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Transport, Environment & Design

Greenway Recycling Facility & Inert Landfill

Dust & Particulate Management Plan

June 2022

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Document Control Sheet

Project	HCE0577
Project Title:	Greenway Recycling Facility & Inert Landfill
Document	Dust & Particulate Management Plan
Document	HCE0577.DMP.Rev1
Author:	Jamie Howourth
Checked:	Alex Large
Client:	Decharge Ltd
Initial Issue Date:	10 June 2022

Revision of Issue

Revision	Revision Author	Checked	Date
1	Jamie Howourth	Alex Large	10-Jun-22

Distribution

Organisation	Contact	Issue Format & No. of Copies *	Date
Decharge Ltd	Sam Clarke	D1 DRAFT	28-Mar-22
Decharge Ltd	Sam Clarke	D1	10-Jun-22

** D denotes digital copy / P denotes paper copy*

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Revision	Author	Description	Date
1	Jamie Howourth	Report issued as final.	10-Jun-22

1. Introduction

1.1 Commission

1.1.1 Horizon Consulting Engineers Limited (Horizon) was commissioned by Decharge Ltd ("Decharge" or "the Operator") to prepare a dust and particulate management plan (DMP) in support of an application to the Environment Agency for an Environmental Permit to operate a recycling facility and inert landfill on the land at Greenway, Halberton, Devon (the Site).

1.2 Report Layout

1.2.1 This report has been prepared with reference to the Environment Agency's outline template for a DMP and current Environment Agency guidance on controlling emissions[1].

1.3 Site Context

1.3.1 The proposed recycling facility and inert landfill is situated within arable farmland approximately 1.2 km north-east of the village of Halberton in mid-Devon. The proposal is to infill void space across the Site and return the land to agricultural use once the waste operation is completed.

1.3.2 Planning Permission is being sought separately for the proposed recycling facility and inert landfill.

1.3.3 The inert landfill application is based on the import and deposit of 350,000 m^3 subsoil, sand, gravel, stones and aggregates, comprising of wastes arising from local sites. It is intended that predominantly inert soil and stone (compliant with European Waste Code 17-05-04) is deposited at the Site as part of the proposed works.

1.3.4 The proposed recycling facility will process waste types consistent with a Standard Rules SR2010 No12 Environmental Permit (predominantly construction and demolition wastes, soil and stones). Hazardous waste will not be accepted at the Site, nor will any wastes in a liquid form.

1.3.5 Potential dust generating activities at the Site include vehicle movements, tipping operations, handling and moving material stockpiles plus grading / profiling of deposited waste. In addition, mobile crushing equipment will be used for processing and grading concrete, bricks, tiles and mineral products on an ad-hoc basis. On the basis of the above, dust, unless appropriately controlled, has the potential to be a significant emission at the Site. This DMP has been prepared to show how the Operator intends to:

- prevent dust and particulate migration beyond the Site permit boundary;
- control dust within the Site to reduce associated potential health risks and the likelihood of off-site migration, and
- ensure that the necessary actions are implemented as required in any management system this DMP or action plans.

1.3.6 The Site layout (presented in **Appendix A**) has been designed with the consideration of all environmental impacts including dust.

[1] https://www.gov.uk/guidance/control-and-monitor-emissions-for-your-environmental-permit [Accessed 15 March 2022]

1.3.7 This DMP is a standalone document that will form part of the Site's EMS[2]. This DMP is a live document that is continuously reviewed (and formally reviewed at least every 12 months) and can be amended upon assessment if required. This DMP forms part of prepared Method Statements, a copy of which will be kept within Decharge's Site cabin and available for review at all times. All staff are inducted on the requirements of the Method Statements prior to commencing work on-Site.

[2] Horizon (March 2022) Greenway Recycling Facility & Inert Landfill. Environmental Management System Ref: HCE0577.EMS

2. Sensitive Receptors

2.1.1 A Nature and Heritage Conservation Screening Report from the Environment Agency (included in Appendix E of the Environmental Risk Assessment[3]) indicates the presence of ancient woodland within 200 m of the Site. The location of the ancient woodland is shown on the Sensitive Receptors Proximity Plan included in **Appendix A**.

2.1.2 There are no National Nature Reserves, Local Nature Reserves or Local Wildlife Sites within a 1 km radius of the Site other than part of the canal located 800 m south.

2.1.3 A UK Habitat Survey has been carried out at the Site as part of the Planning Application. The Site was surveyed to contain a wide range of habitats including arable crops, neutral grassland and isolated patches of gorse shrub.

2.1.4 The gorse shrub located in the southern field of the Site is of particular ecological value. This area of the Site has an absence of topsoil, as a result of historical placement of waste, which has provided favourable conditions for this habitat to develop.

2.1.5 **Table 2-1** below identifies potential receptors from dust emissions at the Site with a plan presented in **Appendix A**. Reference should be made to the ERA[3] for additional details relating to identified sensitive receptors.

[3] Horizon (March 2022) Greenway Recycling Facility & Inert Landfill. Environmental Risk Assessment. Ref: HCE0577.ERA

Receptor	Receptor Type	Distance from Site
Agricultural Fields	Agricultural	Adjacent
A361 road	Infrastructure	Adjacent (north) (Approximately 10 m at its closest point)
Local roads	Infrastructure	Adjacent (west)
Pond	Ecology	Adjacent (south-west)
Deciduous Woodland	Nature & heritage	Adjacent (south-west)
Agricultural buildings and dwelling	Agricultural and residential	150 m west
Dwelling	Residential	200 m north-west (beyond A361 road)
Agricultural Buildings	Agricultural	400 m south-east
Canal - Local Nature Reserve	Nature and recreational	800 m south
Residential Properties - Halberton	Residential	1.0 km south
Residential Properties - Uplowman	Residential	1.0 km north (beyond A361 road)
School (Halberton)	Educational	1.25 km south-west
Golf Club	Recreational	1.3 km west
School (Sampford Peverell)	Educational	1.3 km east
School (Uplowman)	Educational	1.4 km west
Notes: Distances are approximate.		

Table 2-1*:* Distances to Selected, Representative Sensitive Receptors

2.1.6 Based on information from the weather station at Cullompton (wind rose reproduced on Proximity Plan for Sensitive Receptors in **Appendix A**), the prevailing wind directions are typically north-easterly, westerly or south-westerly.

2.1.7 Given the distance to the majority of the receptors and the typical wind directions, the assessment only considers the following principal receptors:

- users of the A361;
- agricultural operations; and
- nearby woodland.

2.1.8 Effective protection of these receptors is considered sufficient to also protect other receptors located further afield.

3. Site Operations

3.1 Waste Deliveries / Product Export

3.1.1 Materials (either waste for disposal, treatment or processing or processed materials) will be delivered to / taken from the Site by road adhering to the requirements of the Traffic Management Plan[4]. Suitable waste materials (either for deposition or treatment) are to be sourced from local development sites.

3.1.2 HGV Tipper vehicles will be most frequently used to transport materials in and out of the Site. The containers are open galvanised steel framed with a covered roll-out sheeting system that prevents any debris from the load spilling.

3.1.3 Both lorries owned and operated by CC Haulage (haulage business owned by related parties to Decharge) plus lorries provided by independent hauliers will be used for the transport of materials. The fleet of lorries owned by CC Haulage have a Euro 6 emission rating.

3.1.4 The lorries will enter and exit the Site via the access point located in north-west corner of Site. This is the primary entry/exit point for emergency services and is also used by all vehicles exiting the Site

3.1.5 All waste that is brought into Site is to be recorded and accompanied by delivery tickets. All products leaving Site are to be recorded and documented with a Transfer Note.

3.2 Quantities

3.2.1 **Table 3-1** summarises the waste types to be deposited at the Site and **Table 3-2** summarises the waste types to be processed at the Site. Note that the actually quantity of waste imported for disposal/recycling and recovered material exported will be governed by the number of lorry movements. The Transport Assessment[4] assumes an average of 22 two-way movements a day with a peak demand of 44 two-way movements. The Transport Assessment does not distinguish between waste to be disposed of (**Table 3-1**) and waste to be processed (**Table 3-2**).

[4] Horizon (June 2022) Greenway Recycling Facility & Inert Landfill. Transport Statement. Ref: HCE0577.TA

European Waste Code (EWC)	Product Description	Tonnes/day*	Destination within Site	Process
17 01 01	Concrete	Trace quantities where mixed in with waste code 170504	Deposition within active land parcel.	Deposition only. No treatment or processing of material to take place.
17 01 02	Bricks			
17 01 03	Tiles and ceramics			
17 02 02	Glass			
17 05 04	Soil and stones other than those mentioned in 17 05 03.	440 tonnes/day (Average Demand). 880 tonnes/day (Peak Demand)		
20 02 02	Soil and stones			
Notes: * Conservatively assumes all vehicle movements on a particular day are 8-wheel lorries; 20No. tonnes/lorry importing waste for disposal.				

Table 3-1*:* Waste Types to be Deposited

European Waste Code (EWC)	Product Description	Tonnes/week*	Destination within Facility				Process
			Screening Area	Shredding Area	Main Building	Storage Bays	
17 01 01	Concrete	1,500 tonnes/week (Average Demand).	Imported Waste Storage Area (north of the Site)	Not Applicable	Not Applicable	Processed material stored within clearly demarked stockpiles in dedicated processing area	Crushing & Screening
17 01 02	Bricks						
17 01 03	Tiles and Ceramics						
17 01 07	Mixtures of concrete, bricks, tiles and ceramics other than those mentioned in 17 01 06.						
17 05 04	Soil and stones other than those mentioned in 17 05 03.						
Notes: * Average demand based on no more than XXX tonnes of waste to be treated per year. Note that the total vehicle movements in the Transport Assessment[4] does not distinguish between waste to be disposed of (**Table 3-1** above) nor waste to be processed.							

Table 3-2*:* Typical Waste Brought to Treatment Area

3.2.2 **Table 3-3** below sets out the destination for recovered and residual materials. Based on the Transport Assessment[4], with all lorries (average 22 per day, 5-days per week) exporting recovered materials, a maximum of 2,200/week might leave Site. This is unrealistic given the total volume of material processed per year (maximum 75,000 tonnes) therefore the average demand based on the total treatment is assumed for the purposes of **Table 3-3**.

European Waste Code (EWC)	Destination for Recovered and Residual Materials: Export from Greenway Farm Landfill Site Treatment Area Product Description	Weekly Tonnage*
17 01 01	Concrete	1,500 tonnes/week (Average Demand).
17 01 02	Bricks	
17 01 03	Tiles and Ceramics	
17 01 07	Mixtures of concrete, bricks, tiles and ceramics other than those mentioned in 17 01 06.	
17 05 04	Soil and stones other than those mentioned in 17 05 03.	
Notes: * Average demand based on no more than 75,000 tonnes of waste to be treated per year.		

Table 3-3*:* Typical Destination for Recovered Materials and Residual Wastes

3.3 Sequencing

3.3.1 In relation to the works the outline sequencing is as follows:

- Prior to the deposition of waste in each Phase, any existing topsoil will be stripped and stockpiled. A suitable geological barrier is to be created as per the requirements of the Hydrogeological Risk Assessment[5] (HRA) produced for this project.
- Suitable aggregates / hardcore will be deposited to provide vehicle access to the working area prior to the reprofiling commencing. The haul roads will be maintained with “hard stone” comprising recycled aggregate sourced from the on-Site recycling facility.
- Suitable waste for deposition or recycling will be sourced from local development sites and imported to Site by road using sheeted lorries. The lorries enter and exit the Site as per the Traffic Management Plan[4] described in Section 3.1 above.
- During the proposed works lorries are to deposit the imported waste materials as close to the working area (deposition) or designated stockpile (waste for recycling) as possible.
- Waste for disposal is to be compacted with Site plant. Upon completion of infilling of each Phase, the stripped topsoil is to be replaced.
- Waste material awaiting treatment is stockpiled in the dedicated recycling area. The waste awaiting treatment will generally comprise coarse fragments of concrete, brick, tiles etc with limited dust generating potential plus soil.
- All processing of waste is to take place in the dedicated area. Processing of waste will take place intermittently, when sufficient material is available to warrant and conditions are suitable (e.g. low wind). Processing equipment has a designated machine operator controlling the operations and monitoring the emissions of any particulate release from the crushing.
- Mobile crushing equipment is fitted with water suppression into the feeding end of the crusher for use to supress and reduce the potential release of dust, as required. The conveyors are partially enclosed to reduce wind-whipping that may further increase the spread of dust.
- Processed waste is stored in labelled stockpiles for testing to confirm suitability. Recycled material is then exported from Site using road using sheeted lorries. The lorries enter and exit the Site using designated access in the north-west of the Site.

[5] Horizon (June 2022) Greenway Recycling Facility & Inert Landfill. Hydrogeological Risk Assessment. Ref: HCE0577.HRA

3.3.2 In the event potentially dusty loads are delivered to Site (i.e. dry soils with the potential to generate dust whilst being tipped out), the Site Manager is to be informed. A representative from Decharge is to be present when the material is deposited and dust suppression using the spray from an on-Site agricultural bowser is to be used to damp down the material if required. The bowser is to be filled with water from the on-Site settlement lagoons when available or alternatively from a mains water supply at Bycott Farm.

3.4 Waste Processing

3.4.1 Crushing and sorting of imported waste is to be undertaken by plant hired-in by Decharge on an as-needed basis (or Operator may purchase long-term). With reference to the equipment utilised, standard procedures comprise:

- Operation by a designated machine operator controlling the operations and monitoring the emissions of any particulate release from the crushing;
- The fitting of water suppression into the feeding end of the crusher to supress and reduce the potential release of dust;
- Partially enclosing the conveyors to reduce wind-whipping that may further increase the spread of dust; and
- Monitoring of wind direction.

3.5 Site-Based Mobile Plant

3.5.1 The principal plant stored on-Site comprises one or more bulldozers, excavators and dump trucks. Other plant, including lorries, may be stored on-Site occasionally.

3.5.2 Equipment and machinery are maintained with reference to the manufacturer's recommendations. Decharge employs external fitters to maintain plant in a safe and serviceable condition. Vehicles are formally inspected every week.

3.6 Dust Controls

3.6.1 The body of the fill deposited at the Site is to comprise predominantly inert soil and stone (compliant with European Waste Code 17-05-04) although other waste codes are included in the acceptable waste as per **Table 3-1** above.

3.6.2 In addition, waste awaiting processing plus processed material is stored within stockpiles in the dedicated treatment (marked on the Site Infrastructure Plan in **Appendix A**).

3.6.3 Wind screening is not provided around the Site other than the natural sides of the original valleys and natural hedgerows already in place which will reduce wind flow across the Site to an extent. The need for any additional wind screening will be agreed with the Environment Agency once the Site is operational based on observations and the effectiveness of planned control measures (e.g. damping down exposed surfaces, reduced vehicle speeds, using vehicles with low emission potential, minimising drop heights etc).

4. Dust and Particulate (PM_{10}) Management

4.1 Responsibility for Implementation of the DMP

4.1.1 Decharge's Site Manager is responsible for successful implementation of this EMP with support from the Technically Competent Person. In the Site Manager's absence, the Decharge Site Foreman would be responsible for dust and emissions management.

4.2 Sources and Control of Fugitive Dust/Particulate Emissions

4.2.1 Operations with potential to produce significant dust include:

- Excavators/360s stripping topsoil and historic Made Ground prior to waste deposition;
- Vehicles entering and/or leaving the Site with mud on wheels, and tracking dust on to or off the Site;
- Vehicles and plant moving around the Site kicking up dust;
- Road vehicles tipping waste;
- Excavators/360s/bulldozers spreading and compacting waste for deposition;
- Excavators/360s sorting waste prior to processing;
- Plant treating waste – e.g. crushers etc;
- Waste dropping from conveyors; and
- Loading materials back on to vehicles (both unacceptable waste and processed materials).

4.2.2 Other activities which also have the potential to produce dust include:

- Excavators/360s compacting existing clay surface and/or moving and compacting Site-won clay to create geological barrier;
- Stockpiled topsoil;
- Debris falling off lorries which arrive uncovered;
- Stockpiled waste awaiting processing;
- Treated and segregated material stored in bays following processing;
- Site surfaces (not just the ground including around plant and equipment);
- Excavators/360s replacing stripped topsoil;
- Particulate emissions from the exhaust of vehicles/plant/machinery on Site; and
- Generators, plant and other non-road going mobile machinery.

4.2.3 **Table 4-1** presents the source-pathway-receptor model for the activities presented above, and **Table 4-2** lists the control measures proposed at the Site. **Table 4-3** lists the control measures considered but not proposed to be adopted at this time.

4.2.4 Should a particular activity or stockpiled material be identified as being a significant source of emissions and implemented mitigation measures have failed, the operation / material identified as the source will be ceased until a remedial measure has been found.

Source	Pathway	Receptor	Type of impact	Where relationship can be interrupted
Mud	Tracking dust on wheels and vehicles, then mud dropping off wheels/vehicles when dry.	Local road users Transient Users (Agricultural Operations) Woodlands	Visual soiling, also consequent resuspension as airborne particulates.	Speed limit of 10 mph to be enforced as required in EMS[2] Remove mud before vehicles leave site. If necessary, upon discussion and agreement with the Environment Agency, once the Site is operational a wheel wash or rumble strip may be installed at the Site.
Debris	Falling off lorries	Local road users Transient Users (Agricultural Operations) Woodlands	Visual soiling, also consequent resuspension as airborne particulates	All laden lorries to be covered when entering and leaving Site, and remain sheeted until in the deposition area
Topsoil stripping and stockpiling. Creation of geological barrier. Tipping and compaction of wastes. Backloading unacceptable materials.	Atmospheric dispersion	A361 users Transient Users (Agricultural Operations) Woodlands	Visual soiling and airborne particulates	Water suppression to be available on Site whenever waste deposition operations are ongoing. All loads received at the Site have the potential to emit dust therefore dampening down a load during the unloading process will depend on weather conditions at the time of acceptance.
Exposed surfaces prior to waste deposition and/or deposited wastes prior to re-topsoiling.	Atmospheric dispersion during periods of strong winds and dry weather.	A361 users Transient Users (Agricultural Operations) Woodlands	Visual soiling and airborne particulates	Decharge management to ensure a mobile water bowser is available to dampen surfaces during periods of dry weather. Stripping of topsoil to expose underlying subsoil to be managed to limit exposed surface area.
Vehicle exhaust emissions.	Atmospheric dispersion	A361 users Transient Users (Agricultural Operations) Woodlands	Airborne particulates	Regulatory controls and best-practice measures to minimise source strength. Waiting vehicles to switch engines off.
Non road going machinery exhaust emissions.	Atmospheric dispersion	A361 users Transient Users (Agricultural Operations) Woodlands	Airborne particulates	Plant is fitted with emission reduction technology engines with a reduction in fuel emissions where practicable.

Table 4-1*:* Source-Pathway-Receptor Routes

Abatement Measure	Description / Effect	Overall consideration and implementation
Preventative Measures Included		
Site / process layout in relation to receptors	The Siteonly has two phases of fill which will both be exposed at some point (see drawings in **Appendix A**).	Stockpiles are to generally be located away from sensitive receptors (e.g. woodland) within the constraints of the Site. Site-won soils used as part of bunds (e.g. for screening purposes) to be covered/grassed as appropriate.
Site speed limit, 'no idling' policy and minimisation of vehicle movements on site	Reducing vehicle movements and idling should reduce emissions from vehicles. Enforcement of a speed limit may reduce re-suspension of particulates by vehicle wheels.	A dedicated parking area is available on-Site (refer to Site Infrastructure Plan, **Appendix A**) for staff vehicles. Dedicated traffic routes are to be used for lorry movements to minimise potential for tracking material from waste storage areas. A no-idling policy is to be adopted.
Minimising drop heights for waste.	Minimising the height at which waste is handled should reduce the distance over which debris, dust and particulates could be blown and dispersed by winds.	All waste deposition is to be undertaken in a manner to minimise the drop height (i.e. lorries not to drop material down banks etc).
Good housekeeping	Having a consistent, regular housekeeping regime that is supported by management, will ensure site is regularly checked and issues remedied to prevent and remove dust and particulate build up.	Given the types of waste to be disposed of at the Site, litter is not considered to be a significant issue. Site staff to conduct litter collections after windy weather on an as required basis to ensure that the Site, including its boundaries, is kept clear of litter and rubbish irrespective of its source.
Sheeting of vehicles	Prevents the escape of debris, dust and particulates from vehicles as they travel.	All laden vehicles entering and exiting the Site to be sheeted.
Ceasing operation during high winds.	Mobilisation of dust and particulates is likely to be greater during periods of strong winds and hence ceasing operation at these times may reduce peak pollution events.	Decharge Site Manager has the authority to cease operations during high winds which might result in excessive dust emissions.
Installed Rumble Strip	Provides a means for removal of mud and debris from vehicle wheels.	All lorries to pass over a rumble strip to remove mud and debris from tyres prior to exiting the Site onto the public highway.
Dedicated haul routes	The use of dedicated on-Site haul roads is intended to reduce the amount of dust and particulate generated at ground level by vehicles and site activities.	Dedicated on-Site haul roads are to be used by lorries entering and exiting the Site at all times. The Decharge Operations Manager (or Site Foreman in his absence) is responsible for maintaining the condition of haul roads and keeping haul roads damp as required during periods of dry weather.
Minimisation of waste storage heights and volumes on site	Reducing storage volumes should reduce the surface area over which particulates can be mobilised.	Stripping of topsoil to expose underlying subsoil to be managed to limit exposed surface area and therefore stockpile volumes.
Off-site sweeping	Sweeping could be effective in managing larger debris, dust and particulates but may also cause the mobilisation of smaller particles. Road sweeping vehicles damp down dust and particulates whilst brushing and collecting dust and particulates from the road surface, particularly at the kerbside. This may generate dust and particulate movement that may become a Health and Safety issue if the filters and spray bars on the sweepers are not maintained.	A road sweeper will be made available on an as required basis based on visual inspection by the Site Manager.

Table 4-2*:* Measures used On-Site to Control Dust/Particulates (PM_{10})

Abatement Measure	Description / Effect	Overall consideration and implementation
Preventative Measures Considered But Not Adopted		
Installed wheel wash / rumble strip	Provide a high pressure wash of vehicle wheels and lower parts (including under body) using a series of jet sprays. More effective if vehicles drive through the wheel wash slowly in order that there is sufficient time for dirt to be removed.	It is not proposed to install a wheel wash. Should a requirement for a wheel wash be identified once the Site is operational this would be agreed with the Environment Agency. A rumble strip is the most likely preventative measure to be installed as this is more easily installed and maintained.
Site perimeter netting / micro netting	Erecting netting around the Site perimeter may capture released debris and dust and particulates prior to it being dispersed off-site.	Natural hedges are present around the Site. The use of micro netting installed on fencing around the Site to reduces wind speed across the Site (and thereby control the potential for dust and particulate emissions) is not proposed, although if necessary, upon discussion and agreement with the Environment Agency, may be installed once the Site is operational. Maintenance of any netting will be the responsibility of the Site Manager.
Water suppression with mist sprays	Installation of mist sprays around sites, at building entrances/exits and within buildings at point source emissions like conveyors, trammels etc. It can also assist in the damping down of dust and particulates, therefore, reducing emissions from site.	Water suppression to be available at the Site whilst processing of materials is occurring. Environment Agency guidance notes that water suppression with mist sprays is very effective at controlling point source emissions of dust and particulates.

Table 4-3*:* Measures Considered but Not Adopted On-Site to Control Dust/Particulates (PM_{10})

4.3 Enclosure of Waste Processing & Storage Areas

4.3.1 There are no buildings on-Site (other than the mobile cabins used for welfare / site office located adjacent in the north of the Site). Stockpiles of waste material or treated materials are not proposed to be covered given these will be within a dedicated area set into the slope; this will continue to be reviewed. Stockpiles of topsoil are to be seeded if required to minimise soil erosion and help reduce infestation by nuisance weeds.

4.4 Visual Dust Monitoring

4.4.1 Decharge's Site Foreman will be responsible for routine visual monitoring of dust levels associated with the conditions and activities identified above. Decharge's Site Foreman shall implement adequate dust suppression measures to control dust from any activity which causes unacceptable emissions of dust.

4.4.2 Should any staff member feel that dust levels are not being adequately controlled (informal dust monitoring by vigilant operational staff) they must report the situation to Decharge's Site Manager or Site Foreman and operations will cease until Decharge's Site Manager (or his deputy) inspects the Site boundary to ensure emissions are not being discharged from the Site. Should Decharge's Site Manager or his appointed deputy observe that the dust control measures are inadequate the operation will be stopped until an improved method can be applied.

4.4.3 Should control measures fail, operations will cease and the Environment Agency will be informed. In the interim.

4.4.4 The results of all dust monitoring will be recorded in the Site Diary (stored in Decharge's site cabin). The Site Diary will also be used to record date, time, weather conditions, wind direction, activities being conducted on-Site and summary of stockpiled material.

4.4.5 No dust monitoring will be carried out outside operational hours. Should regular complaints be received outside of operational hours over a period of two weeks or more dust mitigation measures will be reviewed.

5. Reporting and Complaints Response

5.1.1 All complaints received concerning dust and particulate emissions at the Site will be dealt with in accordance with the Decharge's complaints procedure. Specifically relating to dust, in the event of a complaint (or visual observation of elevated dust levels by vigilant operational staff) Decharge's Site Manager (or appointed deputy) will immediately investigate the complaint including conducting a visual inspection along the Site boundary.

5.2 Engagement with the Community

5.2.1 Decharge's Site Manager (or nominated individual) will be responsible for investigating a complaint immediately upon receipt. Decharge's Site Manager will complete the investigation within two working days, and inform the Complainant of the status of the investigation within this time period.

5.3 Reporting of Complaints

5.3.1 The Dust Complaint Form (included in **Appendix B**) will be used to report and investigate the complaint. Decharge's Site Manager (or other nominated individual) will investigate the validity of the complaint, establish the root cause and evaluate potential effective corrective or preventative actions. The Complainant will be kept updated on details of the actions to be implemented and associated timescales.

5.3.2 Completed Dust Complaint Forms will be saved on-Site for inspection by stakeholders (e.g. Environment Agency) and to allow long-term analysis of any trends. In addition, the Environment Agency will be informed (within 24 hours of detection / complaint receipt) of any emissions that may have the potential to cause significant pollution.

5.4 Management Responsibilities

5.4.1 Decharge's Management Team is ultimately responsible for the investigation, management and reporting of all complaints.

5.4.2 Decharge's Management Team will nominate an appropriate individual with defined responsibility and authority for:

- Handling and investigating actual and potential non-conformance;
- Taking action to mitigate any impacts caused; and
- Initiating and completing corrective and preventive action.

5.4.3 The Site's phone number is clearly labelled on a sign outside the Site. Complaints will be directly received and dealt with by Decharge's Site Manager.

5.5 Summary

5.5.1 Effective implementation of the mitigation measures proposed in this DMP should reduce dust emission measures associated with topsoil stockpiling, waste transport, and waste deposition to a minimum.

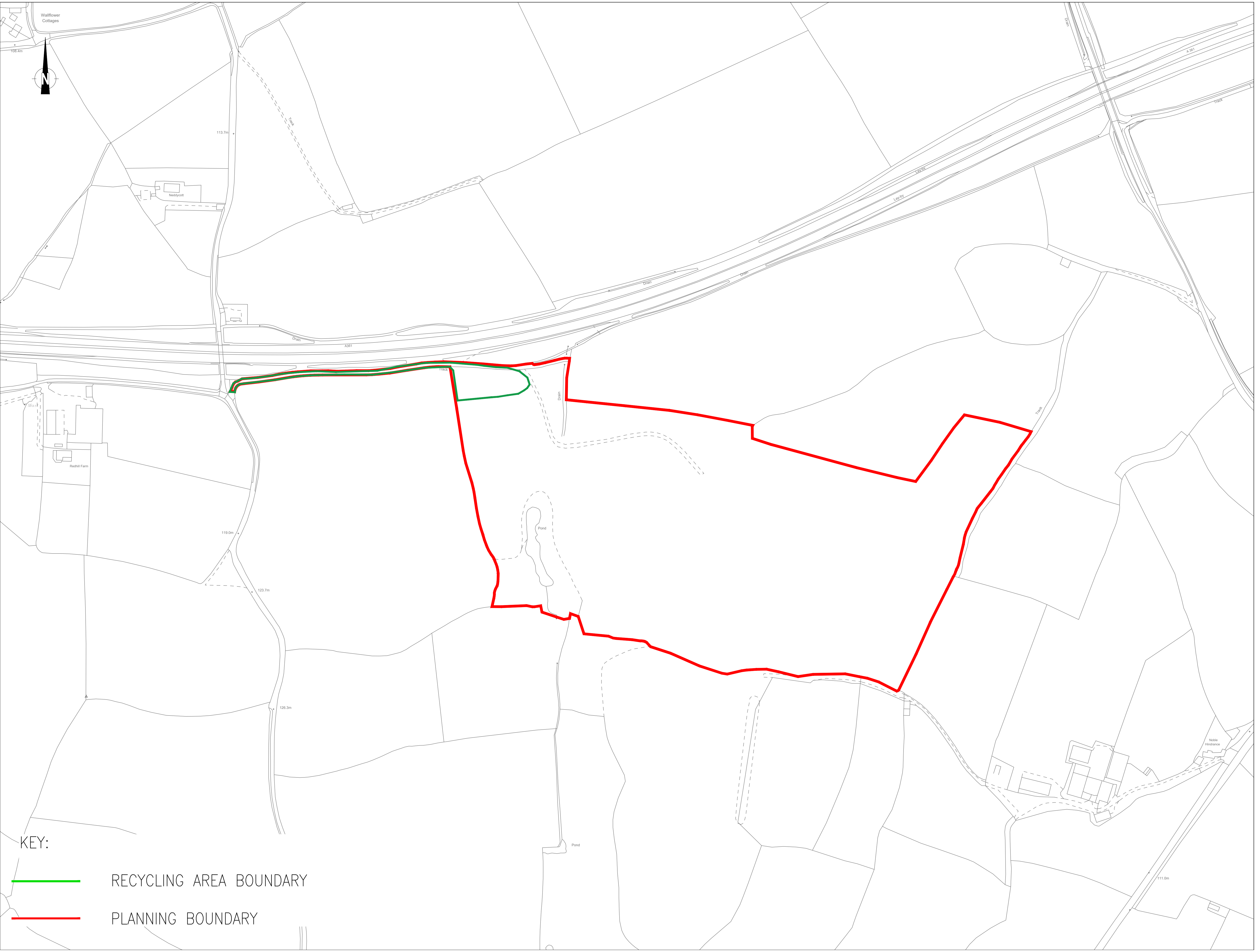
5.5.2 In the event that dust nuisance is noted (either by vigilant Site staff or following a complaint) the procedures in this DMP shall be implemented. This may include ceasing operations, augmenting the control measures in place and/or undertaking a period of monitoring.

5.5.3 This DMP is a standalone document that will form part of the Site's Environmental Management System (EMS[2]). This DMP is a live document that is continuously reviewed (and formally reviewed at least every 12 months) and can be amended upon assessment if required. This DMP forms part of prepared Method Statements, a copy of which are placed within the Decharge site cabin, and available for review at all time. All staff are inducted on the requirements of the Method Statements prior to commencing work on-Site.

Appendix A Drawings

NOTES: GENERAL

1. DO NOT SCALE FROM THIS DRAWING
2. ALL DIMENSIONS SHOWN ARE IN METRES UNLESS STATED OTHERWISE
3. THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ALL RELEVANT SCHEME DRAWINGS AND SPECIFICATIONS



Rev	Description	Drn	Chk	Date
REVISIONS				

Preliminary Issue		Submitted for S104	
Planning Issue		Issued for Tender	
Submitted for S38		Issued for Construction	
Submitted for S278		As Built	
DRAWING STATUS			

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DECHARGE LTD

JOB TITLE
GREENWAY
TIVERTON

DRAWING TITLE
REYCLING AREA LOCATION PLAN

DATE	DRAWN	CHECKED
MAR '22	JH	AL

DRAWING No.	REV	SCALE
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NOTES: GENERAL

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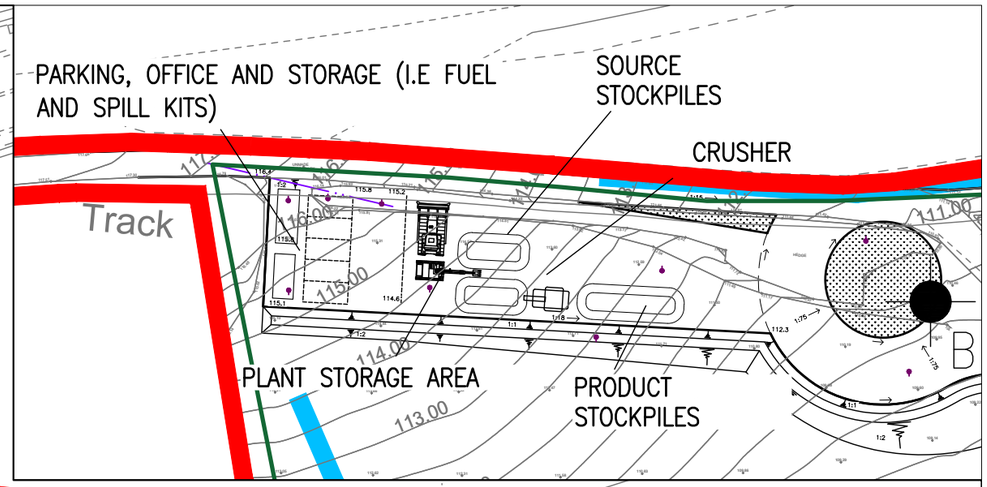
2. THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ALL RELEVANT SCHEME DRAWINGS AND SPECIFICATIONS.



Drain

A361

ACCESS ROUTE INTO SITE

ENTRANCE TO SITE INCLUDING EMERGENCY SERVICES

PARKING, OFFICE AND STORAGE (I.E FUEL AND SPILL KITS)

SOURCE STOCKPILES

CRUSHER

Track

PLANT STORAGE AREA

PRODUCT STOCKPILES

SWO1

BH01

BH02

LINK BETWEEN CUT-OFF DITCH AND SETTLEMENT LAGOON PROVIDED BY 225mm DIAM PIPE. PIPE INLET LOCATION AND ROUTE TO BE RELOCATED TO LOW POINT OF THE DITCH AS FILLING OPERATION PROGRESSES

2 OR 3 BAY SETTLEMENT LAGOON TO PROMOTE SETTLEMENT OF SUSPENDED SOLIDS FOR PHASE 1 AND 2 FILL OPERATIONS; LATERAL INFLOW FROM CUTOFF DITCH; LAGOON TO BE RETAINED ON COMPLETION OF WORKS FOR ECOLOGICAL BENEFIT AND TO RETAIN FERTILISER RICH RUN-OFF

BH03

Pond

SETTLEMENT LAGOON TO OUTFALL TO EXISTING POND VIA 225mm DIAM PIPE, HIGH LEVEL OVER FLOW TO BE PROVIDED

SW02

BH04

BH05

CUT-OFF DITCH AS PART OF PROPOSED FILLING WORKS TO DIRECT OVERLAND FLOW TO THE SETTLEMENT LAGOON. PROPOSED DITCH TO BE RETAINED AS PART OF FINAL SCHEME FOR ECOLOGICAL BENEFIT AND TO INTERCEPT FERTILISER RICH RUN-OFF

123.7m

KEY:

- SITE BOUNDARY FOR PLANNING
- PERMIT AREA BOUNDARY
- HORIZON BOREHOLE LOCATION (JULY / AUGUST 2021)
- SURFACE WATER MONITORING POINT
- PROPOSED BOREHOLE LOCATION

Horizon Consulting Engineers

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DECHARGE LTD

JOB TITLE

GREENWAY RECYCLING FACILITY & INERT LANDFILL
TIVERTON

DRAWING TITLE

SITE INFRASTRUCTURE PLAN

Rev	Description	Drn	Chk	Date
REVISIONS				

Preliminary		Approval		Tender		Const.	
DRAWING STATUS							

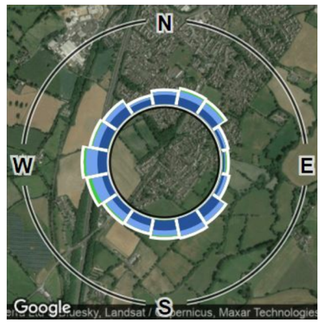
DATE	DRAWN	CHECKED
JUN '22	JH	.

DRAWING No.	REV	SCALE	
0577.007	.	NTS	@ A3

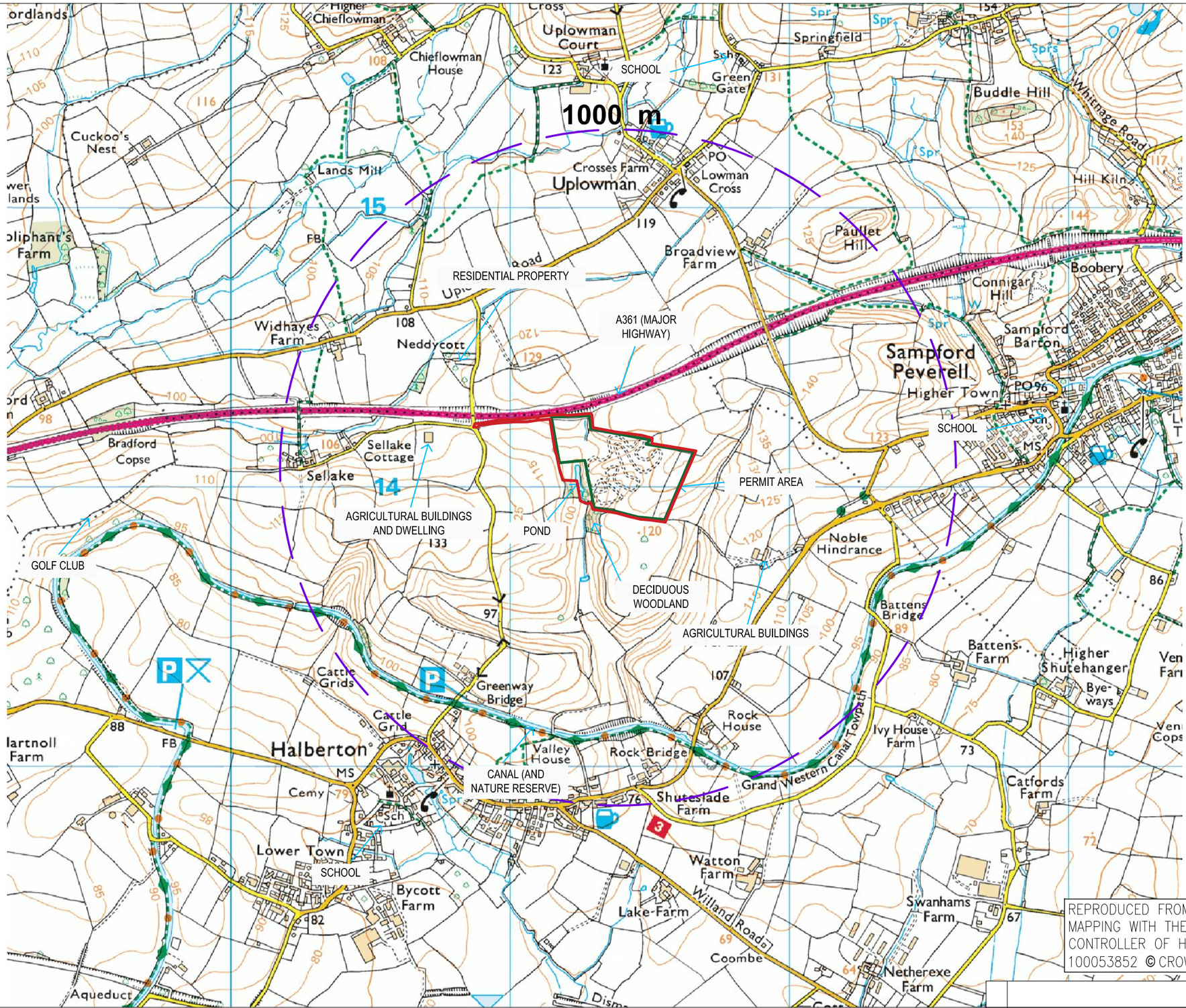
NOTES: GENERAL

1. DO NOT SCALE FROM THIS DRAWING.
2. THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ALL RELEVANT SCHEME DRAWINGS AND SPECIFICATIONS.

Wind Direction



Data sourced from:
https://www.windfinder.com/windstatistics/willand_cullompton



KEY:

- SITE BOUNDARY FOR PLANNING
- PERMIT AREA BOUNDARY

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DECHARGE LTD

JOB TITLE
GREENWAY RECYCLING FACILITY & INERT LANDFILL
TIVERTON

DRAWING TITLE
PROXIMITY PLAN FOR SENSITIVE RECEPTORS

Rev	Description	Drn	Chk	Date
REVISIONS				

Preliminary		Approval		Tender		Const.	
DRAWING STATUS							

DATE	DRAWN	CHECKED
JAN '22	JH	AL

DRAWING No.	REV	SCALE	
0577.001	.	NTS	@ A3

Appendix B Dust Complaint Form

Customer Details	
Customer Name -	
Address – Postcode -	
Customer Contact Details -	
Tel -	
Email -	
Date -	
Complaint Ref Number -	
Complaint Details -	

Investigation Details	
Investigation carried out by -	
Position -	
Date & time investigation carried out -	
Weather conditions -	
Wind direction and speed -	
Investigation findings -	
Feedback given to Environment Agency and/or local authority -	
Date feedback given -	
Feedback given to public -	
Date feedback given -	

Review and Improve	
Improvements needed to prevent a reoccurrence -	
Proposed date for completion of the improvements -	
Actual date for completion -	
If different insert reason for delay -	
Does the dust management plan need to be updated -	
Date that the dust management plan was updated -	

Closure	
Site manager review date	
Site manager signature to confirm no further action required	

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