DUST AND PARTICULATE MATTER EMISSION MANAGEMENT PLAN (DEMP) FOR THE OPERATION OF AN INERT AND EXCAVATION WASTE TRANSFER STATION AT CRICKLEWOOD RAILWAY YARD, EDGWARE ROAD, CRICKLEWOOD, LONDON.

Version 1.1

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1. Introduction

1.1 MJCA is commissioned by DB Cargo (UK) Limited to prepare a Dust and Particulate Matter Emission Management Plan (DEMP) for the operation of a waste transfer facility for the storage and transfer of inert and excavation waste. The location and boundary of the waste transfer station (the site) is shown on Figure DEMP 1. The waste operations undertaken at the site are regulated by the Environment Agency under Environmental Permit number EPR/GB3408KW (the permit). The local authority for the site is the London Borough of Barnet. The site is centred approximately at National Grid Reference (NGR) TQ 23428 86461.

1.2 The purpose of this document is to identify the operations at the site which may have the potential to have an impact on air quality as a result of emissions of particulate matter, to present the details of the operational controls which are implemented currently and the improvements which will be implemented to minimise emissions and describe the monitoring which will be carried out to confirm the effectiveness of the management controls.

1.3 This DEMP forms part of the Environmental Management System (EMS) under which the facility is operated. A copy of the DEMP will be retained at Appendix EMS9 of the EMS Manual.

1.4 The DEMP has been prepared based on the guidance presented in the relevant sections of the following documents and guidance:

- Environment Agency - Control and monitor emissions for your environmental permit.[1] (the emissions guidance)
- Environment Agency internal guidance template entitled “Dust and emission management plan” (Version 10 dated October 2018)

[1] Available at https://www.gov.uk/guidance/control-and-monitor-emissions-for-your-environmental-permit Last updated 11 June 2025. Last accessed 21 June 2025.

- Environment Agency guidance 'Non-hazardous and inert waste: appropriate measures for permitted facilities[2]' (the Appropriate Measures guidance).

1.5 The activities with the potential to generate and/or release dust and particulate matter are identified in Section 2 of this document. The locations of receptors are identified in Table DEMP 1, are shown on Figure DEMP 1 and are discussed in Section 2 together with the potential pathways for linkage of the sources and receptors.

1.6 In Sections 3 and 4 of this document the management techniques that are used at the site to minimise the potential for dust and particulate matter emissions from the site are set out and the monitoring undertaken to confirm the effectiveness of the management techniques is specified.

1.7 The DEMP comprises a living document and will be reviewed on an annual basis as part of the environmental performance audit or as required by the action plan. The review will include consideration of the results of dust and particulate matter monitoring and progress with any improvements identified as necessary. A review of the effectiveness of dust and particulate matter monitoring techniques will be undertaken and changes made to monitoring techniques as necessary. Any changes to site infrastructure or monitoring techniques needed as a result of a review of the DEMP shall be recorded in the Environmental Action Plan retained in the EMS Manual.

[2] Available at: https://www.gov.uk/guidance/non-hazardous-and-inert-waste-appropriate-measures-for-permitted-facilities. Published 12 July 2021. Last updated 1 August 2023. Last accessed 21 June 2025.

2. Operations at Cricklewood (sources, pathways and receptors)

Sources

2.1 The permit issued on 22 February 2019 comprises a Standard Rules Permit (SRP) SR2009 No5 which authorises the site to accept up to 250,000 tonnes per year of inert and non-hazardous construction, demolition and excavation (CD&E) type waste including soil and stones. Version 1.0 of the DEMP was prepared in March 2020 to coincide with the commencement of waste activities at the site in March 2020. The EA undertook an inspection of the site on 29 October 2020 including an assessment of amenity (odour, noise, dust/fibres/particulates & litter, pests/birds/scavengers and deposits on road). No non compliances were recorded in respect of amenity during the audit. A paper copy of Version 1.0 of the DEMP is held in the site copy of the EMS and was available for review by the Environment Agency (EA) during the audit.

2.2 This DEMP (Version 1.1) has been prepared to support an application to vary the permit to increase the total quantity of waste that can be accepted at the site from 250,000 tonnes per year to 510,000 tonnes per year and to add a single List of Waste (LoW) code 17 09 04. As a result of the variation, the permit will become a bespoke permit.

2.3 The site is accessed by road vehicles from Edgware Road. Waste is delivered to the site in road vehicles and transferred off the site by rail in train wagons. The waste types accepted at the site are specified in the permit and are reproduced in Table DEMP 2 of this DEMP. Wastes comprising solely or mainly dusts, powders or loose fibres are not accepted at the site. The waste materials are stored at the site prior to transfer off the site. All heavy goods vehicles (any vehicles over 3.5 tonne unladen weight) entering or exiting the site carrying waste are instructed to sheet or otherwise contain their loads (for example enclosed vehicles) to minimise the potential for the release of dust or particulate matter.

2.4 Waste acceptance at the site is controlled by the waste acceptance and rejection procedures included in the EMS Manual. Pre-acceptance checks of information provided by the producer or holder of the waste shall be undertaken by the technically competent manager (TCM) or a suitably trained person instructed or managed by the TCM. The pre-acceptance checks shall be used to identify waste that is suitable for

acceptance at the facility. Waste acceptance checks shall be carried out for all waste loads delivered to the facility to confirm that the load is consistent with the pre-acceptance information. The acceptance checks undertaken by suitably trained site personnel shall include the requirement for all delivery drivers to report to reception or a member of site personnel, inspection of the Duty of Care documentation and a visual inspection of the load prior to acceptance to confirm that the load is consistent with the Duty of Care documentation. A secondary inspection will be undertaken during unloading of the waste within the site to confirm the findings of the inspections undertaken upon arrival of the load. Key staff hold a relevant qualification under the approved CIWM/WAMITAB competence scheme appropriate to the waste operations conducted at the site.

2.5 The permit specifies in Table S2.1 the limits of activities at the site which comprise treatment consisting only of manual sorting or separation of waste into different components for disposal or recovery. No physical treatment of waste (e.g. crushing and/or screening) is undertaken at the site. Waste will be stored only in Plot 2 of the site. The location of Plot 2 is shown on Figure DEMP 2.

2.6 The activities with the potential to generate and/or release dust and particulate matter include the following:

- Vehicles entering and/or leaving the site with mud or debris on their wheels.
- The release of dust, particulate matter and debris from waste loads as they are delivered to the site.
- The resuspension of dust and particulate matter on roads and site surfacing by vehicles.
- The release of particulate matter when waste loads are deposited or set down prior to stockpiling on the site.
- Wind whipping of materials stockpiled at the site.
- Loading of stockpiled materials onto train wagons for transfer off site.
- Particulate emissions from the exhaust of vehicles and plant on site.

2.7 The management techniques employed at the site to control the generation and migration of particulate matter are discussed in Section 3 of this document.

Pathways

2.8 Dust and particulate matter is dispersed from the source to potential receptors by the wind. A wind rose for London City Airport for the period 2010 to 2014 and a wind rose for Heathrow Airport for the period 2019 to 2023 are presented on Figure DEMP 1. London City Airport is located approximately 19km to the south east of the site. Heathrow Airport is located approximately 17km south west of the site. Based on the wind roses the prevailing wind direction is from the west southwest or south southwest and therefore areas to the east northeast or north northeast of the site are down prevailing wind of the site.

2.9 Particle size is the key parameter when considering the transportation of particulate matter in air. Coarse particles have much faster settling rates than finer particles and will therefore settle out as deposited dust generally close to the source, whereas fine particulate matter may remain airborne for longer periods and travel greater distances. Based on information published by DETR[3] large particles (>30µm) mostly are deposited within 100m of the source, intermediate-sized particles (10µm to 30µm) are likely to travel up to 200m to 500m and smaller particles (<10µm) can travel up to 1km from the source, although very small particles can travel much further. TGN M17[4] states that:

> *'PM10 emissions from industrial combustion processes and road transport are considered to contain more fine material (i.e. PM2.5) than, for example, mechanically-generated particulates from quarries and construction sites'*

[3] Department of the Environment, Transport and the Regions (DETR) (2000a) Controlling and mitigating the environmental effects of minerals extraction in England. Mineral Planning Guidance Note 11, consultation paper. DETR, London. Cited in Technical Guidance Document (Monitoring) M17 – Environment Agency March 2004.

[4] Technical Guidance Note (Monitoring) M17 Monitoring Particulate Matter in Ambient Air around Waste Facilities Environment Agency Version 2 July 2013.

'Waste management operations that involve mechanical generation of PM rather than combustion, are also likely to release predominantly coarse particles.'

2.10 As there are no physical treatment operations undertaken at the site the potential for the mechanical generation of particulate matter is limited to the loading and unloading of wastes hence the particle size fraction relevant to potential emissions from the site is at the upper end of the PM_{10} fraction and coarse particles greater than PM_{10}. Based on this assessment and based on the guidance presented in the Environment Agency internal guidance template entitled "Dust and particulate emission management plan" an initial search radius of 1km has been used when identifying receptors in the vicinity of the site.

Receptors

2.11 The potential receptors in the vicinity of the site are shown on Figure DEMP 1. The receptor type, distance and direction of the receptors closest to the site are listed in Table DEMP 1.

2.12 As shown on Figure DEMP 1 the site is located at a rail sidings adjacent to residential areas. The site is located to the north east of Edgware Road/A5 and to the north west of Cricklewood Train Station. The residential properties within 1km of the site are shown on Figure DEMP 1 and summarised in Table DEMP 1. It is considered that the commercial operations in the vicinity of the site which have the potential to contribute particulate matter emissions to local air quality include those operated by operated by P.B Donoghue in Donoghue Business Park, the businesses on Claremont Way Industrial Estate, the businesses at Brent Junction, the main line railway running to the north east of the site and Cricklewood train station approximately 400m south east of the boundary of the site. Edgware Road/A5 and car parks in the vicinity of the site also have the potential to contribute particulate matter emissions to local air quality.

2.13 The residential properties closest to the site are located on Dorchester Court approximately 20m to the south of the site at the closest point. A housing estate centred on Mount Road including a primary school and a children's nursery Our Lady of Grace Catholic Infant School are located to the west of Edgware Road/A5

approximately 110m to the west of the site at the closest point. A housing estate centred on Temple Road is located approximately 160m south west of the site at the closest point. Living Spring Montessori Nursery is located approximately 450m south west of the site. Claremont Primary School is located approximately 240m north of the site.

2.14 The recreational/amenity area closest to the site is Clarefield Park which is located approximately 280m north west of the site. Gladstone Park is located approximately 550m south west of the site.

2.15 The London Borough of Barnet (LBB) has declared an air quality management area (AQMA) for Particulate Matter (PM_{10}) which encompasses the entire borough including the whole site.

2.16 The closest roadside and urban monitoring background PM_{10} monitoring station with publicly available data is located at Brent Ikea[5] approximately 2.7km west south west of the site. Air Quality statistics presented on the London Air Quality Network website[6] report that the annual mean PM_{10} environmental objective of 40µg/m^3 and the daily mean PM_{10} environmental objective of 50µg/m^3 specified in the UK Air Quality Strategy was not exceeded in the five year period between 2020 to 2024 or in 2025 to date. The annual mean PM_{10} concentration reported for the year 2024 was 22µg/m^3. The daily mean PM_{10} concentration reported for the year 2024 was 7µg/m^3.

2.17 Defra[7] provide background maps to facilitate the review and assessment of local air quality. Annual mean background concentrations for PM_{10} are provided for each 1km x 1km grid for each local authority area. Estimated PM_{10} background concentrations for the years 2021 to 2025 for the background data location closest to the site is presented in the table below.

[5]https://www.londonair.org.uk/london/asp/publicdetails.asp?region=26&postcode=&details=general&mapview=PM10&network=All

[6]https://www.londonair.org.uk/london/asp/publicstats.asp?mapview=all&statyear=2024&MapType=Google&region=0&site=BT4&postcode=&la_id=&objective=All&zoom=16&lat=51.55162035563206&lon=-0.2542458208255005&VenueCode= Last accessed 27 May 2025

[7] http://laqm.defra.gov.uk/review-and-assessment/tools/background-maps.html Last accessed 27 May 2025

Particulate Matter (PM_{10}) Annual Mean ($\mu g/m^3$)				
2021	**2022**	**2023**	**2024**	**2025**
15.0	14.9	14.8	14.7	14.7

2.18 The data shows that estimated background PM_{10} concentrations in the vicinity of the site comprise less than half of the annual mean environmental objective of 40µg/m^3 specified in the UK Air Quality Strategy.

2.19 Condition 32 of Planning Permission number 17/5761/EIA granted on 6 July 2018 for the activities at the site including the "*use of railway land for the transportation of aggregates and non-putrescible waste (construction) by rail…*" specifies that:

> '*During the operation of the development hereby permitted levels of PM_{10}, NO_2 and dust from the site must be monitored on site and at the nearest sensitive receptor within the Railway Terraces Conservation Area until otherwise agreed by the London Borough of Barnet. Monitoring equipment shall be installed on the site in accordance with a specification and location which shall have first been agreed in writing by the Local Planning Authority in consultation with London Borough of Barnet's Scientific Services.'*

2.20 The Williams Saunders report 'Cricklewood Rail Freight Facility Site Management Plan (SMP)' dated February 2020 was submitted to the London Borough of Barnet (LBB) pursuant to a number of Conditions of Planning Permission reference 17/5761/EIA including Condition 32. The submission pursuant to Condition 32 was approved by LBB on 10 March 2020. PM_{10} monitoring data is collected on a continuous basis using a BAM1020 Beta-attenuation PM_{10} Smart Heated particulate analyser located opposite to Plot 4 to the south east of Plot 2 as shown on Figure DEMP 2.

2.21 The results based on available data from the continuous PM_{10} monitoring undertaken at the site during the years 2021 to 2024 and 2025 to date demonstrate that PM_{10} concentrations recorded at the site are in compliance with the annual (long term) environmental objective of 40 µg/m^3 and are in compliance with the daily mean (short term) objective of 50 µg/m^3 for PM_{10}. As the PM_{10} concentrations remain in compliance with the air quality objectives and as there have been no dust complaints in respect of the current waste operations at the site, it is considered that the dust

control in respect of the waste operations is effective. The dust controls will continue to be implemented to minimise the potential for dust emissions associated with the increase in annual waste throughput to 510,000 tonnes.

3. Dust and particulate management

3.1 Particulate matter at the site is controlled by a combination of measures relating to waste delivery and receipt at the site, site infrastructure and operational techniques employed at the site. The techniques selected for use at the site are based on well-established techniques to control the emissions of particulate matter.

Responsibility for implementation of this plan

3.2 The TCM shall be responsible for the management of particulate matter and site staff will be trained appropriately. The technically competent site manager will appoint a suitably trained deputy to oversee the management of particulate matter at the site during operational periods when the technically competent manager is not present at the site. The technically competent site manager will provide the training for the deputy. The training will include refresher training where appropriate however during the course of routine operation of the site the experience of the site staff, including the deputy, will comprise on the job training which will complement the refresher training as necessary.

Sources and control for fugitive dust and other emissions

3.3 The emissions guidance and the Environment Agency (EA) internal guidance template provide examples of a number of measures which may be appropriate for the control of emissions of particulate matter. The measures presented in Table 3.2 of the EA internal guidance template are reproduced in Table DEMP 3 together with comments on their relevance to the operations undertaken at the site. A variety of techniques are used at the site based on site specific circumstances. The principal particulate matter control measures are summarised below and the details of how these measures disrupt the source-pathway-receptor linkage in respect of the sources of particulate matter generation and release identified in Section 2 of this document are presented in Table DEMP 4.

Site infrastructure

3.4 Waste will be stored only in Plot 2 of the site. The location of Plot 2 is shown on Figure DEMP 2. Consistent with Condition 10 of the planning permission stockpiles

of waste stored at the site shall not exceed 5.6 metres in height. 5.6m high walls are installed at the sides of Plot 2 at the locations shown on Figure DEMP 2. The following measures are implemented at the site.

3.5 A dust suppression system comprising a series of water sprays is installed at the site. The approximate coverage and fixed location of each of the sprays are shown on Figure DEMP 2. The sprays can be activated manually or remotely from the site office. All relevant personnel will be trained to activate the system manually and will use site radios to report to the office if a unit needs to be activated remotely**.** The fixed dust suppression is complemented by a mobile water bowser which will be employed at the site in the event that additional suppression is required.

3.6 During windy conditions which coincide with periods of low rainfall increased dust suppression will be employed at the site at the discretion of the TCM to maintain the site surfacing and waste stockpiles in a damp condition to minimise the potential for the generation and release of dust.

3.7 Decisions on the employment of fixed and mobile dust suppression at the site will be made by the TCM as part of the site start up routine as well as ongoing consideration throughout the day based on the site conditions (dry, damp, wet) giving consideration to the weather conditions (windy, calm, etc) and the type, quantity and particle size of the material on site. If it is considered that the waste stored on the site, waste being transferred at the site or the site surfacing itself has the potential to release a significant quantity of particulate matter such that there is a potential for off-site dust emissions, additional particulate matter suppression will be employed. A decision will be made by the TCM whether to cease operations during high winds. A decision will be made by the TCM whether to cease material handling, loading, unloading or adding to stockpiles during high winds which may preclude effective particulate matter control. The particulate matter suppression system will be employed to dampen stockpiled materials during high winds.

3.8 As Plot 2 and the area between Plot 2 and the site entrance and exit comprises concrete or tarmac surfacing, there is a low probability that vehicles will track mud out of the site. All vehicles delivering waste to the facility will use the wheel wash

before leaving the facility to minimise the potential for deposition of mud on the road. The site vehicle route and location of the wheel wash are shown on Figure DEMP 2.

3.9 A mechanical road sweeper will be employed at the site to clean the concrete and tarmac surface at the site, including the area between wheel wash and the site exit. The mechanical road sweeper will be complemented where necessary by manual sweeping by site personnel using brushes. The mechanical road sweeper is maintained in accordance with the manufacturer's recommendations and is regularly topped up with clean water to provide effective surface cleaning.

Operational controls

3.10 All heavy goods vehicles entering or exiting the site carrying waste are instructed to sheet or otherwise contain their loads (for example a fully enclosed container/wagon) to minimise the potential for the release of dust or particulate matter. Vehicle drivers are instructed to un-sheet on site prior to unloading of the material at the site.

3.11 Waste received at the site is subject to pre-acceptance checks and acceptance screening comprising, where appropriate, visual inspection to confirm that the load is consistent with the waste types permitted for acceptance at the site. In the event that unsuitable materials are delivered to the site, including wastes comprising solely or mainly of dusts, powders or loose fibres, the load will be rejected. The receipt, handling and storage of materials are the subject of specified procedures detailed in the EMS Manual.

3.12 In order to minimise the deposition of mud that may subsequently dry and generate particulate matter if disturbed such as when tracked over by vehicles, all vehicles delivering waste to the site will use the wheel cleaning facilities before leaving the site. The wheel cleaning facilities will be maintained in full working order. Concreted and tarmac areas at the site including the site access road shall be swept with a mechanical road sweeper whenever an unacceptable build-up of surface debris (i.e. mud; soil; dust) occurs.

3.13 Site speeds of vehicles and machinery will be kept to a minimum for safety reasons and in order to reduce the potential for the generation and release of particulate matter. A 10mph speed limit is imposed inside the rail sidings and a 5mph speed

limit is imposed at the site entrance, wheel wash, weighbridge and exit point. Insofar as it is practicable all site vehicle exhausts will be upward pointing to prevent the disturbance of particulate matter from the road surfaces**.** A no idling policy is implemented at the site.

3.14 It is considered that the site infrastructure which has been installed to assist with minimising the release of particulate matter and generation of dust, combined with the operational controls employed at the site will provide effective control of dust emissions at the site.

4. Particulate matter monitoring

4.1 Monitoring at the site will comprise a combination of qualitative visual monitoring for dust emissions and quantitative monitoring for particulate matter PM_{10} a undertaken pursuant to Conditions of Planning Permission reference 17/5761/EIA. The quantitative monitoring undertaken pursuant to the planning permission is relevant also to the non-waste activities undertaken in Plots 1, 3 and 4 of the site including the storage and transfer of aggregate materials.

Visual monitoring

4.2 In TGN M17 it is stated that despite the subjective nature of the visual assessment of dust emissions:

> *'this simple, cheap and easy to implement assessment approach has the significant advantage of providing instantaneous information on problems (e.g. it may be possible to directly observe the source of the dust emission, such as a particular stockpile) allowing rapid actions to be taken to deal with the problem. Visual assessments therefore complement well other, more-quantitative dust monitoring that may take several weeks to produce results.'*

4.3 During all site operations visual monitoring for emissions of particulate matter shall be undertaken by suitably trained site personnel. Visual monitoring by suitably trained site personnel is the most effective method of detecting as quickly as possible emissions of particulate matter throughout the working day thereby facilitating the prompt assessment of such emissions and the selection and implementation of control measures. In addition to the continuous visual monitoring a specific routine monitoring schedule will be undertaken comprising visual monitoring at four specific on-site locations at least once per day while the site is active. The on-site monitoring locations are shown on Figure DEMP 2. The results of the on-site monitoring of visible dust will be recorded on the visual monitoring checklist presented at Appendix A of this DEMP. The effectiveness of the measures for controlling emissions shall be assessed during inspections undertaken at the site following implementation of the control measures. Any problem that is observed will be reported to the TCM who will be responsible for investigating the cause and implementing any remedial action as

necessary. The results of inspections and remedial measures taken will be recorded in the site diary.

4.4 Site staff will be trained to be aware of and to identify visual releases of particulate matter so that based on consideration of the location of the release and the prevailing wind direction the correct selection is made to implement the appropriate control measures for example instructing a vehicle to unload material in a different area of the facility or using additional fixed or mobile dust suppression in a particular area. The training will be provided by the TCM who is experienced in the visual assessment of particulate matter emissions from waste processing operations. During the course of routine operations at the site the experience gained by site staff provides on the job training which complements the initial training. All staff are subject to continued performance reviews which includes assessment of their general environmental awareness.

4.5 Site staff will report any visual problem that is observed to the TCM who should be responsible for investigating the cause and implementing any remedial action as necessary. Incidents and remedial measures taken shall be recorded using the form provided in the EMS Manual and in the site diary.

Operation of the Dust Monitoring Equipment

4.6 As the site is located within an AQMA declared for particulate matter PM_{10} the planning permission for the site specifies that it is necessary to undertake quantitative monitoring for PM_{10} at the site to confirm that the control measures employed at the wider site are managing effectively particulate matter at the site and to confirm that the site operations are not having a detrimental effect on local air quality.

4.7 Condition 32 of the planning permission specifies that monitoring equipment shall be installed at the site in accordance with a specification and location which shall have first been agreed in writing by the Local Planning Authority in consultation with London Borough of Barnet's Scientific Services (LBB).

QA/QC and record keeping

4.8 As a condition of the planning permission for the site real time air-quality (particulate matter) data is recorded and made available via a publicly accessible website.

4.9 Should the operations result in significant emissions of particulate matter beyond the site boundary or upon receipt of a complaint this shall be recorded on a copy of an incident report form or complaint form provided in the Accident Prevention and Management Plan (AMP) in the EMS Manual. Uncontrolled copies of the incident report form and complaint form are provided at Appendix A of this DEMP.

4.10 The TCM shall inform the EA of the occurrence and of any mitigating measures taken to reduce the impact. Reporting of incidents to the EA shall be in accordance with the procedures set out in Section 6.2 of the EMS Manual and the reporting requirements specified in the permit.

Reporting of data

4.11 In the planning permission reference 17/5761/EIA granted for the site on 6 July 2018 it is stated:

> *'Monthly summary reports shall also be submitted to the London Borough of Barnet's scientific Services throughout the duration of the development hereby permitted.'*

4.12 Monthly reports will continue to be submitted to the London Borough of Barnet consistent with the requirements of the planning permission.

4.13 As PM_{10} monitoring is undertaken pursuant to the planning permission for the site, it is unnecessary to specify any further PM_{10} monitoring pursuant to the Environmental Permit.

5. Particulate matter action plan

5.1 An action plan which will be implemented in the event that there is a significant emission of particulate matter from the site is presented below.

Introduction

5.2 The particulate matter management and monitoring action plan will be implemented in the event that:-

i) there is an unacceptable visual emission of particulate matter from the site or
ii) a complaint is received

An unacceptable visual emission of particulate matter from the facility comprises a visual observation of dust or particulate matter crossing the site boundary. The initial observation will be made by the site personnel who has identified the emission and will be verified by the TCM.

5.3 The timescale for implementation of the action plan will vary depending on the circumstances under which it is implemented. If an unacceptable visual emission is observed by site personnel there will be no delay in implementing the action plan, whereas a complaint may be received by the operator a number of hours or even days after the activity that may have contributed to the complaint has ceased. In the latter case investigation of the complaint will be based on a review of the data and observations recorded at the site corresponding to the time at which the complainant observed the event.

Action plan

5.4 In the event that an unacceptable visual emission of particulate matter from the site is observed by site personnel the event will be investigated immediately by the TCM to determine the source. If it is established that the emissions are attributable to activities being undertaken at the DBC site action will be taken to control the emissions including where relevant:

- If emissions are attributable to stockpiled material, employing or altering the fixed or mobile dust suppression system immediately to dampen the stockpiles.

- Increase of the output of the water spray suppression system and re-direction to control the particulate matter emission from activities being undertaken. If necessary the unloading and loading of material will cease.

- Organising additional mechanical or manual road sweeping or cleaning of the concrete surface if necessary.

- Action to confirm that vehicles are obeying the speed limits.

- Identify whether there are any other activities being undertaken at locations other than the DBC site and estimate the extent to which other activities may contribute to the visual emissions observed on the site including circumstances where windblown dust may be transported across and/or over the site from the external sources.

- In the unlikely event that the routine control measures employed at the site are not sufficient to control particulate matter emissions then consideration will be given to further measures to minimise and control emissions including relocation of storage areas, installation of waste storage bays and additional fixed and mobile dust suppression equipment.

5.5 In the event of a complaint associated with particulate matter emitted from the site an investigation will be undertaken immediately to determine the source as follows:

- Identify from the site diary what activities were being undertaken at the time at which the complaint event occurred and in which location at the site and review the waste types that were accepted and handled at the site on that day.

- Identify from meteorological data available whether the emissions are potentially a result of the operations at the site.

- Identify from the site diary and London Air Quality Network website for monitoring stations in the region including those specified earlier in the DEMP whether there were any unusual regional weather events occurring during the day on which the complaint was made such as Saharan dust storms.

- Giving consideration to the wind direction recorded by the on-site particulate matter monitoring device, identify from the site diary whether there were any other activities being undertaken at locations other than the DBC site for example the neighbouring sites with the potential to release particulate matter identified in Table 1.

- If it is established that the emissions were attributable to activities being undertaken at the site, as necessary review the relevant operational procedures and implement improvements and provide additional training to site personnel and third party contractors to improve the controls and minimise future emissions. Consideration will be given to further measures to minimise and control emissions including relocation of storage areas, installation of waste storage bays and additional fixed and mobile dust suppression equipment.

5.6 The action taken will be communicated to the EA as appropriate. The nature of the complaint, the findings of the investigation and the action taken will be recorded using a copy of the form provided in the Accident Prevention and Management Plan at Appendix EMS9 of the EMS Manual. An uncontrolled copy of the complaint form is provided at Appendix A of this DEMP.

6. Reporting and engagement with the local community

6.1 DB Cargo will engage with local resident groups at a twice yearly meeting to be held on site, at which monitoring information concerning dust, noise and traffic, and any other concerns will be discussed with the residents groups. Notes of the meetings will be shared and will include any action points and be copied to the Council.

6.2 Should the operations result in significant emissions of particulate matter beyond the site boundary or upon receipt of a complaint a record will be made on a copy of an incident report form or complaint form provided in the Accident Prevention and Management Plan at Appendix EMS9 of the EMS Manual. Uncontrolled copies of the incident report form and complaint form are provided at Appendix A of this DEMP.

6.3 The TCM shall inform the EA of the occurrence and of any mitigating measures taken to reduce the potential impact. Reporting of incidents to the EA shall be in accordance with the procedures set out in Section 6.2 of the EMS Manual and the reporting requirements specified in the permit.

TABLE

Table DEMP 1

Summary of the receptors in the vicinity of the site

Ref	Name or description	Type of receptor	Approximate distance from site (m)	Direction from site
1	Residential estate centred around Dollis Hill Lane	Domestic Dwellings	<250	W
2	Residential properties east of the A5	Domestic Dwellings	<250	S
3	Residential properties west of the A5 centred on Temple Road	Domestic Dwellings	<250	SW
4	Residential properties centred on Brent Terrace	Domestic Dwellings	<250	N
5	Residential estate east of Claremont Road	Domestic Dwellings	250-500	NE
6	Residential properties east of Claremont Road and south of The Vale	Domestic Dwellings	<250	NE
7	Our Lady of Grace Catholic Infant and Nursery School	School	<250	W
8	Our Lady of Grace RC Junior School	School	500-1000	W
9	Torah Temimah Primary School	School	500-1000	SW
10	Living Spring Montessori Nursery	School	250-500	SW
11	Anson Primary School	School	500-1000	S
12	Hampstead School	School	500-1000	SE
13	St Agnes RC Primary School	School	250-500	SE
14	Childs Hill Primary School	School	500-1000	SE
15	Claremont Primary School	School	<250	NE
16	Mapledown School	School	500-1000	N
17	Whitefield School	School	500-1000	N
18	Cricklewood Railway station	Railway station	400m	SE
19	Clarefield Park	Recreational Area	250-500	N
20	Clitterhouse Playing Fields	Recreational Area	250-500	NE
21	Garden Allotments east of Hendon Way	Recreational Area	500-1000	E
22	Basinghill Park	Recreational Area	500-1000	ENE
23	Brondesbury Cricket, Tennis and Squash Club	Recreational Area	500-1000	SE
24	University College School Sports Ground	Recreational Area	500-1000	SE
25	Garden allotments east of Wallcote Avenue	Recreational Area	500-1000	NE
26	Sports facility located south of Hocroft Avenue	Recreational Area	500-1000	SE
27	Staples Corner Business Park	Commercial	<250	NW

Table DEMP 1

Summary of the receptors in the vicinity of the site

Ref	Name or description	Type of receptor	Approximate distance from site (m)	Direction from site
28	Businesses on Claremont Way Industrial Estate	Commercial	250-500	NNW
29	Brent South Shopping Park	Commercial	500-1000	NNW
30	Businesses in Donoghue Business Park	Commercial	<250	SE
31	Businesses at Brent Junction	Commercial	250-500	NNW
32	Brent South Shopping Car Park	Car Park	500-1000	NNW
33	Car Park located north of A406	Car Park	500-1000	NNW
34	A406 Road	Road	500-1000	NW
35	Retail – Lidl and self storage	Commercial	<250	S
36	Petrol station	Commercial	<250	W
37	Little Fellows Day Nursery	School	<250	NW
38	Shops & Barbers	Commercial	<250	W
39	Community Centre & Church	Community	250-500	W
40	Wing Yip Superstore	Commercial	250-500	NW
41	Royal Mail Delivery Office	Commercial	<250	E
42	Lansdowne Care Home	Care Home	<250	SEE
43	Retail Estate – B&Q & Poundstretcher	Commercial	250-500	SSE
44	Travelodge Hotel	Hotel	250-500	S
45	Jewsons	Commercial	<250	SE
46	Shops/Cafés	Commercial	250-500	SE
47	Cricklewood Broadway Retail Park – Matalan & Wickes	Commercial	<250	SSW
▲1	Milestone sited outside numbers 3 and 4 Gratton Terrace	Grade II Listed building	<250	S

The shaded boxes comprise activities such as roads and commercial operations in the vicinity of the site which have the potential to contribute particulate matter emissions to local air quality. The receptors are measured from their closest point to the site.

Table DEMP 2

Waste types authorised to be accepted at the site

EWC Code	Description	Nature	Potential for dust generation without mitigation[A]	Reason
17 01 01	Concrete	Solid	Low	Concrete/Bricks/Tiles typically comprise large items. These waste types will rarely be received at the site.
17 01 02	Bricks	Solid	Low	
17 01 03	Tiles and Ceramics	Solid	Low	
17 01 07	Mixtures of concrete, bricks, tiles and ceramics	Solid	Low-Medium	Due to the mixed nature, the waste may have been broken up during loading and transportation. This waste type will rarely be received at the site.
17 02 02	Glass	Solid	Low	Glass typically comprises large pieces with a high density. This waste type will rarely be received at the site.
17 03 02	Bituminous mixtures	Solid	Low	Road planings typically comprise large, high density pieces of pavement. This waste type will rarely be received at the site.
17 05 04	Soil and Stones (C&D waste)	Solid	Low-Medium	Soils are typically finer grained than aggregate/stones and can release dust during loading and unloading. Typically this is the main waste type accepted at the site.
17 05 08	Track ballast	Solid	Low	Track ballast typically is coarser than soil. This waste type will rarely be received at the site.
17 09 04	Mixed construction and demolition wastes	Solid	Low-Medium	Typically comprises a mix of the wastes which are all included individually in this list of wastes table. Mitigation measures will be applied in accordance with this plan.
20 02 02	Soil and stones (garden and park wastes)	Solid	Low-Medium	Soils are typically finer grained than aggregate/stones and can release dust during loading and unloading. This waste source will rarely be received at the site.

Notes
A - The control measures applied at the site to minimise the potential for generation of dust from the storage of the waste types specified in Table DEMP 2 are set out in Section 3 and in Tables DEMP 3 and DEMP 4.

Table DEMP 3

Measures that will be used on site to control emissions of particulate matter

This table considers in turn each of the measures considered in Table 3.2 of Environment Agency internal guidance template entitled "Dust and emission management plan" (Version 10 dated October 2018). Text from the EA guidance document is shown in red.

Abatement Measure	Description / Effect	Overall consideration and implementation
Preventative Measures		
Enclosure within a building	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.	Taking into consideration the waste types accepted at the site and the fact that physical treatment of waste for example crushing and screening will not be undertaken at the site it is unnecessary to carry out operations inside a building.
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 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.	As this technique is relevant only to operations undertaken within a building it is not relevant to the operations at the site.
Dust Extraction Systems	A large variety of abatement technologies exist for the removal of dust and particulates from a flowing gas and have typically been applied to	As this technique is relevant only to operations undertaken within a building it is not relevant to the operations at the site.

Table DEMP 3

Measures that will be used on site to control emissions of particulate matter

Abatement Measure	Description / Effect	Overall consideration and implementation
	combustion plants and other sites where controlled emissions of particulates occur. These include Electrostatic Precipitators (ESPs), wet scrubbers, baghouses (bag filters), 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, ventilation or negative pressure extraction systems from enclosed buildings to remove dust and particulates from the airstream.	
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.	Waste will be stored in Plot 2 of the site. Plot 2 is down prevailing wind of the receptors located closest to the site.

Table DEMP 3

Measures that will be used on site to control emissions of particulate matter

Abatement Measure	Description / Effect	Overall consideration and implementation
Site speed limit, 'no idling' policy and minimisation of vehicle movements on site	Reducing vehicle movements and idling should reduce emissions from vehicles. Procurement policy to only purchase clean burn road vehicles and non-road going mobile machinery. Enforcement of a speed limit may reduce re-suspension of particulates by vehicle wheels.	No vehicle is permitted to exceed the 10mph speed limit generally in the site or the 5mph speed limit at the entrance and exit points. A no idling policy is implemented at the site. Material stocks are located and managed operationally in order to promote segregation where appropriate of different waste types and to minimise double handling of material to minimise particulate matter generation and release.
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.	The fixed site dust suppression sprinkler system is employed where necessary to minimise the release of particulate matter from any unloading, bulking and loading of waste at the site. As there are no physical treatment operations (crushing and screening) undertaken at the site there will be no material conveyors or chutes. Stockpile heights are limited to 5.6m. Mobile plant operators are instructed to minimise drop heights during train loading.
Good house-keeping	Having a consistent, regular housekeeping regime that is supported by management, will ensure site is regularly checked and issues remedied	Good housekeeping is encouraged at the site through training with particular focus on the use of the mechanical and manual road sweeping equipment on the concrete and tarmac surfaces including between the wheel wash and the site exit.

Table DEMP 3

Measures that will be used on site to control emissions of particulate matter

Abatement Measure	Description / Effect	Overall consideration and implementation
	to prevent and remove dust and particulate build up.	Vehicles will have their wheels cleaned prior to leaving the site using the wheel wash installed at the site.
Sheeting of vehicles	Prevents the escape of debris, dust and particulates from vehicles as they travel.	All heavy goods vehicles entering or exiting the site carrying waste are instructed to sheet or otherwise contain their loads to minimise the potential for the release of dust or particulate matter. Vehicle drivers are instructed to un-sheet on site prior to unloading of the material at the site.
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.	As a wheel wash is installed at the site it is unnecessary to hose down vehicles leaving the site.
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.	A decision will be made by the **TCM** whether to cease material handling, loading, unloading or adding to stockpiles during high winds which may preclude effective particulate matter control. The mobile and/or fixed particulate matter suppression system will be employed to dampen stockpiled materials during high winds.
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	A mechanical wheel wash is installed at the site. All vehicles leaving the site will be instructed to drive slowly through the wheel wash to afford effective wheel cleaning.

Table DEMP 3

Measures that will be used on site to control emissions of particulate matter

Abatement Measure	Description / Effect	Overall consideration and implementation
	order that there is sufficient time for dirt to be removed.	
Easy to clean concrete impermeable surfaces	Creating an easy to clean impermeable surface, using materials such as concrete as opposed to unmade (rocky or 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.	All areas of the site relevant to waste activities are surfaced with concrete or tarmac. Vehicles transporting waste materials to and from the site will remain on the concrete or tarmac hardstanding for unloading and loading.
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.	Consistent with Condition 10 of the planning permission stockpiles of waste stored at the site shall not exceed 5.6 metres in height. Checking stockpile heights will form part of the daily site checks that will be carried out by the **TCM or Site Supervisor**.
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.	No physical treatment (crushing and screening) of waste is undertaken at the site. A decision will be made by the **TCM** whether to cease unloading and loading operations during high winds.

Table DEMP 3

Measures that will be used on site to control emissions of particulate matter

Abatement Measure	Description / Effect	Overall consideration and implementation
Remedial Measures		
Netting / micro netting around equipment	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.	As no physical treatment (crushing and screening) of waste is undertaken at the site there is no specific equipment which would benefit from micro netting.
On-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.	The concrete and tarmac surfaces at the site will be swept with a mechanical road sweeper complemented where necessary by manual sweeping by site personnel using brushes. The mechanical road sweeper is maintained in accordance with the manufacturer's recommendations and is regularly topped up with clean water to provide effective surface cleaning.
Site perimeter	Erecting netting around the site perimeter may capture released debris	Based on the effectiveness of the control measures employed at the site, it is considered unnecessary to erect netting around the site perimeter.

Table DEMP 3

Measures that will be used on site to control emissions of particulate matter

Abatement Measure	Description / Effect	Overall consideration and implementation
netting / micro netting	and dust and particulates prior to it being dispersed off-site.	
Water suppression with hoses & water jets	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.	A dust suppression system comprising fixed water sprays is installed at the site as shown on Figure DEMP 2. The fixed suppression system will be employed at the site to dampen the site surfacing and stockpiles where necessary to minimise the potential for the release of particulate matter. The fixed suppression system will be complemented by a mobile water bowser.
Water suppression with mist sprays	Installation of mist sprays around sites, at building entrances/exits and within buildings at point source emissions like conveyors, trommels etc. It can also assist in the damping down of dust and particulates, therefore, reducing emissions from site.	As there are no waste storage buildings at the site and as no physical treatment (crushing and screening) of waste is undertaken at the site it is unnecessary to install any further suppression in addition to the fixed and mobile suppression described above.
Water suppression with bowser	Using bowsers 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.	A water bowser will be available at the site. A decision will be made by the **TCM** during dry weather conditions whether to utilise the mobile bowser to spray water onto the stockpiles and concrete surfaced areas of the site to minimise the potential for particulate matter to be generated and become airborne.
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	As explained in section 4 of this report a PM_{10} particulate matter monitoring device is installed at the site and the monitoring is undertaken and reported pursuant to Conditions of Planning Permission reference 17/5761/EIA.

Table DEMP 3

Measures that will be used on site to control emissions of particulate matter

Abatement Measure	Description / Effect	Overall consideration and implementation
	in order that site practices can be reviewed or application of mitigation measures increased.	
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.	As vehicles leaving the site will travel on the concrete or tarmac surface at the site prior to and following cleaning in the wheel wash it is unnecessary to install a shaker grid at the site.
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.	A dust suppression system comprising fixed water sprays is installed at the site as shown on Figure DEMP 2. The fixed suppression system will be employed at the site to dampen the site surfacing and stockpiles to minimise the potential for the release of particulate matter.
Screening of buildings / reducing	Installing plastic strips to cover entrances/exits to buildings may reduce	As this technique is relevant only to operations undertaken within a building it is not relevant to the operations undertaken at the site.

Table DEMP 3

Measures that will be used on site to control emissions of particulate matter

Abatement Measure	Description / Effect	Overall consideration and implementation
large apertures using plastic strips	emissions of dust and particulates dispersing through doorways.	
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 reducing dust and particulate re-suspension and hence ambient concentrations.	It is considered that the dust suppression system installed at the site will provide sufficient particulate matter suppression. As it is considered that the dust suppression system employed at the site will provide sufficient suppression capacity it is considered unnecessary to use CMA/chemical suppressants at the site.
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	As the site comprises a concrete or tarmac surface it is considered unnecessary to use heavy water at the site.

Table DEMP 3

Measures that will be used on site to control emissions of particulate matter

Abatement Measure	Description / Effect	Overall consideration and implementation
	and to 'agglomerate' the dust and particles together.	
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 previously been applied to waste transfer facilities where crushing of waste occurs.	There are no proposals to utilise foam suppression at the site. It is considered that the dust suppression system installed at the site will provide sufficient particulate matter suppression.

Table DEMP 4

Source - pathway - receptor linkages

For each of the sources and pathways included in the table the receptor is considered to be the receptors down prevailing wind of the site. The sources in the table comprise those identified in Paragraph 2.6 of the DEMP. Further details of the techniques employed are presented in Section 3 of the DEMP and in Table DEMP 3.

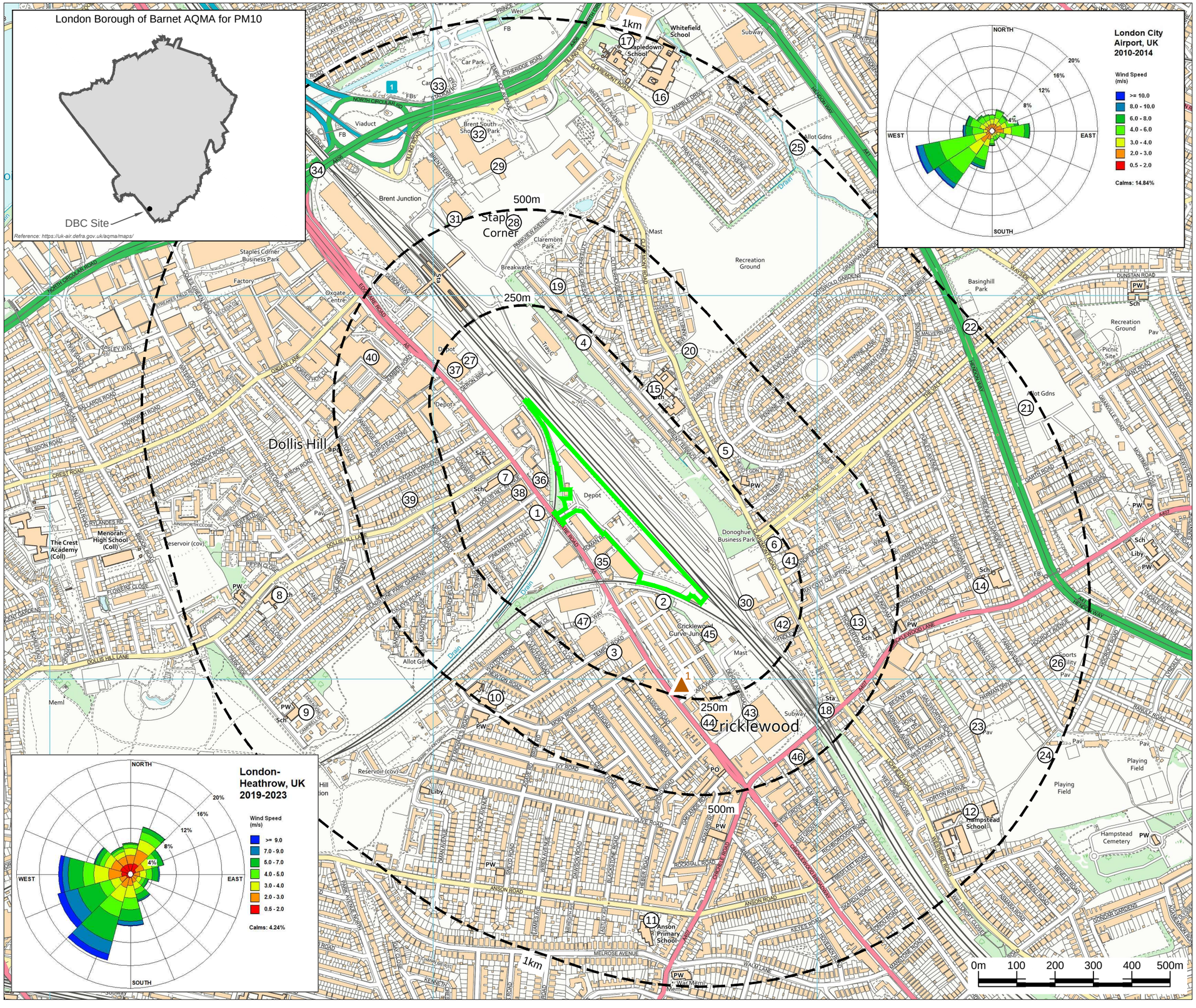
Source	Pathway	Where the relationship can be interrupted
Vehicles entering and/or leaving the site with mud on their wheels	Tracking out of the site of particulate matter and mud on vehicle wheels which may drop off and deposit on the public highway which may subsequently dry and generate particulate matter if disturbed such as when tracked over by vehicles.	The areas of the site in which vehicles transporting waste will travel are surfaced with concrete or tarmac. The concrete and tarmac surfaces at the site will be cleaned using a mechanical road sweeper. A mechanical wheel wash is installed at the site to remove mud from vehicles.
The release of particulate matter and debris from waste loads as they are delivered to the site	Falling off delivery vehicles.	All heavy goods vehicles entering or exiting the site carrying waste are instructed to sheet or otherwise contain their loads to minimise the potential for the release of dust or particulate matter. Vehicle drivers are instructed to un-sheet on site prior to unloading of the material at the site.
The resuspension of particulate matter on roads and site surfacing by vehicles	Atmospheric dispersion	The concrete and tarmac site surface at the site will be swept with a mechanical road sweeper complemented with manual sweeping using a broom where necessary. Vehicles carrying waste will not travel on unsurfaced areas of the site.
The release of particulate matter when waste loads are deposited or set down	Atmospheric dispersion	Fixed and mobile water sprays are employed where necessary to damp down materials.

Table DEMP 4

Source - pathway - receptor linkages

Source	Pathway	Where the relationship can be interrupted
The release of particulate matter from stockpiled materials. Wind whipping of materials stockpiled in at the site.	Atmospheric dispersion	Fixed water sprays are employed where necessary to damp down materials. Consistent with Condition 10 of the planning permission stockpiles of waste stored at the site shall not exceed 5.6 metres in height. A 5.6m high fence is installed at the sides of Plot 2 to minimise the potential for wind whipping of stockpiled waste.
Loading of stockpiled materials onto train wagons for transfer off site	Atmospheric dispersion	Fixed water sprays are employed where necessary to damp down waste materials prior to or during train wagon loading. As shown on Figure DEMP 2 the fixed dust suppression coverage arcs cover the train loading area adjacent to Plot 2.
Particulate emissions from the exhaust of vehicles and plant on site.	Atmospheric dispersion	Vehicles and plant on site will be maintained to optimise performance and minimise vehicle emissions.

FIGURES



Key / Notes

- Permit boundary
- Offset from permit boundary
- (1) Potential receptor of dust generally within 1km radius of the site
- ▲1 Listed building within 500m of the site

Note:
A full list of the receptors identified on the drawing is presented in Table 1 of the DEMP

Rev	Status	Drn	App	Chk	Date
	Final	KR	AW	GT	24/06/25

Site
CRICKLEWOOD

Client
DB Cargo (UK) Limited

Title
Site plan showing the receptors relevant to the DEMP

Figure DEMP 1

Scale
1:10,000@A3

Drawing Ref
DB/CR/05-25/24960

MJCA
Technical advisers on environmental issues
Baddesley Colliery Offices,
Main Road, Baxterley, Atherstone,
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Telephone : 01827 717891
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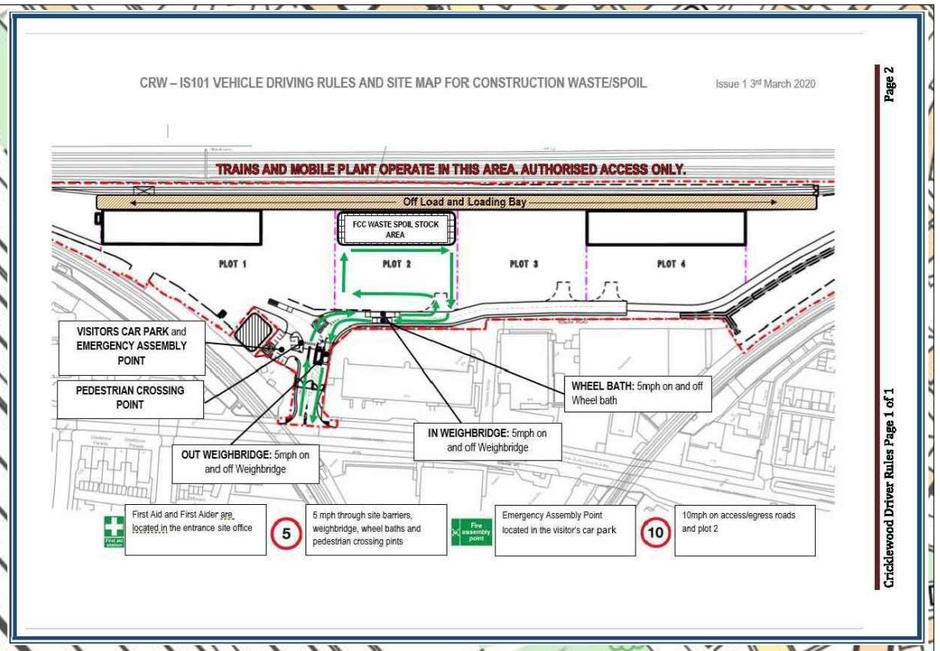
London Borough of Barnet AQMA for PM10



Key / Notes

- Permit boundary
- Sprinkler location
- Dust suppression coverage
- Particulate Matter PM10 Monitor
- Visual dust monitoring location

Rev	Status	Drn	App	Chk	Date
	Final	KR	AW	GT	25/06/25

Site: CRICKLEWOOD

Client: DB Cargo (UK) Limited

Title: Site Layout

Figure DEMP 2

Scale: 1:2,500@A3

Drawing Ref: DB/CR/06-25/25033

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APPENDIX A

INCIDENT REPORT FORM AND COMPLAINT FORM

EMS Document: Incident Report Form

This form should be used for incidents that affect the environment (e.g. dust, odour or noise pollution outside site). It is also good practice to record 'near-misses'.

Date and time of the incident		
What happened, what was it about?		
What caused it?		
Has the incident been reported to the Operations Director or TCM in accordance with the procedures set out in the EMS/AMP		Yes/No Time: Date: Person spoken to:
Name:	Date:	Signature:
The rest of the form is to be completed by the TCM/Terminals Manager		
Was there any significant pollution or environmental damage to land, water or air (e.g. dust, odour or noise pollution outside the site, oil or fuel seepage)? Yes /No If so what? Is there a continuing threat? Yes / No		
If Yes to either of above, you must take steps to prevent any further damage and inform the EA on 0800 807060 (as well as any other relevant regulators) as soon as possible. Have you done so?		Yes/No/Not Applicable Time: Date: Person spoken to: EA Incident No.:
What have you done to prevent the incident from happen again?		
Has the EMS Manual/AMP been updated and any changes to operations and procedures been initiated? Include details and dates		
Name:	Date:	Signature:
Name:	Date:	Signature:

Continue overleaf or on a separate sheet if you do not have enough room.
Keep the completed form on file at the Site Office to discuss with the EA when they visit.

EMS Document: Incident Report Form

Continuation sheet

EMS Document: Complaint Report Form

This form should be used to record complaints that are received from the public in respect of the site operations.

Complaint report form	Date:	Reference:
Name and address of complainant		
Tel. No. of complainant		
Time and date of complaint		
Date, time and duration of nuisance		
Weather conditions (e.g. dry, rain, fog, snow)		
Wind strength and direction (e.g. light, steady, strong, gusting)		
Complainant's description of the nuisance		
Does the complainant have any other comments about the nuisance?		
Any other previous known complaints relating to the facility?		
Any other relevant information		
Potential sources that could give rise to the complaint		
Operating conditions at the time nuisance occurred (e.g. equipment in use, waste type being processed)		
Action taken		
Final outcome		

Form completed by:	Signed:	Date:
TCM/Manager:	Signed:	Date:

Continuation sheet

APPENDIX B

DUST MONITORING FORM

Dust Monitoring Form

Week commencing: ……

Day	Name of assessor	Time	Location	Wind direction	Visual observations / Comments	Action taken
Monday			D1			
			D2			
			D3			
			D4			
Tuesday			D1			
			D2			
			D3			
			D4			
Wednesday			D1			
			D2			
			D3			
			D4			
Thursday			D1			
			D2			
			D3			
			D4			
Friday			D1			
			D2			
			D3			
			D4			
Additional comments						

Signed off by
Management: ……

This form should be read and used in conjunction with Figure DEMP 2 which shows the visual monitoring locations D1, D2, D3 and D4

Use as many of these forms as necessary