- 3.1.4 Activities outside core working hours that could give rise to disturbance will be kept to a reasonably practicable minimum.
- 3.1.5 In the case of work required in response to an emergency or which, if not completed, would be unsafe or harmful to the permanent works, the general public or the environment, the LA will be informed, as soon as reasonably practicable, of the reasons for and likely duration of the works. An example of the type of work envisaged would include where unexpected ground conditions, encountered whilst excavating, require immediate stabilisation.
- 3.1.6 Deliveries by road will, wherever reasonably practicable, be undertaken during the core working hours.
- 3.1.7 However, there may be occasions where special arrangements are required in order to receive abnormal loads. These will be arranged in line with the requirements of the relevant authorities.
- 3.1.8 Crane arcs will be confined within the site boundary unless agreed otherwise with the relevant statutory undertaker and property owners/occupiers whose air space may be affected. Cranes will be operated in accordance with the requirements of BS 7121 (BSI, 2012), Code of Practice for Safe Use of Cranes.

#### **3.2 Site layout and housekeeping**

- 3.2.1 A good housekeeping policy will be observed at all times. Measures will be employed to reduce the likelihood of an environmental incident or nuisance occurring. Where appropriate these will include, but not necessarily be limited to, the following:

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- All compounds will be fenced/ fully secured with appropriate signage, surveillance and access arrangements to prevent access by unauthorised people and livestock
- Adequate welfare will be available for all staff and the site will be arranged to avoid the need for staff or vehicles to congregate at the site entrance
- The Main Works Contractor will display the Scheme Helpline contact number at appropriate locations on the boundaries of the site(s)
- The construction area and compounds will be kept in a tidy, safe and ordered manner
- Site accommodation will be located to avoid overlooking residential property wherever reasonably practical
- Temporary offices, plant, machinery and storage of materials and waste will be located, where practicable, to avoid flood risk areas
- Waste management practices will include adequate storage of waste in appropriate containers, to be covered where there is the risk of wind-blown littering and the regular removal of food waste to prevent infestation of pests and vermin
- Use of less intrusive reversing alarms, where safety requirements permit
- Fixed site plant and temporary offices will be powered by mains electrical sources wherever suitable utility connections can be made
- Smoking areas will be located away from the site boundary
- Open fires will be prohibited at all times

### 3.3 Site lighting

3.3.1 Artificial lighting has the potential to adversely impact on lineside neighbours and wildlife during construction activities. Wherever practicable, night time work will be avoided. However, where it is necessary, the following control measures will be applied to a reasonably practicable minimum:

- Direct lights away from any sensitive receptors such as residential neighbours and known areas of nature conservation significance, such as badger setts and linear habitat features such as hedgerows, woodland and watercourses (known bat commuting habitats)
- Lights will be shielded/cowled and lux levels reduced as much as reasonably practicable, without compromising safe delivery of the works

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- Lighting will be dimmed or switched off when not in use if there are no adverse health and safety implications
- Where appropriate, lighting to site boundaries will be provided and illumination will be sufficient to provide a safe route for the passing public
- Lighting will also be positioned so as to prevent unsafe interference (dazzling or glare) with railway operations, road traffic signals and signing and passing motorists

### **3.4 Underground Services and Public Utilities**

- 3.4.1 The Main Works Contractor will nominate a Buried Service Co-ordinator who will be responsible for ensuring the buried service information is current.
- 3.4.2 Buried Service Permits will be issued prior to any works that break ground. The permits will incorporate the latest combined service drawing.

### **3.5 Protection of Existing Structures**

- 3.5.1 Network Rail will put in place measures, where applicable and which are reasonably practicable to protect existing foundations, buildings, structures, walls, roads, sewers cables and other services during the works.
- 3.5.2 Network Rail will provide asset assurance to its own infrastructure through asset management plans.
- 3.5.3 Network Rail will put in place measures to safeguard, where reasonably practicable, all structures from harm, disturbance or deterioration for the duration of the works. The Main Works Contractor will safeguard all structures from unauthorised harm.
- 3.5.4 Stockpiles of materials and plant and machinery will not be located immediately adjacent to or over existing structures or apparatus in such a way as might potentially cause structural damage. Such stockpiles will also be kept away from residential properties and watercourses in so far as is reasonably practicable.

### **3.6 Emergency planning, response and access**

- 3.6.1 The Main Works Contractor will ensure that emergency procedures are in place in consideration of the work sites, compounds and access and egress arrangements. The procedures will consider the site-specific hazards and include notification procedures (including contact details). Site access points will be suitable for emergency vehicles.
- 3.6.2 The site-specific planning will include a consideration of the potential for flooding and inundation during rain events at each compound and storage area, this will be documented in a Flood Emergency Response Plan where the risk requires one.

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- 3.6.3 An Incident Response Plan will be included in within the CEMP. Adequate training will be provided so that site staff are aware of the procedures and are competent at implementing them, if required.

### **3.7 Fire prevention and control**

- 3.7.1 All construction sites and associated accommodation and welfare facilities will have in place appropriate plans and management controls to prevent fires.

- 3.7.2 The site fire plans will be prepared, regularly reviewed, and updated as necessary, and will have due regard to the following documents:

- CFPA-E21:2009 Fire Prevention on Construction Site
- Safety in Construction Work (HSG 168)

## **4. AIR QUALITY**

### **4.1 General requirements**

- 4.1.1 The Main Works Contractor will, as far as reasonably practicable, control and limit emissions to the atmosphere in terms of gaseous and particulate pollutants from vehicles and plant used on site, and dust from demolition and construction activities (including use of public highways). The Main Works Contractor will identify potential sources of air pollution and apply appropriate measures. A summary of key receptors and measures to reduce potential impacts on air quality are listed below.
- 4.1.2 Best Practicable Means (BPM) will be employed to reduce risk of soiling of property and effects on human health and vegetation from dust emissions.
- 4.1.3 Mobile plant will be designed, operated and permitted in accordance with DEFRA's Process Guidance Note 3/16(12) for Mobile Crushing and Screening. Where necessary, mobile plant will be regulated under the Environmental Permitting (England and Wales) Regulations 2010 (as amended) via an environmental permit.
- 4.1.4 If on-site concrete batching is employed, such operations will be undertaken using enclosed plant and in accordance with DEFRA's Process Guidance note 3/1 and permitted under the Environmental Permitting (England and Wales) Regulations 2010 (as amended). These will be placed as far from sensitive receptors as reasonably practicable.

### **4.2 Construction dust**

- 4.2.1 The CEMP will include BPM to control emissions of dust during construction of the Scheme. These mitigation measures are based on those that are 'highly recommended' for a 'low risk' construction site according to the IAQM (2014) Guidance on the assessment of dust from demolition and construction Version 1.1 (as amended in 2016). The CEMP will include additional mitigation, based on the IAQM (2014) guidance, for any locations of 'medium' and 'high' risk sites/activities identified.

### **4.3 Monitoring**

- 4.3.1 The CEMP will include an appropriate dust monitoring regime to provide assurance of the effective application of the BPM. The type of monitoring required will be dependent on the risk of dust impacts, outlined in the IAQM (2014) Guidance on the assessment of dust from demolition and construction Version 1.1 (as amended in 2016). The Main Works Contractor will:
- Conduct inspections on and off the site, including at the site boundary, sensitive receptors and public roads within 100m as appropriate, to monitor compliance with the CEMP.

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- Make available the inspection log/monitoring data to the local authority(ies) upon request.
- In areas identified as medium to high risk, the frequency of monitoring may need to increase, and additional monitoring e.g. using dust deposition gauges may be required

#### 4.4 Preparing and maintaining the site

4.4.1 In order to prepare (and maintain) the site for/during construction The Main Works Contractor will, as far as is reasonably practicable:

- Plan site layout so that temporary stockpiles, machinery and dust causing activities are located away from receptors
- Put in place measures to avoid site runoff of water or mud
- Remove materials that have a potential to produce dust from site as early as practicable, unless being re-used on site (in which case they will be covered or seeded as described below)
- Cover all vehicles carrying soil materials with dust emission potential during internal movements on site
- Seek to reduce drop heights from excavators to other vehicles (e.g. dumpers or eight wheeled tippers)
- provide an appropriate water supply is available for dust suppression/mitigation
- Implement appropriate speed limits on haul roads at an appropriate level dependent upon road surface
- Vehicles to switch engines off when stationary and no idling
- Avoid the use of diesel powered generators using mains electricity or batter powered equipment

#### 4.5 Demolition

4.5.1 The Main Works Contractor will, where reasonably practicable:

- Put in place effective water suppression during demolition operations
- Avoid explosive blasting, using appropriate manual or mechanical alternatives

4.5.2 Where there is a high risk of dust impacts, the Main Works Contractor will soft strip inside buildings before demolition (retaining walls and windows in the rest of the building where reasonably practicable, to provide a screen against dust).



## **4.6 Measures specific to construction**

### **4.6.1 The Main Works Contractor will, where reasonably practicable**

- Avoid scabbling (roughening of concrete surfaces) if reasonably practicable
- Use water-assisted dust sweeper(s) on the access and local roads, to remove, as necessary, any material tracked out of the site
- Avoid dry sweeping of large areas
- Ensure vehicles entering and leaving sites are covered to prevent escape of materials during transport
- Record all inspections of all Construction Access Routes and haul roads and any subsequent action taken to prevent dust emissions
- Implement controls where necessary to remove accumulated dust and mud from vehicles prior to leaving the site

## **5. CULTURAL HERITAGE**

### **5.1 Unexpected discoveries of heritage assets**

- 5.1.1 Should artefacts and/or remains of potential archaeological interest be located unexpectedly at any time, these will be immediately reported in line with the Main Works Contractor Incident Response section of the CEMP.

## **6. ECOLOGY AND NATURE CONSERVATION**

### **6.1 General requirements**

- 6.1.1 Ecological management measures will be outlined in the CEMP and these will include the following, as appropriate:
- Summary of features of interest for known areas of nature conservation interest identified in the ES that may be affected by construction
  - Outline of ecological mitigation measures to be implemented during construction
  - Procedure to follow in the event of an unexpected discovery or disturbance of a protected species or habitat (included in the incident response procedures)

## **6.2 Measures to reduce potential impacts on ecological resources**

6.2.1 The measures outlined in other sections of this CoCP will also help to reduce potential impacts on ecological resources. These sections include:

- Air quality: measures to reduce dust
- Landscape: measures to protect landscape features including trees as well as reinstatement of temporary landtake
- Water Resources
- Noise and Vibration
- General Site operations: measures to reduce the impact of site layout and lighting

6.2.2 In line with the mitigation hierarchy, the Scheme has been designed to avoid or reduce ecological impact wherever reasonably practicable and construction works will continue to seek out ways to avoid and reduce the loss of habitat/vegetation.

6.2.3 The construction programme will be developed with these requirements in mind and will be cognisant of seasonal constraints.

## **6.3 Invasive and non-native species**

6.3.1 Appropriate measures for the treatment/control of invasive, non-native species (plants and animals) and injurious weeds will be included in the CEMP and implemented where required.

6.3.2 For species listed in Schedule 9 of the Wildlife and Countryside Act, 1981, appropriate construction, handling, treatment and disposal procedures will be implemented. These procedures will reflect the requirements of both plants and animals.

6.3.3 Toolbox talks will be developed and implemented for the construction teams to raise awareness of invasive and non-native species that may be found within the Scheme Area and the process to follow if they are identified in areas not previously expected.

# **7. NOISE AND VIBRATION**

## **7.1 General requirements**

7.1.1 The Main Works Contractor will control and limit noise and vibration levels, so far as is reasonably practicable, so that residential properties and all other sensitive receptors are protected from excessive noise and vibration levels arising from the construction activities.

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- 7.1.2 The Main Works Contractor will demonstrate and implement Best Practicable Means (BPM) throughout all work associated with the Scheme. BPM are defined in section 72 of the Control of Pollution Act 1974 and Section 79 of the Environment Protection Act 1990 as those measures which are ‘reasonably practicable having regard among other things to local conditions and circumstances, to the current state of technical knowledge and to financial implications’.
- 7.1.3 The potential noise and vibration effects of the construction works will be managed by the use of control measures, as suggested by BS5228. General principles for the control of noise and vibration during the construction works will include wherever reasonably practicable, as appropriate:
- Specific risk assessments will be carried out for activities likely to create exceedances of the Significant Observed Adverse Effect Level (SOAEL) noise and/or vibration levels, and any controls identified as part of this assessment will be included in the work package plan
  - Only plant which complies with the relevant EU/UK noise limits applicable to that equipment or is in no way noisier than would be expected from the noise levels quoted in BS 5228: 2009+A1:2014 will be used
  - Inherently quiet plant will be used where appropriate. All compressors and generators will be “sound reduced” models, where the use of audible warning systems, such as reversing or MEWP operating systems, is used broadband alarms. Where traditional alarms are unavoidable, equipment will be in good working order and operators suitably trained to ensure that unnecessary triggering of alarms does not occur
  - All plant and equipment will be examined on a daily basis, for defects prior to the start of works and under no circumstances should defective plant be used
  - Ancillary plant such as generators, compressors and pumps will be positioned away from sensitive receptors
  - Use of mains electricity rather than generators
  - Use of burning equipment in preference to cold cutting
  - Machines in intermittent use should be shut down in the intervening periods between work, or where this is impracticable, throttled down to a minimum
  - Access roads, haul roads and construction sites and compounds would be designed to minimise the need for reversing alarm.
  - Use of localised noise barriers around stationary work sites or plant

- Ensuring that staff and operatives are briefed on the requirement to manage nuisance from site activities, via toolbox talks
- Monitoring of noise and vibration levels at key locations to ensure potential impacts are kept to reasonable levels.

## **7.2 Section 61 Control of Pollution Act**

7.2.1 The Main Works Contractor will manage construction works under a notification process to be included in the CEMP, and where required, Section 61 agreements (of the Control of Pollution Act 1974).

7.2.2 The consent application will contain, as appropriate:

- Location and nature of short-term activities which will involve construction noise likely to exceed the thresholds and the measures which will be taken to reduce the related noise and its duration
- Any potential noise generating activities which may be required outside of the stated normal working hours for construction and the measures and procedures to be adopted to limit potential nuisance
- Monitoring as appropriate where construction works with higher noise-generating potential proceed in proximity to identified sensitive locations

7.2.3 The Section 61 consent will set out the monitoring regime to be adopted during the works as the mechanism to validate the predictions made in assessing the noise and vibration generated by the construction activity. The monitoring regime will ensure that compliance with BPM and any consented noise levels are adhered to and the Main Works Contractor will audit these in collaboration with the local environmental health officers.

# **8. GEOLOGY, SOILS AND CONTAMINATION**

## **8.1 General requirements**

8.1.1 In relation to geology, soils and land contamination, the following construction phase controls will be implemented where reasonably practicable (contamination of adjacent agricultural land, air or water are covered in the agriculture and land-use, air quality and water resources sections and not repeated here):

- Any areas of contamination affected by the Scheme will be remediated by specialist contractors
- Construction workers will be provided with appropriate Personal Protective Equipment (PPE) and informed by risk assessment to limit their exposure to contamination

- Hand washing facilities will be made available to site operatives, site rules will be created insisting on hand washing prior to breaks and at the end of the working day, and eating and drinking will be limited to site welfare facilities during break periods
- A procedure will be included within the Pollution Prevention and Emergency/Incident Control Plan (part of the CEMP) to manage previously unidentified contaminated material that is encountered during the works
- Storage areas will be identified for materials and soil arisings that demonstrate evidence of contamination (e.g. visual or olfactory). The storage areas will comprise of covered skips, or segregated stockpile (sheeted where appropriate, or sealed and banded where too large to sheet or there is risk to the operational rail) placed on hardstanding or sheeting pending its removal or treatment
- Appropriate best practice techniques and guidance such as CLR 11 and the EA guidance on Piling into Contaminated Land will be adhered to in order to prevent pollution being introduced or mobilised as a result of the Scheme
- Where material is removed due to its chemical unsuitability for retention at the site, full records will be maintained and a verification report prepared as required by the DoWCoP (see Section 13).
- A Site Waste Management Plan (SWMP) and Materials Management Plan (MMP) will be developed and used for the Scheme to forecast and confirm the ultimate destination of arisings generated during the construction phase of the Scheme.

## **9. LANDSCAPE AND VISUAL IMPACTS**

### **9.1 General requirements**

9.1.1 The following measures will be incorporated into the CEMP where appropriate and reasonably practicable:

- Landscape planting will be carried out as early as reasonably practicable so that screening can establish
- On land occupied for the construction phase only, mature trees and hedgerows will be retained, wherever practicable.

### **9.2 Compounds**

9.2.1 At compound locations where appropriate and reasonably practicable the following will be considered when planning the compound set up:

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- Where a compound area is sub-divided and/or bounded by existing vegetation, the compound layout will be designed so as to reduce the number of access points requiring vegetation removal
- Site offices, waste management areas, vehicle parking, smoking areas and plant storage areas are located away from residential and other sensitive receptors.

**9.3 Arboriculture**

9.3.1 Tree protection measures will be applied during the construction phase. The location, extent, standard and duration of all tree protection measures will be identified and specified in a Tree Protection Plan.

9.3.2 These protection measures, should be maintained for the duration of the construction phase and may reasonably include, but not be limited to:

- Protective fencing encompassing the full extent of the Root Protection Zone (RPZ) of trees to be retained
- Temporary ground protection
- The use of 'no-dig' hard surfacing
- The use of minimal dig foundations (e.g. pads and piles)
- Suitable arboricultural monitoring and supervision

**9.4 Re-instatement**

9.4.1 The Main Works Contractor will deliver a scheme of landscape mitigation in line with the mitigation design drawings and principles included in the ES.

## 10. WATER QUALITY AND FLOOD RISK

### 10.1 General requirements

- 10.1.1 The CEMP will include mitigation measures to protect the water environment and will set out how construction activities will be undertaken in accordance with best practice guidance such as CIRIA C532 'Control of Water Pollution from Construction Sites'.
- 10.1.2 The Main Works Contractor will follow the good environmental practice guidance detailed in GPP5: 'Working and maintenance in or near water: GPP5 (January 2017). In the absence of any update for PPG6: Working at construction and demolition sites: it is recommended that this guidance is followed as despite being withdrawn it remains good practice guidance. Further details in relation to contamination risk are covered in Section 9: Geology, soils and contamination.
- 10.1.3 The following measures will be addressed:
- Management of water that collects on site or within excavations
  - Management of polluting substances used during works proposed to the existing bridges over watercourses
  - Management of polluting substances during works in close proximity (within 10 m) to watercourses
  - Procedures in case of accidental leakages or spillages of hydrocarbons and oils, or accidental release of hazardous substances during construction works
  - Management of polluting substances that are being brought on site and used as part of the construction process
- 10.1.4 For construction compounds and areas of the proposed works located within areas deemed to be at risk of fluvial and surface water flooding, the Main Works Contractor shall prepare and implement a Flood Emergency Response Plan during the construction phase. The Plan will include, where relevant:
- Arrangements to evacuate the area at flood risk
  - Arrangements to make safe any static plant
  - Arrangement to move any mobile plant
- 10.1.5 The Main Works Contractor will monitor flood warning posted by the EA or register for early warning notices where applicable.
- 10.1.6 Emergency response will also detail the protective measures in place that minimises the potential for a pollution incident to occur during times of inundation and flood.

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- 10.1.7 Construction workers will be made aware of risks associated with excess surface water caused by overland flows and standing water - for example, risks to deep excavations and damage to plant.

**10.2 Site drainage**

- 10.2.1 The CEMP shall include a consideration of site drainage including surface runoff and any effluent created during de-watering activities.
- 10.2.2 The Main Works Contractor will seek where necessary any appropriate approvals for disposal of effluent to the public sewer or surface waters in accordance with the Order powers and protective provisions.
- 10.2.3 In consideration and compliance with the best practice guidance, every effort will be made as far as is reasonably practicable, to avoid any runoff containing silt from entering watercourses or highway drainage infrastructure in consideration of potential washout from temporary construction and laydown and storage areas.
- 10.2.4 The Main Works Contractor will be clear in identifying any discharge that is intended for local soakaway or drain.
- 10.2.5 Water that is of contaminated quality will only be permitted to be discharged to foul sewer if consented or removed by tanker. Otherwise, water that is identified to be of suitable quality or uncontaminated will be permitted to be discharged into a soakaway subject to Lead Local Flood Authorities approval.

**10.3 Control of Pollution of Surface Water**

- 10.3.1 The CEMP will detail the potential ways in which runoff may become contaminated and also what preventative measures will be in place to reduce the risk of pollution entering surface watercourses, or highway drainage as far as is reasonably practicable. These measures will include:
- Site-specific emergency controls for all works adjacent to or over water resources
  - Refuelling will be attended by a site representative
  - Refuelling will be via a double-bunded bowser equipped with a full spill kit. No refuelling or maintenance oiling will take place within 10m of a water course or drain
  - Silt mitigation measures will be implemented to limit runoff of exposed soil into watercourses. Bunds, cut-off ditches, settlement ponds and drainage covers will be utilised to limit runoff from entering watercourses
  - Spill kits and plant nappies will be provided for all static plant and equipment. They will be available at all times to all areas of work activity



- Vehicles will be washed down only in designated areas

## **10.4 Storage of pollutant materials**

- 10.4.1 All liquids that might potentially because pollution shall be stored in accordance with “The Control of Substances Hazardous to Health (COSHH) Regulations 1999” or “The Control of Pollution (Oil Storage) (England) Regulations 2001”, whichever is applicable.
- 10.4.2 Any surface water accumulating in any bund in place to comply with the provisions of this section will be removed and discharged only to public sewer with the necessary consent of the relevant water company.
- 10.4.3 Spill kits that are appropriate in type and quantity and that are fit for purpose will be located in proximity to all stored potentially polluting materials. Emergency response and spill kit training will be provided for relevant site personnel.

## **10.5 Plant and machinery maintenance**

- 10.5.1 Oil and diesel storage are identified as a key potential source of pollution, so the following minimum measures apply:
- The Main Works Contractor will define in the CEMP, the maintenance and check regime in place for all oil and diesel storage facilities.
  - The Main Works Contractor will use storage units that are in good condition, fit for purpose and in all cases compliant with the Oil Storage Regulations.
  - The Main Works Contractor will carry out appropriate set-up checks of the storage facility (including the operation of the facility) are carried out.
  - All hydraulic plant and machinery shall be the subject of the mandatory maintenance regime that shall be an auditable process.

## **10.6 Protection from vandalism**

- 10.6.1 Despite appropriate pollution and prevention measures, areas of work in general may be subject to theft or vandalism, which may target fuel storage and lead to a spill. In this respect, all construction compounds will be secured and all points of entrance/egress will be securely locked when not in use. Compounds and works will be well lit during working hours of low light. All plant and machinery will be stored in the construction compounds when not in use.
- 10.6.2 Periodically checks will be made of the security of the compounds, and the toolbox talks shall include topic coverage of site security and require vigilance and reporting of security issues.

## **10.7 Concrete washout facilities**

10.7.1 After delivery of any wet concrete, delivery vehicles may need to washout any concrete on the delivery vehicles. The following measures apply:

- A designated concrete washout facility shall be created as far from water resources as reasonably practicable and the location will be shown on compound layout plans
- The washout facility shall be clearly segregated and identified as the facility
- The use of the washout shall be monitored with provisions in place to ensure there can be no leakage of wet concrete
- Dried washout concrete will be broken up and re-used on site (e.g. inert fill)

## **10.8 Emergency response**

10.8.1 An Incident Response Plan will be included in within the CEMP, which will include the process to be followed for a pollution incident. the Main Works Contractor shall acquire the call-off services of an emergency spill response specialist who would be able to provide an immediate response to a major incident.

10.8.2 The Main Works Contractor will report all major pollution incidents in accordance with the Incident Response Plan.

## 11. TRAFFIC AND TRANSPORT

### 11.1 General requirements

- 11.1.1 The Main Works Contractor will undertake works in such a way as to maintain access and avoid traffic disruption during construction, wherever practicable.
- 11.1.2 The Main Works Contractor will implement travel plans to encourage the use of sustainable forms of travel to work for construction staff.
- 11.1.3 The construction mitigation measures will be within a Construction Traffic Management Plan (CTMP) forming part of the CEMP.
- 11.1.4 The CTMP shall contain as a minimum:
- Construction access routes including access and egress points on to the public highway
  - Prohibited routes for construction traffic
  - Any time restrictions imposed on any routes
  - Temporary road and PROW closures and diversions
  - Details of the audit and performance monitoring for construction traffic to ensure their adherence to the stated routes and restrictions
  - Temporary traffic control measures
  - Site specific controls in consideration of the potential nuisance (noise, vibration, mud and dust)
  - Prohibition of parking of any construction site vehicles along the public highway, and
  - Highway improvements for safety and capacity requirements along any routes where considered necessary as part of the Scheme Construction Access Route assessment.

## 12. RESOURCE USE AND WASTE MANAGEMENT

### 12.1 General requirements

- 12.1.1 Opportunities will be considered during construction to:
- use materials efficiently
  - reuse materials on site

- reduce waste at source
- reduce waste sent to landfill

## **12.2 Waste hierarchy**

12.2.1 The Main Works Contractor will manage waste in accordance with the waste hierarchy (EU Waste Framework Directive 2008 and The Waste (England and Wales) Regulations 2011). The waste hierarchy ranks waste management options according to what is best for the environment, with top priority given to preventing waste in the first instance. Every effort will be made to move waste generated by the Scheme up the waste hierarchy as far as is reasonably practicable. A combination of options is usually required to efficiently manage wastes generated by a project and the following options will be considered during construction:

- Efficient resource management to reduce the generation of construction waste
- Efficient resource management to reduce the generation of excavated waste
- Offsite fabrication, for example, footbridge bridge decks
- Re-use of redundant infrastructure within the Project, for example, the use of old ballast in temporary works (compounds and haul routes) or returned to a Network Rail national track material recycling centre
- Re-use excavated materials in accordance with the CL:AIRE Definition of Waste: Code of Practice either within the Scheme or on other sites within reasonable proximity to the site
- Recycling of materials either on site or at appropriately permitted facilities
- Disposal of wastes at appropriately waste to energy facility or permitted landfill, once all other options had been considered.

## **12.3 CL:AIRE Definition of Waste: Code of Practice**

12.3.1 Any re-use of excavated material within the Scheme will be managed in accordance with the CL:AIRE Definition of Waste: Code of Practice (DoW CoP). As required by DoW CoP, a Materials Management Plan (MMP) will be developed to document how excavated material will be reused on site or on other sites within reasonable proximity. A declaration will be submitted by a 'Qualified Person' in accordance with DoWCoP.

## **12.4 Site Waste Management Plan (SWMP)**

12.4.1 The Main Works Contractor will develop a SWMP to identify:

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- The Main Works Contractor's responsibilities for overall waste management
- The waste category and initial forecasted and actual quantities of waste to be produced by the works
- Proposals for recycling and/or re-use of wastes
- The proposed method of storage, handling and transportation of waste
- Details of the authorised waste carriers including their waste carrier registration number
- The means and routes of treatment and/or disposal and the relevant permits/exemptions
- Details of the sites that wastes are to be taken to including details of the environmental permit or exemption

12.4.2 The SWMP will also address the logistics of waste management on site in terms of efficient storage, designated and suitably identified waste storage areas on site.

## **12.5 Duty of care**

12.5.1 The Main Works Contractor Is required to comply with its "Duty of Care" as per section 34 of the Environmental Protection Act. All wastes on site will be managed in accordance with duty of care requirements and the Waste Duty of Care Code of Practice (March 2016). Written documentation (i.e. waste transfer notes and hazardous waste consignment notes) will accompany any movement of waste off site.

12.5.2 Any hazardous waste produced will be disposed of in accordance with the Hazardous Waste (England & Wales) Regulations 2005 (as amended).

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