

FORMOSS LTD

**DUST & PARTICULATE
EMISSION MANAGEMENT
PLAN**

**VERSION NUMBER 1.0
SEPTEMBER 2021**

Issue and Revision Record

Revision	Date	Originator	Checker	Company Approver	Description of Changes
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1. Introduction

Formoss Ltd propose to operate a permitted waste transfer station on land at Yard 7, Atlas Road, Wembley, Middlesex, HA9 0JH. This is within the London Borough of Brent. The central National Grid Reference for the site is TQ 20218 85864

The environmental permit, EPR/KB3100HD applied for in May 2021 will allow non-hazardous wastes to be accepted for transfer and treatment. The waste is produced from household, commercial and industrial sources but mainly from construction and demolition sites. The whole site is accessed via one entrance. Dust suppression is present on site. The site benefits from concrete surfaces. The site is currently running under waste exemptions, S2 (EPR/BF0307CU), T5 and U1 (WEX/091109) and Part B authorisations. These have been in place for 8 years overall.

Permitted wastes are accepted, sorted into separated fractions, and then taken from site to be recovered, recycled or disposed of. Much of the treated material will be classed as product when it leaves site.

The site is located within the London Borough of Brent Air Quality Management Area (AQMA). This current area was declared in 2006 for Nitrogen Dioxide (NO_x) and PM₁₀ emissions. Previous to this, the location of the site was not subjected to any AQMA despite a significant part of the Borough being so. There is an Air Quality Action Plan dated 2017-2022 in place currently.

The site has potential to produce dust due to the types of wastes to be accepted. However, it is strongly believed that the mitigation techniques to be employed at the site significantly reduce the impact on the environment.

Under the permit, the site will address the potential for dust production and migration. The site has been previously permitted for the same activities for several years.

This document is being created at the request of the Environment Agency. The request was made as part of the permit application phase.

This is the first document for the proposed site dedicated to Dust and Emissions Management. The document is written as part of the overall policies and procedures of the operator. This is being conducted with a view to creating robust operating techniques which minimise the impact on the environment, human health, and the local amenity.

This document is available to view by the directors, senior managers and relevant site staff employed by the permit holder. Copies will also be submitted and be readily available for regulatory bodies and members of the public if the request is reasonable.

This document will be regularly reviewed and amended if necessary. The maximum review period will be every 12 months from implementation.

1.1 Sensitive Receptors

Within 500 metres, there are several potential receptors near to the site. The 1:10000 scale boundary plan below shows the area within 500 metres of the site. These include, transport links (roads, canals and rail) and business, residential and leisure properties. The River Brent runs under the southern boundary of the site. The Wealdstone Brook confluences with the river 20 metres from the site boundary.

Within 500 metres of the site boundary are a handful of residential properties. These are considered to be sensitive due to the presence of young people and possibly elderly residents who spend time in the same place of residence.

The site and the surroundings are in a heavily urbanised area of London. There are many, various potential sources of dust and pollution within the local area. Therefore, the sensitive receptors listed in Table 1.1 may not be directly affected by the site due to other sources of emissions in the local area.

No receptors over 500 metres away are being considered due to the amounts of other potential sources of emissions in the local area. This includes several permitted waste sites which are not subject to any Dust and Emissions Management Plans.

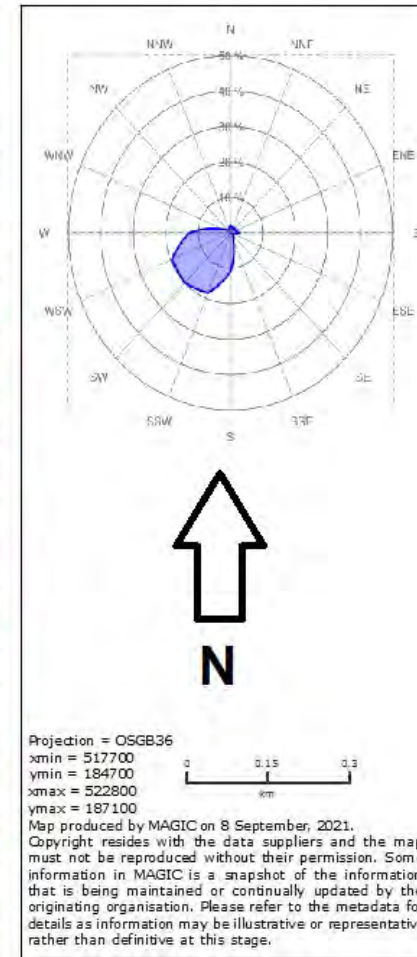
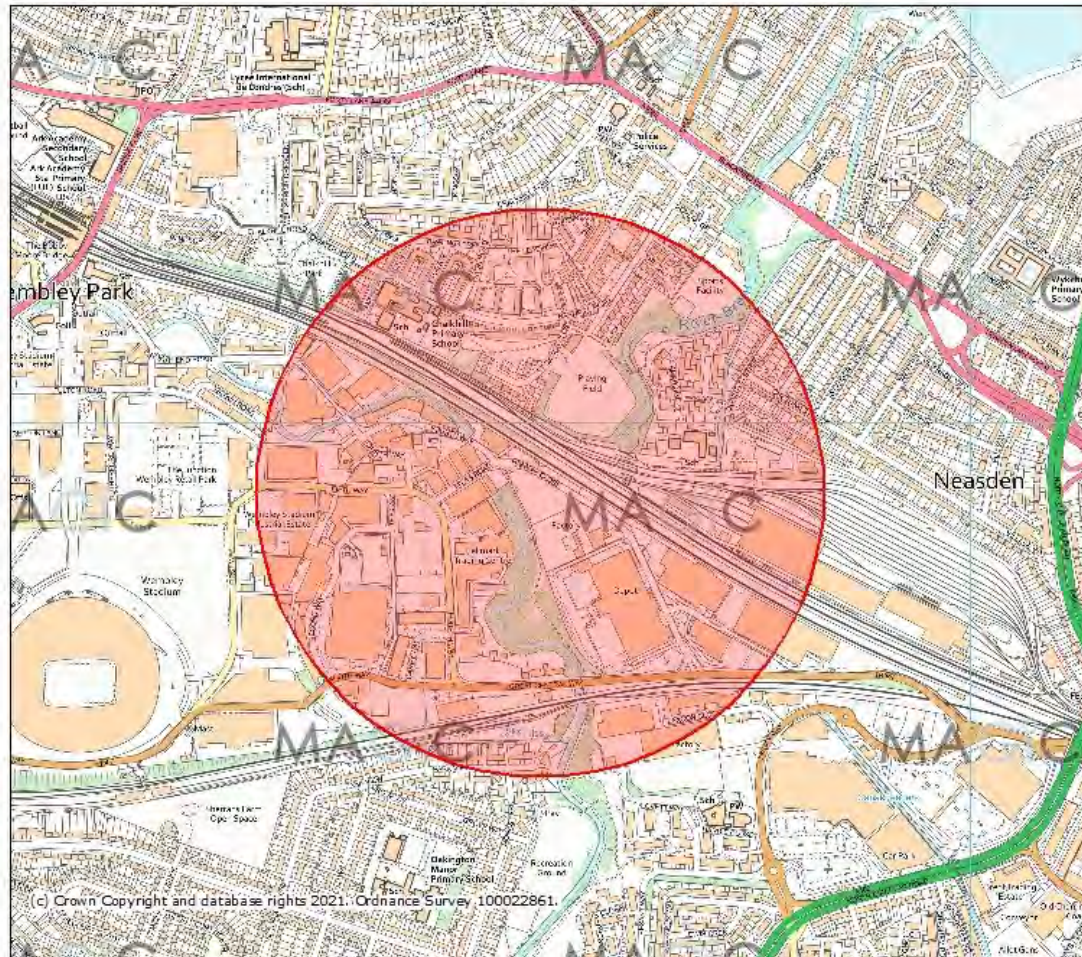


Figure 1.1: Closest Sensitive Properties

Table 1.1 Distances to Selected, Representative Sensitive Locations

Boundary	Closest property	Approximate distance to proposed site boundary (m)
North	Residential properties	105-500
North	BMX track	130
North East	Hannah Close	5
North East	London Underground Jubilee Line	30
East	Residential properties	125-500
East	St Margaret Clitherow RC Primary School	250
South	Various industry	0-500
South West	Various industry	0-500
South West	Residential properties	330
West	Various industry	0-500
West	River Brent protected area	20
North West	Chalkhill Primary School	120

Table 1.2 Other Dust/Particulate Emitting Operators

Company	Address	Type of Business	Distance from site boundary (m)
Various Industry	South, West,	Various	0-500
Railway	North, East	Jubilee Line	30
L & B Haulage Civil Engineering Contractors	Hannah Close	Waste Management	0
Railway	South	Mainline	325
Main Roads	All around the site	Transport	5-500

2. Operations at Formoss Ltd

2.1 Waste Deliveries

Waste will normally be delivered in 8 wheeled lorries accessing the site via the entrance on Hannah Close. Smaller vehicles may also be utilised. All waste arriving at the site will be sheeted.

All records of incoming loads are kept in the form of Waste Transfer Notes. All incoming loads are subject to the Acceptance Procedure outlined within the Environmental Management System (EMS).

As per the proposed permit conditions, no loads are accepted consisting solely or mainly of dusts, powders or loose fibres.

If an incoming load is not compliant with the Acceptance Procedure, the Rejected Load Procedure is then followed. This is also outlined within the EMS.

A list of wastes accepted, and their various handling/processing is included in table 2.1 below.

2.2 Overview of Waste Processing and Dust Controls

Non-hazardous waste is tipped in a specified area to be treated. This is the area to the southeast and west of the site entrance of the site. The overall site is enclosed on all sides with one access point for vehicles in Hannah Close.

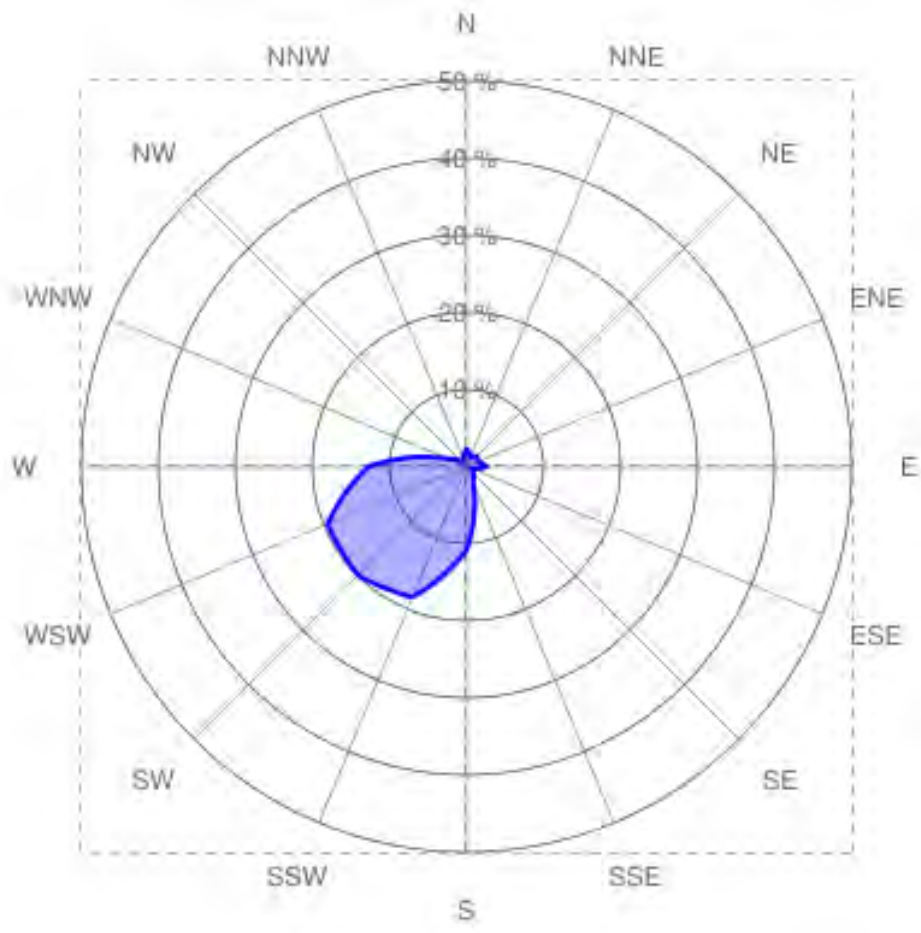
The height of the site boundaries enclosing the area is an average of 4 metres. Some of these are made up of metal containers, buildings, fences, and storage bays. Stockpiles of waste and product will be treated near to the centre of the site rather than site boundaries.

The site has a concrete base. The driveway and site entrance have concrete flooring. The substantial concrete is maintained and repaired when required. Regular inspections, at least once per week will dictate on any required maintenance. All concreted areas of the site are kept clean and areas away from waste deposits are kept tidy and free of debris.

To the east of the overall site is where inert waste is stored and treated. The stockpiles of hardcore, concrete and soils will be no more than 5 metres in height. The position of the stockpiles and prevailing wind direction does not make these a risk of migratory particulates.

Plant have automatic dust controls on them. This is items such as water suppression on the screener for example. The suppression is operational all the time the machine is operating.

There is a wind rose and a site plan included below.



Wind rose showing prevailing wind trends.

Table 2.1 Typical waste types brought to FORMOSS LTD

European Waste Code (EWC)	Product Description	Tonnes/week	Destination within facility			Process
			Screening	Crushing	Inert	
			Area	Area	Stockpile	
17 01 01	concrete	30		Y	Y	Transfer/treatment
17 01 02	bricks	10		Y	Y	Transfer/treatment
17 01 03	tiles and ceramics	5	Y		Y	Transfer/treatment
17 01 07	mixtures of concrete, bricks, tiles and ceramics other than those mentioned in 17 01 06	20	Y		Y	Transfer/treatment
17 05 04	soil and stones other than those mentioned in 17 05 03	180	Y		Y	Transfer/treatment
19 12 09	minerals (for example sand, stones)	5	Y		Y	Transfer/treatment
20 02 02	soil and stones	50	Y		Y	Transfer/treatment
Total		300				



Figure 2.1: Site Layout Plan

The main access is via the single entrance onto Hannah Close, 50 metres from the junction with Atlas Road and Fourth Way. There will be a dedicated tipping area where all the non-hazardous waste is deposited. The plant and machinery also operate within these areas. There are two screeners, one crusher and one front loading shovel. There are also a small fleet of 8 wheeled lorries.

All loaded vehicles arrive at site covered. If for any reason the load is not entirely covered, it is not allowed to enter the site. This is checked by the weighbridge staff. Once the vehicle proceeds to the tipping area, the cover is removed, then waste deposited. The tipping is supervised by a site operative. If there is excessive dust caused by the deposit, the activity will stop and only continue once the moisture from the sprinkler system has dampened down to load.

Across the site, there are 9 fixed sprinklers in constant use. This forms a bespoke suppression system. The system operates using mains water. The sprinkler arcs are designed to dampen areas where waste is tipped, stored and treated. The system is designed to work all of the time the site is operating. The sprinklers are fixed but can be moved and re-fixed if required. This allows some flexibility in the design of the system. The sprinklers are operated via a holding tank. Water is then pumped via high pressure pump to the sprinklers. In times of low water supply, such as drought, the tank can be drained and slowly filled overnight. If there is no water available, activities can reduce or cease.

On occasion, if the temperature is extremely low, then the water supply for the dust suppression system can become frozen. This is normally only temporary until the pipework thaws out and only happens on a few occasions a year. Activities will continue but the site manager will increase visual monitoring. If dust is noted to be migrating over the site boundary, activities will reduce or cease. Higher risk activities such as waste deposits will be reviewed as a priority.

There is a wheel wash on site which is used for all vehicle movements leaving the site. There is a one-way system implemented for vehicles using the site and the wheel wash is on the exit of this. The equipment is regularly maintained.

Weather conditions are checked at first opening of the site. All operatives are encouraged to monitor changing weather conditions. However, the site manager takes the overall lead. A smartphone app is used throughout the day to monitor weather and any changes. Checks are made first thing and every 2 hours. If adverse weather is forecast which could lead to an increased risk in dust emissions, activities will be reduced or ceased.

The areas where the processed materials are stored are at the edge of the site but protected in concrete bays. The prevailing wind direction towards the south-west. The nearest residential property in this direction is 330 metres away. A main road and mainline railway are in between the site and the houses. It is not foreseen that any dust migration will leave the site boundary.

All vehicles are checked as they are leaving site. The site manager and the operatives are responsible for this. If necessary, the vehicles still showing signs of

mud and debris are hosed and/or brushed down near to the site entrance. The immediate area by the site entrance is concreted and this is kept clean by hosepipe and manual brushing. All vehicles leaving the site will be fully covered. This prevents debris from exiting the site and being left on the highway.

Manual brushing of the site surface is done routinely, this is every day if required. This is to prevent any build-up of debris which could lead to dust issues. If there is a visual build-up of debris, a road sweeper will be brought in to remove and /or mitigate the debris. The site manager is responsible for this who monitors the site on a daily basis. The road sweeper is hired in from a third party. If the quality of the work is under achieving the objectives, the contractor will be told to maintain their vehicles better or a new contractor sought.

Table 2.2 Typical Destination for Recovered Materials and Residual Wastes

Destination for Recovered and Residual Materials: Export from Green Blocks Midlands Ltd			
EWC	Product Description	Average Weekly Tonnage	Material End Use
	The only waste residues are produced from small amounts of incidental items contained within the inert material. All other waste imports are processed into products under the WRAP protocol for aggregate production.	300	Use as product
Total		300	

3. Dust and Particulate (PM₁₀) Management

3.1 Responsibility for Implementation of the DMP

Who is responsible for the DMP and making sure it works?

The site manager is responsible for the implementation of the DMP

Who is this person's deputy?

The senior site staff and company directors are the site manager's deputy for the implementation of the DMP.

How often is it reviewed?

The DMP is reviewed on an as needed basis but at least every 12 months.

How are the staff competent to implement the DMP and review it?

The staff are briefed on the requirements of the DMP.

Have they been given any special training for this job?

Yes, training has been given.

Who delivered the training?

A consultant gave the training.

Is there any refresher training given? If so, how often?

Yes, for new staff and at least every 12 months.

3.2 Sources and Control of Fugitive Dust/Particulate Emissions

The following is a list that the site has the potential to produce dust and particulates:

- Vehicles entering and/or leaving the site with mud on wheels and tracking dust on to or off the site.
- Debris falling off lorries which arrive uncovered.
- Vehicles and plant moving around the site kicking up dust
- Road vehicles tipping waste
- Plant sorting waste – front loading shovel
- Plant sorting waste – screeners

- Plant treating waste – crushers, screeners
- Site surfaces
- Loading materials back on to vehicles.
- Particulate emissions from the exhaust of vehicles/plant/machinery on site.
- Generators, plant and other non-road going mobile machinery.

Table 3.1: Source-Pathway-Receptor Routes

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	Public Highway	Visual soiling, also consequent resuspension as airborne particulates	Remove mud before vehicles leave site via dampening down. Clean vehicles near to site entrance if mud and debris persist.
Debris	Falling off lorries	Public Highway	Visual soiling, also consequent resuspension as airborne particulates	Cover lorries before leaving site. Clean vehicles near to site entrance if mud and debris persist.
Tipping, storage and sorting of wastes in the open	Atmospheric dispersion	All	Visual soiling and airborne particulates	Minimise source strength by means of low drop heights, profiling and shielding of piles from wind whipping, positioning sources away from receptors. Also, wetting of certain materials.
Vehicle exhaust emissions	Atmospheric dispersion	All	Airborne particulates	Regulatory controls and best-practice measures to minimise source strength, regular preventive maintenance.
Non road going machinery exhaust emissions	Atmospheric dispersion	All	Airborne particulates	Regulatory controls and best-practice measures to minimise source strength, regular preventive maintenance.

Table 3.2: Measures used on site to control Dust/Particulates (PM₁₀)

Abatement Measure	Description / Effect	Overall consideration and implementation
Preventative Measures		
Low Cost Options		
Site / process layout in relation to receptors	Locating particulate emitting activities at a greater distance and downwind from receptors may reduce receptor exposure, provided that emissions from the source are not dispersed over significant distances.	Implemented.
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.	Implemented.
Minimising drop heights for waste. Use of enclosed chutes for waste drops/end of conveyor transfers and covered skips / storage vessels.	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. Enclosing processes will further reduce dispersion.	Implemented, except for full enclosure.
Preventative Measures		
Medium Cost options		

Abatement Measure	Description / Effect	Overall consideration and implementation
Sheeting of vehicles	Prevents the escape of debris, dust and particulates from vehicles as they travel.	Implemented.
Hosing of vehicles on exit	May remove some dirt, dust and particulates from the lower parts of vehicles although likely to be less effective than a more powerful wheel wash.	Implemented, for the exception of freezing temperatures.
Ceasing operation during high winds and/or prevailing wind direction	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.	Implemented, deposits and stockpiles are reduced as priority.
Preventative Measures		
High Cost Options		
Installed wheel wash	Provides 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.	Implemented.
Easy to clean concrete impermeable surfaces	Creating an easy to clean impermeable surface, using materials such as concrete as opposed to unmade (rocky or	Implemented.

Abatement Measure	Description / Effect	Overall consideration and implementation
	muddy) ground within the site and on site haul roads. This should reduce the amount of dust and particulate generated at ground level by vehicles and site activities.	
Minimisation of waste storage heights and volumes on site	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. Reducing storage volumes should reduce the surface area over which particulates can be mobilised.	Implemented.
Reduction in operations (waste throughput, vehicle size, operational hours)	Reducing the amount of activity on site, including no tipping, shredding, chipping or screening of high risk loads during windy weather as well as associated traffic movements should result in reduced emissions and re-suspension of dust and particulates from a site.	Implemented.
Negative pressure extraction	Within enclosed buildings, controlled extraction can be undertaken to ensure a constant negative pressure relative to the outside air. This system should prevent the emission of	Not currently implemented due to lack of fully enclosed areas.

Abatement Measure	Description / Effect	Overall consideration and implementation
	<p>particulates from any openings in the building. Extracted air should be treated through a suitable filtration system prior to discharge to atmosphere. This method is more frequently applied for odour control.</p>	
Enclosure of processes within buildings	<p>Creating a solid barrier between the source of dust and particulates and receptors is likely to be the most effective method of control, provided that the building entrances and exits are well managed.</p>	<p>Not currently implemented due to lack of fully enclosed areas. Boundaries are solid, i.e. sleepers, metal containers.</p>
Remedial Measures		
Low Cost Options		
Netting / micro netting around equipment	<p>Erecting netting around equipment that could give rise to large amounts of dust and particulates may be effective within the site boundary and prevent their dispersion off-site / their re-suspension within the site.</p>	<p>Implementation will be considered if required once site is permitted.</p>
On-site sweeping	<p>Sweeping could be effective in managing larger debris, dust and particulates but may also cause</p>	<p>Implemented, especially near to site entrance.</p>

Abatement Measure	Description / Effect	Overall consideration and implementation
	<p>the mobilisation of smaller particles.</p> <p>Road sweeping vehicles damp down dust and particulates whilst brushing and collecting dust and particulates from the road surface, particularly at the kerbside.</p> <p>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.</p>	
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.	Implementation will be further considered once the site is permitted.
Remedial Measures		
Medium Cost Options		
Water suppression with hoses on site or at the weighbridge	Damping down of site areas using hoses can reduce dust and particulate re-suspension and may assist in the cleaning of the site if combined with sweeping.	Implemented, especially near to site entrance.
Water suppression with mist sprays	Installation of mist sprays around sites, at building entrances/exits and within buildings at point	Implemented.

Abatement Measure	Description / Effect	Overall consideration and implementation
	source emissions like conveyors, trommels etc. It can also assist in the damping down of dust and particulates, therefore, reducing emissions from site.	
Water suppression with bowser	Using bowzers is a quick method of damping down large areas of the site with large water jets. This method could also be used on easy-to-clean, impermeable concrete surfaces.	Can easily be implemented if required.
Dust and particulate monitor with trigger alarm	Installation of a dust and particulate monitor with specified alarm trigger level can alert site staff when short-term particulate concentrations are elevated in order that site practices can be reviewed, or application of mitigation measures increased.	Not currently implemented.
Shaker grids	Similar to cattle grids, these are installed at a site entrance and exit. The movement of vehicles over the grids shakes dust and particulates from the wheels, thus removing them before vehicles enter the site.	Not implemented due to the wheel wash.

Abatement Measure	Description / Effect	Overall consideration and implementation
Water Cannons	Water cannons provide a means for delivery of powerful water streams from a water truck. With variable nozzles, the spray pattern can be controlled and varied between jet and fog. Typical water flows are up to 5000 litres per minute. Water cannons are most often used for fire protection, mining operations, heavy machinery wash down, cleaning and dust and particulate abatement.	Not currently implemented.
Remedial Measures		
High Cost Options		
Screening of buildings / site areas using plastic strips	Installing plastic strips to cover entrances/exits to buildings may reduce emissions of dust and particulates dispersing through doorways.	Not currently implemented due to lack of fully enclosed areas
Application of CMA / chemical suppressant	Diluted Calcium Magnesium Acetate (CMA) or other chemical based dust suppressant is regularly applied by spraying using a back-pack applicator for small areas or by road sweeper to cover larger areas. CMA acts as a suppressant with the aim of	Not currently implemented due to cost benefit analysis. CMA is primarily used as a de-icing agent. Practices already in place have priority over CMA. The use of other water suppression would only dilute the using of CMA or similar agent so lessen the effectiveness.

Abatement Measure	Description / Effect	Overall consideration and implementation
	reducing dust and particulate re-suspension and hence ambient concentrations.	
Heavy Water	Heavy water is used to improve the compaction and stability and reduce dust and particulates on unsealed roads or areas of land. Ideally it is blended into the road construction material as the road is constructed, but where this is not possible it can be sprayed onto the top of the road. Heavy water combines fast acting wetting agents with polymer binders, to allow penetration deep into the material and to 'agglomerate' the dust and particles together.	Not currently implemented due to non-practicality and concrete surfaces
Foam Suppression	The aggregate and mining industries frequently use foam suppression for the control of dust and particulate emissions, mixing the foam with broken material to increase efficiency. Foaming agents can be added to increase the efficiency of dust and particulate reduction. Foam suppression has seen increased attention in recent years and has	Not currently implemented due to non-practicality

Abatement Measure	Description / Effect	Overall consideration and implementation
	<p>previously been applied to waste transfer facilities where crushing of waste occurs. If using foam suppression to control dust and particulates from waste drops, the foam must be entrained within the waste material and as such must be injected prior to dropping the waste rather than at the bottom of the drop.</p>	
<p>Dust Extraction Systems</p>	<p>A large variety of abatement technologies exist for the removal of dust and particulates from a flowing gas and have typically been applied to combustion plants and other sites where controlled emissions of particulates occur. These include Electrostatic Precipitators (ESPs), wet scrubbers, baghouses, viscous media (e.g. oil) filters and gravitational settling. Although not all of these may be appropriate for dust and particulate suppression at waste management sites, and they cannot be applied to controlling external fugitive emissions, they may be effective when coupled with local exhaust extraction,</p>	<p>Not currently implemented due to lack of fully enclosed areas</p>

Abatement Measure	Description / Effect	Overall consideration and implementation
	ventilation or negative pressure extraction systems from enclosed buildings to remove dust and particulates from the airstream.	

3.3 Enclosure of Waste Processing & Storage Areas

In England, the Environment Agency has conducted considerable work to review the effectiveness of dust and particulate control measures that are currently available. It is more expensive to fully enclose a waste management facility inside a building but there are significant savings to factor in when considering enclosing an operation.

<i>Waste Weight</i>	<i>Enclosure keeps waste dry and therefore can reduce disposals costs significantly.</i>
<i>Water Saving 1</i>	<i>Enclosure can reduce water usage and therefore, ensure waste operations continue during drought conditions when water based systems are not available.</i>
<i>Water Saving 2</i>	<i>Less water use will reduce your water bill significantly.</i>
<i>Water Saving 3</i>	<i>It can maintain a high calorific value for residual waste being sent to energy from waste.</i>
<i>Water Saving 4</i>	<i>If a roof water collection system is used, you can reduce water usage even further.</i>
<i>Ease</i>	<i>It is much easier to control dust inside a building without wind affecting the emissions. It is a passive control measure and will work with limited staff and management oversight.</i>
<i>Odour & Noise Control</i>	<i>Buildings can also help control odour and noise.</i>
<i>Limited effectiveness of other abatement measures</i>	<i>There are numerous case studies available that show even with considerable investment in other abatement measures they are not as effective as a fully enclosed building.</i>

As a result, in England the Environment Agency will consider the enclosure of activities inside a shed to be BAT (best available techniques) especially if you are located inside an Air Quality Management Area.

The site has been a fully operation, exempt recycling facility for several years.

When operational, all waste storage and treatment activities will take place in a sustainable manner. The design of site layout will minimise emissions flexible dust suppression and wheel wash installed.

3.4 Visual Dust Monitoring

Visual monitoring is constantly carried out. As there is only one entry and exit point, visual monitoring is fairly straightforward. Staff are trained to report any visual signs of dust to site management. Any detection of dust migration is actioned and noted in the site diary. The initial action is to check the suppression systems then to try to identify the source of the problem. Waste being deposited and treated are checked first, followed by stockpiled materials.

Out of hours, there is security on the site and on the wider industrial estate, if a problem occurs, security staff will contact site management with a view to remediating the issues in as little time as is practicable.

Some activities such as screening have potential to increase the risk of dust emissions. Staff are aware of this and are encouraged to be extra vigilant when these types of activities take place.

If excessive visual dust is apparent, management will be informed, and a note will be made in the site diary. If the problem persists, site activities will either reduce or cease.

If complaints are received, investigations will take place to identify the source. If the source is known then future, similar activities will be changed or amended to minimise the chance of a repeat. The form below will be utilised to log and investigate any complaints.

4. PM₁₀ Monitoring

The reliability of optical based particulate monitoring systems has increased dramatically, and the cost has reduced as a result of competition. Systems should operate to a known standard to ensure they are reliable such as the Environment Agency's MCERTS standard.

Such systems can allow operators to minimise their fugitive emissions but also in urban areas, demonstrate that they are not the sole source of emissions. The reduction in cost means it is possible to install a continuous monitoring system rather than relying on contractors to take samples over a short period of time which means the impact a site is having on local air quality is better understood.

If your site is in an Air Quality Management Area, it is likely you will be required to install such a system.

REMEMBER – We want you to suggest your own “action level” so if this level is exceeded, we want you to review your activities on site to prevent it happening again. All the time the emphasis is on making sure you update your way of operating the site to prevent a re-occurrence.

EXAMPLE –

- 1) The “action level” is exceeded and an alarm sounds/light flashes
- 2) The site manager investigates if any activities have led to the increase in dust emissions. The foreman thinks this is the source of the dust.
- 3) If the site manager considers what steps he can take to stop this happening again, such as increased water suppression.
- 4) The site manager instructs the site operatives to use site hoses to damp down future activities of a similar nature.
- 5) The site manager records the incident in the site diary.
- 6) At the end of the month this management plan is updated to reflect this amended procedure.
- 7) Hopefully the identified activity will not cause the “action level” to be exceeded again and there has been a reduction of the impact the site has on the local environment.

Currently, there is no PM₁₀ monitoring equipment on the site.

Therefore, the following sections are non-applicable.

4.1 Monitoring Location

Not applicable

4.2 Operation of the PM₁₀ Monitoring Equipment

Not applicable

4.3 Quality Assurance/Quality Control and Record Keeping

Not applicable

4.4 Equipment and Data Management

Not applicable

4.5 Reporting of Data

Not applicable

4.6 Additional Detailed Monthly Reporting

Not applicable

5. Actions when alarm is triggered.

Not applicable

6. Reporting and Complaints Response

If a complaint concerning dust is received, an investigation will be commenced. This will be carried by site management.

A response to the complaint will normally be issued within two working days.

6.1 Engagement with the Community

The operator endeavours to maintain a working relationship with their neighbours. There is regular communication between nearby businesses. There will be an out-of-hours phone number on the site ID board.

Every effort is made to respond to any complaints in a timely and respectful manner.

6.2 Reporting of Complaints

If a complaint is received, the form in Appendix B of this document is utilised.

Feedback to the complainant will be written if requested, or by phone/verbally otherwise.

6.3 Management Responsibilities

Initially, the complaint will be handled by a site manager. The details on the site ID board can be used if required. This can also allow anonymous complaints to be forthcoming.

6.4 Summary

This document sets out the potential causes of emissions from the site operations. Also, outlined are the procedures in place to mitigate against excessive emissions being produced. The document also outlines how emissions are monitored and the actions to be taken if an emissions breach occurs.

If not before, the next review date will 12 months from the date of this document, i.e. August 2022. Any updates will be recorded on the front index sheet. Copies of any amended document will be forwarded to the Agency upon publishing.

APPENDICES

Appendix A - Location plans of dust and particulate suppression systems



Figure A1
Location plan showing the location of dust suppression systems

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	