Deposit for Recovery Scheme Dust Management Plan

Maxey Crossing Extension

Report No. K6036-ENV-R008

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Tarmac Trading Limited

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Deposit for Recovery Scheme Dust Management Plan

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[1] Introduction

[1.1] Report Objectives

This Dust Management Plan (DMP) has been prepared in support of a bespoke permit application for a recovery activity which will be operated by Tarmac Trading Limited (the Operator) to restore the Maxey Crossing Extension as required by the Planning Permission for the approved scheme.

Planning Permission 10/00151/MMFUL was granted on 10th October 2012 for the Maxey Crossing Extension for the extraction of mineral as a southern extension to the original Maxey Pit. The southern extension area covers an area of 140ha (including buffer zones, operational areas and access areas), of which 87ha will be worked. In accordance with Planning Permission 22/01203/MMFUL approved on 26th March 2024 by Peterborough City Council, there is a requirement to restore the quarry to a mixture of agriculture, lowland meadow, woodland planting and low-level water-based nature conservation habitat including provision of a viewing area.

Planning Permission 22/01203/MMFUL revised the original scheme after it was identified that the original restoration scheme could not be achieved using solely site derived material due to the potential for basal heave in utilising "overdig" material *i.e.* extracted clay from beneath the superficial sand and gravels. In relation to this, Planning Permission was sought to allow the importation of inert materials to restore the site, and changes were made to the final restoration scheme in order to minimise the amount of imported material required to achieve the scheme.

The sole purpose of this DMP is to identify which aspects of the Deposit for Recovery activity are likely to cause a potentially harmful emission of uncontrolled dust and how these emissions will be minimised. This document follows current Environment Agency guidance[1] for the control and monitoring of emissions and the Dust Emissions Management Plan template (version 10, 2018) compiled by the Environment Agency's Waste and Air Quality Working Group.

This DMP is intended to supplement the Dust Management Scheme[2] which is required by Condition 10 of Planning Permission 22/01203/FUL for the importation of 1.325million[3] of inert materials. The condition stipulates that the restorative infilling takes place in accordance with the Cambridgeshire and Peterborough Minerals and Waste Core Strategy Policy CS34[3]. Dust Management regarding the quarrying aspect of the Maxey Crossing Extension has previously been considered within Section 4.0 of an Environmental Impact Assessment (EIA) compiled by WYG for the 2012 approved Planning Permission reference 10/00151/MMFUL. Consequently, the quarrying aspect of the Extension has not been considered further in this Dust Management Plan.

A copy of the DMP will be included in the Site's Environmental Management System (EMS) held electronically on the company's internal database and all members of staff will have access to this document.

This DMP makes reference to the following documentation submitted as part of the Permit application and planning documents for the March 2024 approved permission 22/01203/MMFUL:

- WYG (2010) Environmental Impact Assessment report ref. A036621
- Peterborough City Council (March 2024) Dust Management Condition 10 Rev A;
- Ayesa (June 2024) Waste Recovery Plan (WRP) report ref. K6036/ENV/R001

1 Control and monitor emissions for your environmental permit - GOV.UK (www.gov.uk)

2 Peterborough City Council (2024) Dust Management Scheme Condition 10 Rev A

3 Cambridgeshire and Peterborough Minerals and Waste Local Plan | Cambridgeshire County Council

- Ayesa (May 2024) Environmental Risk Assessment (ERA) report ref. K6036/ENV/R004
- Ayesa (May 2024) Waste Acceptance Procedures (WAP) ref. K6036/ENV/R005

[2] Site Operations

[2.1] Site Location and Surrounding Features

The Site is located at Maxey Quarry, High Street, Maxey, Peterborough, PE6 9EA approximately 10km northwest of Peterborough City centre and to the southeast of the village of Maxey. The Maxey Crossing Extension is centred on National Grid Reference (NGR) TF 13426 06630 and situated in a predominantly rural area comprising agricultural land, isolated dwellings, woodland, and water bodies (Figure 1). The East Coast Main Railway Line runs in a north-west to south-east direction 0.2km away to the south-west of the Site. There are currently no public rights of way within the extension area, however a public footpath and bridleway exists to the north of the extension area.

The site is surrounded by a number of features that would be considered receptors. Bounding the Site to the north is the South Drain, a drainage channel that flows west to east past the Site and separates the Maxey Crossing Extension from previously worked areas of the Maxey Quarry which have been restored to a mixture of grassland and wetland habitats. Maxey road bounds the site to the west with agricultural fields to the south. Beyond the agricultural fields to the east, lies the village of Etton, where the closest residential properties are located approximately 250m east of the site.

There are no European habitats sites located within a 3km radius of the site. However, there are several habitats sites located at a distance from the site including:

- Deeping Gravel Pits Site of Scientific Interest (SSSI) – 3.5km to the north-east
- Langtoft Gravel Pits SSSI – 4.1km to the north
- Castor Hanglands SSSI and National Nature Reserve (NNR) – 3.8km to the south
- Barnack Hills and Holes SSSI, NNR and Special Area of Conservation (SAC) – 4.8m to the south-west

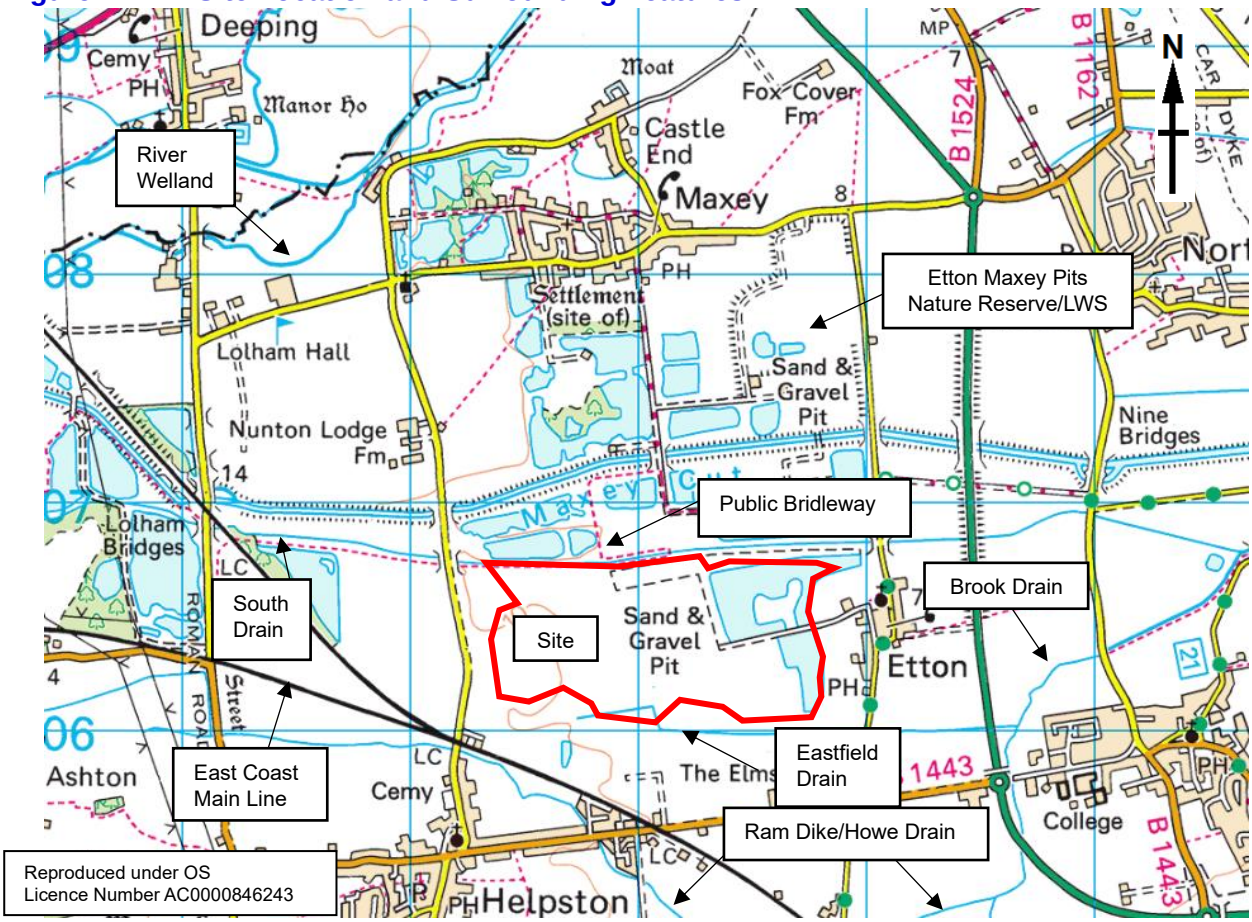
Although not a European habitat site, the Etton Maxey Pits Nature Reserve and Local Wildlife Site (LWS) lies approximately 565m north-east of the site (Receptor No. 24). The reserve is managed by the Langdyke Countryside Trust in association with Tarmac and covers an area of 34 hectares. The Nature Reserve was previously a gravel pit and is being restored to a combination of pond, meadows and wild-flower abundant banks.

The Maxey Crossing Extension is surrounded by several surface water features as shown on Figure 1 including a number of manmade flood alleviation channels, with the River Welland (designated by the Environment Agency as a 'Main River') located approximately 2.6km to the northeast of the site at its closest point. All artificial surface water channels drain to a confluence with the River Welland 4km to the west.

Other 'Main Rivers' within the vicinity of the site include the Maxey Cut positioned 0.4km to the north of the South Drain, and the Brook Drain positioned 840m to the southeast.

The site is positioned within an area of low-lying land. The surrounding topography is relatively flat sloping gently towards the north-east from 20mAOD at Hilly Wood positioned to the south-west of the site to 5mAOD at Peakirk located to the east of the site. The site topography slopes in a similar direction, primarily towards the east, with levels at 8mAOD reported in the east and 10.5mAOD to the west.

Figure 1 Site Location and Surrounding Features



Returning the land to agriculture and the biodiversity enhancements formed by the landscaped topography are key outcome requirements of the original Planning Permission. The Planning Permission requires Tarmac to manage and maintain the restored land via an 8-year management and aftercare scheme.

The Site will be operated and managed by Tarmac Trading Ltd with a well-established Site Environmental Management System (EMS) in place which includes procedures for the maintenance and cleaning of access routes to and from the Site in addition to waste acceptance procedures and handling techniques.

[2.2] Proposed Site Activities

The quarry is being developed in a phased manner in accordance with the requirements of the Planning Permission as illustrated on Drawing M32/335, the approved Block phasing Plan. This Plan confirms the sequence of extraction and restoration through the phases, and the key design principle of retaining land in advance of the working phase in agricultural use, and progressively restoring land behind the working phase. This approach serves to minimise the amount of land which forms part of the operational area at any one time. This is to satisfy Cambridgeshire and Peterborough Minerals and Waste Core Strategy 25 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan adopted in 2011 which requires “mineral workings and waste management sites to be restored in a phased manner to a beneficial after use”.

The quarry area and restoration scheme cover an area of 87ha. The restoration scheme for the site is illustrated on Drawing M031-00421-4A. The site is to be restored to a mixture of agriculture, lowland meadow, woodland planting and low-level water-based nature conservation habitat including provision of a viewing area using approximately ~1.3million cubic metres of inert material.

The proposed recovery permit boundary and site layout is shown on Drawing M032-00421-2 *Recovery Boundary.*

The quarry is being worked and will be restored in a phased manner with the site split into six Phases (1 to 6). Phase 1 which occupies an area of 9.2ha has been excavated and partially restored using imported materials in accordance with Planning Permission 20/01545/FUL granted on 16th March 2021. The Phase 1 restoration material comprised of excavated material from a one-off construction project.

The remaining quarry area (Phases 2 to 6) covers an area of 77.8ha and largely exist as agricultural field parcels separated by a network of land drains. Mineral excavation has been progressed into Phases 2 and 3.

The base of the workings will extend to a typical depth of approximately 3.5 to 4mAOD[4]. The western part of the quarry will be excavated to the base of the River Terrace Gravel deposits. In the eastern part, where the underlying clay thickens, some overdigging (excavation of the underlying clay) will take place to construct the irrigation lagoon and to allow for the development of the proposed restoration scheme. Due to the potential for basal heave, overdigging will however be limited. However, this piezometric surface is confined within low permeability strata, and therefore may not be realised.

The site is not located within 2km of an air quality management area (AQMA) for PM_{10}.

[2.3] Site Access & Primary Infrastructure

The site has a single point of access to Maxey Road approximately 1.6km to the north-east along a tarmacked haul road with a wheel washing and underside chassis cleaning facility provided for all outgoing haulage vehicles, prior to the site exit to ensure mud and/or dust are not carried onto the public highway.

[3] Potential Dust Emission Sources

[3.1] On-site Emission Sources

A summary of the inert wastes to be brought onto site as part of the recovery activity and where it is to be delivered is shown in Table 1.

Table 1 Destination and Waste Types

General Waste Description	Tonnage per Year	Location
Inert & non-hazardous (non-biodegradable) soils and excavations wastes	190,000 per year	Direct to Quarry Void

As far as reasonably practicable, wastes will be deposited directly to the quarry void. Stockpiling of incoming wastes will occur only under exceptional circumstances and on a temporary basis, with all waste stockpiling to be undertaken within the quarry void.

4 David L Walker Limited (July 2022) Environmental Statement

The waste materials to be used for restoration of the site will be predominantly sourced from local development projects. It is anticipated that a significant proportion of the material accepted will originate from greenfield excavations. The bulk of the wastes to be accepted at the site will comprise excavated soils and fall under EWC codes

- 17 05 04 "*Soils and stone other than 17 05 03*"; and
- 20 02 02 "*Soil and stones*".

A full list of proposed EWC codes is provided in Appendix I of the bespoke Permit application (ref. EPR/RP3327SN/A001).

Fugitive dust emissions can potentially arise from the following site activities:

- Transport of waste to site;
- Unloading / deposition of waste material;
- Wind-blown dust accumulated on site surfaces; and,
- Vehicle movements on dusty roads.

Fugitive dust emissions may present a dust nuisance to surrounding human receptors or cause an adverse impact if excessive deposits settle on sensitive habitats. Additionally, smothering of sensitive plant life or surface water receptors can occur if sediment is able to accumulate.

The potential for fugitive emissions during Recovery operations are expected to be consistent with emissions during quarrying operations.

[3.2] Control Measures for On-Site Dust Emissions

Site staff at the weighbridge will enforce strict waste acceptance protocols to manage the deposit of potentially dusty materials. On site verification of wastes will also be undertaken as loads arrive on site consisting primarily of reviewing associated paperwork. If the load is suspected of containing potentially dusty waste, an inspection of the load will be carried out if possible. Any excessively dusty or friable materials that could potentially cause emissions of fugitive dust will only be accepted if the waste is conditioned with water prior to or during deposition.

The operator may restrict or suspend activities most likely to generate dust or refuse inputs that may contain excessive quantities of loose, light material.

All vehicles will use wheel and underside chassis cleaning facilities to prevent mud and dust being deposited on the public highway. The facility will be appropriately maintained to ensure its effectiveness. Site staff at the weighbridge and drivers will check departing vehicles to ensure correct use of the vehicle washing facilities occurs at all times and will direct vehicles back through the wheel wash if they do not consider the vehicle to be clean.

All vehicles transporting materials to and from Site will arrive at site sheeted and remain so until tipping within the quarry void. Internal haul roads will consist of compacted material or concrete hardstanding, regularly maintained by grading to minimise the generation of dust and checked for integrity *i.e.* identification of cracks and damage and immediate notification to site management to allow for remediation. The site haul road and entrance road will be observed as part of the regular site walkover checks and a road sweeper is contracted to maintain the highways three times a week, with daily deployment occurring during periods of heavy incoming traffic.

The on-site speed limit of 10mph will be enforced and internal site roads will be maintained, with signage clearly visible along all access roads. If necessary, a tractor with a water bowser and/or road sweeper will be used to help minimise dust emissions from the operation, with access to all areas of

the site to be maintained. Any problems observed will immediately be reported to the Site Manager (or nominated deputy) who will be responsible for implementing any necessary remedial plan.

Limited stockpiling will be conducted with the incoming inert material to be placed directly into the quarry void and compacted upon arrival. Where stockpiling is deemed necessary, this will occur only within the quarry void.

Consideration will be given to the selection of the deposition area in respect of the prevailing wind direction so as to minimise exposed areas. Site operatives supervising deposit of the material will be in constant communication with the weighbridge to advise them if dusty loads incorrectly described by the supplier have been accepted. Restrictions will be imposed on the deposition during excessively dry and windy conditions for example, if during dry conditions wind-blown dust is observed to be a problem, haul roads and areas of waste deposition will be wetted down.

Any problems observed will immediately be reported to the Site Manager (or nominated deputy) who will be responsible for implementing any necessary remedial plan.

Mitigation in the form of bunding and separation distances have been built into the design of the development, with topsoil, subsoil and overburden placed as a bund to provide screening for surrounding receptors during the quarrying phase of the extension development. These bunds have and will continue to be seeded immediately following placement.

Restored areas will be seeded as soon as is practicable. The progressive restoration of the site will help to reduce the area of land exposed to wind.

Implementation of the DMP will be the responsibility of the Site Manager (or nominated deputy). It will form part of the Site Environmental Management System (EMS) and will therefore be part of the staff induction process ensuring staff competency. Internal audits of the management system will be undertaken on an annual basis as a minimum, to ensure the training needs of site staff are met. All employees will receive formal training of the contents of this DMP.

The DMP Plan will be subject to annual review should it be required.

[3.3] Remedial Actions for On-Site Dust Emissions

In the unlikely event that unacceptable dust emissions arise from site operations or vehicle movements, the following remedial actions will be considered and where deemed appropriate, undertaken:

- Operations deemed to be generating excessive off-site dust will be reduced or suspended until effective remedial actions have been taken or weather conditions deemed to be causing the unacceptable dust levels, improve;
- Additional dust suppression including use of tractor and water bowser with a rain gun attachment will be employed onto affected areas of the site;
- Speed limits may be reduced;
- Where practicable, alternative routes for vehicular movement will be considered to reduce the impact of dust on receptors at risk;
- Additional cleaning of vehicles at the site wheel wash will be required where deemed necessary to avoid dust being emitted onto the public highway. A mobile pressure washer will be made available for drivers;
- Waste acceptance and handling procedures will be reviewed if re-consideration of incoming wastes and/or its placement is required;

- Should a complaint be received, the complaints process details in Section [7.3] will be implemented and the appropriate investigation and corrective actions will be undertaken. Checks will be undertaken during the regular site walkover surveys;
- The management and monitoring of dust and associated checks will be maintained in the site log for periods of adverse weather and the appropriate check sheet. A daily check sheet is actively used on site and is included in the site's EMS. This record will include the following details: a record of all dust events including date, time and the cause of the problem; a record of all complaints; details on action taken and any subsequent changes to operational procedures.
- As described within the Site's EMS Summary, an environmental occurrence/non-conformance reporting system has been implemented by Tarmac to enable the efficient documentation, investigation and mitigation to occur and initiate corrective and further preventative actions.

[4] Potential Pathways

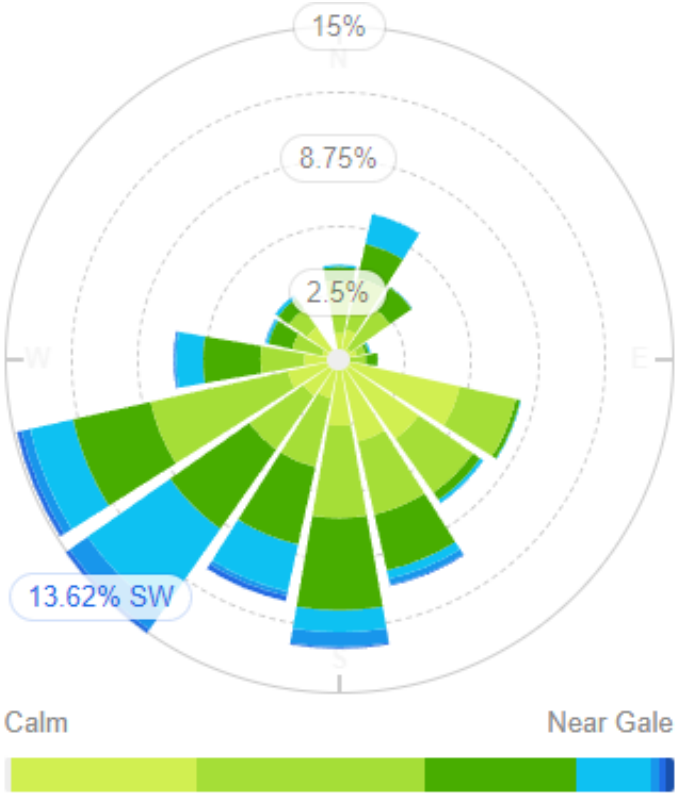
[4.1] Airborne Pathways

[4.1.1] Meteorological Conditions

Wind directional data has been obtained from the Wittering weather station[5] which is the nearest identified Meteorological Office station to the Maxey Crossing Extension site, located approximately 8km away. The data is presented in Figure 2 below. The prevailing wind direction is from the southwest.

5 Maxey Wind Forecast, Cambridgeshire PE6 9 - WillyWeather

Figure 2 Wind Rose for Wittering Weather Station



[5] Potential Sensitive Receptors

[5.1] Receptor Locations

When identifying the receptors, the closest and the most sensitive (if different from the closest) have been considered in each direction from the hazard. Account has been taken of the mechanism of transport to the sensitive receptor *e.g.* proximity to highway access / egress points for mud and wind direction for airborne dust. Recent wind direction from Wittering has been used to establish hazard pathways to adjacent to the site.

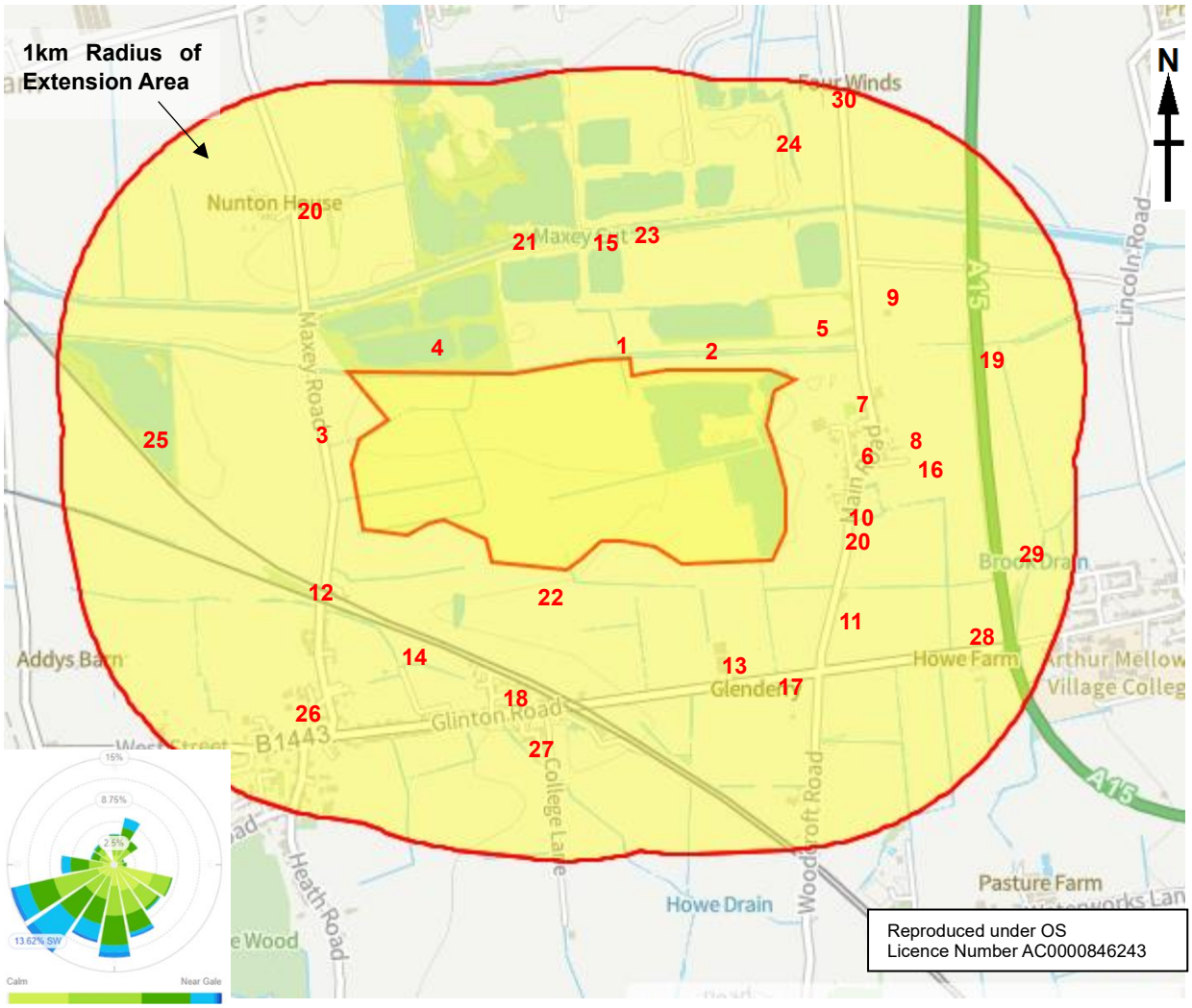
The probability of exposure is determined by the distance of the receptor to the site and the likelihood of the hazard reaching the receptor *i.e.* frequency of prevailing wind in that direction. The probability of exposure is irrespective of the type of hazard presented.

A review of the sensitive receptors has been completed in relation to the site and have been listed in Table 2. The nearest sensitive receptors to the site are identified in Figure 3 and a Sensitive Receptor Plan reference K6036-1001 is appended to this DMP.

Table 2 Sesntivie Receptors within 1km of Maxey Crossing Extension site boundary

Receptor No.	Receptor	Category	Direction from Site	Approximate distance from the site boundary (m)	Location Relative to Prevailing Wind Direction	Frequency Downwind (%)
1	South Drain	Watercourse	N	<10	Crosswind/ Downwind	11.8
2	Etton/Maxey Bridleways/Footpaths	Public Rights of Way	N	<10	All directions	11.8
3	Maxey Road	Public Highway	W	<10	Upwind	1.6
4	Restored Maxey Quarry Lakes	Surface water/ Ecological	NW	<10	Crosswind	7.2
5	Vergette Wood Meadow	Public/ Ecological	NE	<10	Downwind	13.6
6	Rectory Farm and adjacent properties	Agricultural/ Residential	E	170	Downwind	6.8
7	St Stephen's Church	Public	NE	170	Downwind	13.6
8	32 Main Road, Etton and adjacent properties	Residential	NE	180	Downwind	13.6
9	High Meadow, Langdyke	Public/ Ecological	NE	200	Downwind	13.6
10	Golden Pheasant Public House	Public	E	200	Crosswind	6.8
11	4 Main Road Etton and adjacent properties	Residential	SE	240	Crosswind	3.2
12	1 & 2 Crossing Cottages	Residential	SW	280	Upwind	3.6
13	The Elms Glinton Road	Residential	S	330	Crosswind	3.9
14	East Coast Mainline	Railway	SE	380	Upwind	3.2
15	Maxey Cut	Watercourse	N	420	All directions	11.8
16	The Orchard and adjacent properties	Residential	E	430	Upwind	6.8
17	B1443 Glinton Road	Public Highway	S	440	Crosswind	3.9
18	Budget Paper Supplies	Commercial	S	490	Upwind	3.9
19	A15 Main Road	Public Highway	E	490	Downwind	6.8
20	Coastal and Floodplain Grazing Marsh	Protected Habitat	NW & SE	220 (NW) & 480 (SE)	Crosswind	Up to 7.2
21	Maxey Quarry Local Wildlife Site	Protected Habitat	N	390	Crosswind	11.8
22	'Code 2' Species	Protected Species	S	40	Crosswind	3.9
23	Fens to the north of the site	Protected Habitat	N	390	Crosswind/downwind	Up to 11.8
24	Etton-Maxey Pits	Local Wildlife Site	NE	565	Downwind	13.6
25	Bainton Pits	Local Wildlife Site	W	600	Upwind	1.6
26	Helpston Village	Residential/Commercial	SW	600	Upwind	3.6
27	Howe Drain	Ecological	SW/S/SE	665	Upwind/Crosswind	Up to 3.9
28	Howe Farm	Residential/Commercial	SE	805	Crosswind	3.2
29	Marholm Crossing & Brook Drain	Local Wildlife Site	S/SE	840	Crosswind/Downwind	Up to 3.9
30	Four Winds House	Residential	NE	950	Downwind	13.6

Figure 3 Location of Sensitive Receptors[6]



The site is surrounded by agricultural land, residential buildings, restored quarry (the majority of which has been converted into waterbodies, woodland and nature reserves) and Grade II listed properties in the villages of Etton and Maxey. The dominant land use is sand and gravel quarrying and agriculture.

The closest receptor is the South Drain manmade flood alleviation channel, which bounds the Site on its northern perimeter. Adjoining the South Drain are the Etton 1 and 9 footpaths (*Environmental Statement, David L Walker Ltd, July 2022*). Both the South Drain and these public rights of way are intersected by the Site's access haul road.

The closest ecological receptors are the restored previously quarried areas to the north of the site including Vergette Wood Meadow and associated wetland.

The closest residential properties are Rectory Farm and adjacent properties located in the village of Etton to the East of the site. St Stephen's Church is a Grade II listed property 170m from the site and further residential properties and the Golden Pheasant pub are also located in the village of Etton within 250m of the Site. Further residential properties exist on the edge of the village of

6 Ayesa (2024) Sensitive Receptor Plan (ref. K6036-1001)

Helpston to the south and south-west of the site within 330m and further east within Etton village (430m).

The East Coast Mainline, a major railway linking western and northern England to London, runs in a northwest to southeast direction 380m at its closest point from the site. Commercial properties also exist in the village of Helpston.

Table 3 Other Local Sources of Dust and Particulates

Address and Table 2 Receptor Reference	Type of Business	Approximate distance from the site boundary (m)
Maxey Quarry	The Site – Quarrying operations	0
Maxey Road (3)	Public Highway	<10
Rectory Farm (6)	Agriculture/Residential	170
B1443 Glinton Road (17)	Public Highway	440
A15 Main Road (19)	Public Highway	490

Five receptors are located within 10 metres of the site, categorised as a watercourse or surface water (Receptors No.1 and 4), public right of way (No.2), public highway (No.3) and a woodland meadow (No.5). With the exception of Maxey Road, these nearest receptors are downwind of the site between 7.16 and 13.62% of the time.

[5.2] Receptor Types

[5.2.1] Protected Species, Habitats, Watercourses and Waterbodies

A list of designated sites within 2km of the site have been provided by the Environment Agency, with no designated sites identified using the Magic Maps website[6]. The protected species, habitats and waterbodies/courses identified by the Agency are as follows:

- 'Code 2' Protected Species, 40m south of the Site (Receptor No. 22)
- Coastal & Floodplain Grazing Marsh (Protected Habitat) 220m east & 480m north (No.20)
- Fens (Protected Habitats) north of the site (No.23)
- Maxey Quarry (LWS) 390m north (No. 21)
- Etton-Maxey Pits (LWS and Nature Reserve) 565m northeast (No. 24)
- Bainton Pits (LWS) 600m west (No. 25) and
- Marholm Crossing & Brook Drain Local Wildlife Site (LWS) 840 south (No. 29)

The Etton-Maxey Pits are downwind of the site at a frequency of 13.62% of the time, with the Fens and Maxey Quarry LWS located crosswind but are downwind of the site 11.78% of the time. The remaining protected habitats and species are downwind of the site less than 8% of the time.

As part of the site's most recent planning application (22/01203/MMFUL), the Maxey Crossing Extension was subject to a number of habitat and species-specific surveys and an accompanying Ecological Appraisal[7].

No evidence of European Water Voles was recorded during surveying of all watercourses within the survey area and 100m beyond in each direction. The appraisal concluded that, where watercourses would be impacted by the proposed quarrying, *i.e.* the lagoons and waterbodies within the quarry, are 'unsuitable' for Water Voles due to regularly fluctuating water levels.

The ponds within the surveyed area were considered as 'unsuitable' for Great Crested Newts. No records of Great Crested Newts were found within 500m of the surveyed area of the Site. Additionally, water birds present within the surveyed ponds would deter Great Crested Newts. It was concluded that Great Crested Newts were not present within the surveyed area and the Maxey Crossing Extension development would have no impact on them.

Moreover, with the emplaced mitigation measures specified in Table 4 resulting from the deposit for recovery activity, would provide a net increase in habitat availability.

[5.2.2] Residential, recreational, industrial and commercial premises

The potential emissions from the site are likely to have a similar impact on persons occupying residential, recreational, industrial and commercial premises within 1km of the Site.

Exposure of emissions to persons at industrial / agricultural or commercial premises may be lower as they are more likely to be inside during the working day or they may be transient visitors to the premises. Certain industrial / agricultural premises may generate similar emissions similar to the site as specified in Table 4.

Fine dust particulates may be able to travel further than larger particles that may settle on surfaces nearby. Finer particulates may elicit an unpleasant or harmful respiratory effect on sensitive individuals, whilst settlement of dust may be unsightly or damaging by smothering to sensitive flora. Dust is less likely to affect internal spaces; however, a sustained source of fine suspended particulates may eventually permeate inside buildings.

The proposed permitted activities are unlikely to generate dust in quantities sufficient to produce a plume visible beyond the site boundary. The proposed working hours will be similar to those of surrounding businesses and may affect persons in residential housing but have little effect on persons in businesses operating to normal working hours *e.g.* 09:00 to 17:00.

The only receptors that are classed as significant, (*i.e.* residential) at a distance of <200m from the proposed site activities, at a frequently "downwind" location are residential properties located on Main Road, Etton (receptor no. 8).

For conservatism this management plan assumes the residences are occupied during the operational hours of the site by members of the public most sensitive to emissions from the site. It is likely that the combination of waste type and operational controls listed in Table 4, distance and the prevailing wind direction prevent most potentially harmful emissions from reaching receptors.

7 Whitcher Wildlife Ltd Ecological Consultants (January 2022) Preliminary Ecological Appraisal

[5.2.3] Highways and Footpaths

The closest receptors to the Site with regards to road users and pedestrians are users of the Etton/Maxey bridleways and footpaths and Maxey Road (<10m) which may be downwind of the site between 1.57- 11.78% of the time. Road receptors present their own source of dust and particulates and therefore are unlikely to be sensitive to dust emissions. However, users could be at risk of reduced visibility created by dust emissions from the site. Pedestrians using the footpath surrounding the site (<10m at its closest point) too are at risk of dust emissions.

The control measures listed in Table 4 are designed to reduce the risk of exposure to these most sensitive receptors, with the risk reduced from high to low with their implementation as part of the deposit for recovery scheme.

[6] Dust Risk Assessment

[6.1] Site Dust Emissions

The risk potential to each receptor as identified in Section [5] from dust potentially generated from the site is presented in Table 4. This table evaluates the unmitigated risk to sensitive receptors from uncontrolled dust emissions and the control measures to be implemented at the site in order to minimise and mitigate this risk, producing a revised residual risk to receptors.

A low “residual risk” is detailed for all potential receptors in the vicinity of the site based on the appropriate risk management measures adopted.

Table 4 Fugitive Dust Emission Risk Assessment and Management Plan

Hazard / Pathway	Receptor				Probability of Exposure	Unmitigated Consequence	Unmitigated Risk	Risk Management	Mitigated Risk
	No.	Dist (m)	Direc	Freq (%)					
Fugitive dust emissions generated by: Vehicle movements and handling of waste on site	1	N	<10	11.8	High – close proximity to Site, frequently downwind	High – potential accumulation in watercourse	High	Site staff will enforce strict waste acceptance protocols to manage the deposit of potentially dusty wastes. During dry and/or windy weather, if visual observations identify that vehicle or material deposition are creating dust emissions, operations will be suspended or altered until effective remedial actions have been undertaken or weather conditions improve. Visual observations by site staff and/or management of potential dust emissions take place throughout operational hours to ensure that any dust sources are identified and dealt with promptly. Observations and weather conditions are recorded within the daily site checksheet. All vehicles will use wheel and underside chassis cleaning facilities to prevent materials being deposited on the public highway. The facility will be appropriately maintained to ensure its effectiveness. Site staff at the weighbridge will check departing vehicles. Following exit from the wheelwash, drivers will also inspect their vehicles to ensure appropriate cleanliness and return to the wheelwash if necessary. All vehicles transporting materials to and from Site will be sheeted. All vehicles are to be regularly maintained and enclosed where possible. On site speed limits of 10mph will be enforced and internal site roads will be maintained. If necessary, a pressurised water bowser equipped with a rain gun and/or road sweeper will be used to help minimise dust emissions from the operation. Clean water will be made available throughout the working day to ensure dust suppression does not incorporate recycled water containing fine material that can become suspended in air once dry. Mitigation in the form of bunding and separation distances have been built into the design of the development Restored areas will be seeded as soon as is practicable, with 3-5m tall grass seeded soil bunds to be maintained at the site boundary. The progressive restoration of the site will help to reduce the area of land exposed to windblown dust. Imported materials will be placed directly within the quarry void. Where stockpiling is deemed absolutely necessary, this will occur within the lower depth profile of the quarry void, concealed by bunding and the quarry. Regular housekeeping ensures that dust emissions created by both the regularly maintained concrete/tarmacked haul roads and movement within the quarry footprint are kept to a minimum. Haul roads are designed to drain dirty surficial water. Where material build-up does occur, scraping by site plant will take place to maintain a clean haul road surface. Where stockpiling is absolutely necessary and unavoidable, these will be dampened down by water bowser if considered dry and capable of producing dusty emissions. The 0-3 scaling as detailed in the Condition 10 dust management plan (rev A)[2] produced for the planning application, will be used to grade within the daily site checksheet, any observed dust emissions. All site staff receive training and instruction to inform site management immediately of any observed dust emissions.	Low
	2	N	<10	11.8	High – close proximity to Site, frequently downwind	High – dust annoyance to path and bridleway users	High		
	3	W	<10	1.6	Medium – close proximity to Site, infrequently downwind	High - potentially hazardous road conditions	High		
	4	NW	<10	7.2	High – close proximity to Site, occasionally downwind	High – potential accumulation in waterbodies	High		
	5	NE	<10	13.6	High – close proximity to Site, frequently downwind	Medium – potential deposition on sensitive vegetation and annoyance to visitors	High		
	6	E	170	6.8	High – close proximity to Site, occasionally downwind	High – dust annoyance to residents	High		
	7	NE	170	13.6	High – close proximity to Site, frequently downwind	High – dust annoyance to church visitors	High		
	8	NE	180	13.6	High – close proximity to Site, frequently downwind	High – dust annoyance to residents	High		
	9	NE	200	13.6	High – close proximity to Site, frequently downwind	High – dust annoyance to meadow visitors	High		
	10	E	200	6.8	High – close proximity to Site, occasionally downwind	High – dust annoyance to visitors	High		
	11	SE	240	3.2	Medium – close proximity to Site, infrequently downwind	High – dust annoyance to residents	Medium		
	12	SW	280	3.6	Medium – close proximity to Site, infrequently downwind	Medium – dust annoyance to residents	Medium		
	13	S	330	3.9	Low – further proximity to Site, infrequently downwind	High – dust annoyance to residents	Medium		
	14	SE	380	3.2	Low – further proximity from Site, infrequently downwind	Low – Transient dust nuisance	Low		
	15	N	420	11.8	Medium – distant proximity to Site, frequently downwind	Medium – potential accumulation in watercourse	Medium		
	16	E	430	6.8	Medium – distant proximity to Site, occasionally downwind	High – dust annoyance to residents	Medium		
	17	S	440	3.9	Low – distant proximity to Site, infrequently downwind	Medium - potentially hazardous road conditions	Low		
	18	S	490	3.9	Low – distant proximity to Site, infrequently downwind	Medium – dust annoyance to business and visitors	Low		
	19	E	490	6.8	Low – distant proximity to Site, occasionally downwind	High - potentially hazardous road conditions	Medium		
	20	NW & SE	220 (NW) & 480 (SE)	Up to 7.2	Medium – proximity to Site, occasionally downwind	Medium – potential deposition on sensitive vegetation	Medium		
	21	N	390	11.8	Medium – distant proximity to Site, frequently downwind	Medium – potential deposition on sensitive vegetation and annoyance to visitors	Medium		
	22	S	40	3.9	Medium – close proximity to Site, in frequently downwind	High – Potential disturbance to protected species	Medium		
	23	N	390	Up to 11.8	High – close proximity to Site, frequently downwind	Medium – potential deposition on sensitive vegetation and annoyance to visitors	High		
	24	NE	565	13.6	Medium – distant proximity to Site, frequently downwind	Medium – potential deposition on sensitive vegetation and annoyance to visitors	Medium		
	25	W	600	1.6	Low – distant proximity to Site, rarely downwind	Medium – potential deposition on sensitive vegetation and annoyance to visitors	Medium		
	26	SW	600	3.6	Low – distant proximity to Site, infrequently downwind	High – dust annoyance to residents and staff	Low		
	27	SW/S/ SE	665	Up to 3.9	Low – distant proximity to Site, infrequently downwind	High – potential accumulation in watercourse	Low		
	28	SE	805	3.2	Low – distant proximity to Site, infrequently downwind	High – Dust annoyance to farm residents, visitors and workers	Low		
	29	S/SE	240	Up to 3.9	Low – further distance from Site, infrequently downwind	High – potential accumulation in watercourse	Low		
	30	NE	950	13.6	Medium – distant proximity to Site, frequently downwind	High – Dust annoyance to residents	Medium		

[7] Community, Engagement, Reporting and Contingencies

[7.1] Overview

Prevention will be viewed as the most effective means of controlling dust before an adverse impact occurs from uncontrolled emissions. The Source → Pathway → Receptor model determined above allows for the identification of the critical control points where dust can arise, how it can travel to a receptor and the likely impact.

The performance of a dust management system will ultimately be judged by the impact of the recovery for deposit activity on the receptors. Should complaints be received, a procedure will be in place to effectively deal with the issue in a sensitive, efficient and auditable manner.

The controls for each potential dust source are detailed in previous sections of this report. The management of those controls will be based on the on-going monitoring regime on site. The monitoring regime can work as an early warning system against potential problems (*e.g.* meteorological monitoring) or a diagnostic tool to establish the cause of a dust event (*e.g.* perimeter monitoring). Checks will be undertaken as required and at least daily.

[7.2] Monitoring

[7.2.1] Off-Site Dust

The Site Manager will be responsible for ensuring that regular visual inspections are made of the site and its perimeter in order to identify any sources of dust and to establish whether any dust has left the site. This will include dust arising from vehicles arriving at site and from the facility itself.

A dust assessment will be completed and recorded using the form included within the EMS, for each inspection during the site walkover checks and all site personnel will be responsible for reporting dust problems as soon as practicable to the Site Manager or the assigned deputy/supervisor. As described within the Site's EMS Summary, an environmental occurrence/non-conformance reporting system has been implemented by Tarmac to enable the efficient documentation, investigation and mitigation to occur and initiate corrective and further preventative actions.

The following locations will be targeted for dust monitoring by the site staff:

- Weighbridge or waste reception area (continuous monitoring of vehicles);
- Point of waste deposition (continuous during deposition); and
- Subject to prevailing wind direction (*i.e.* up and down wind), appropriate areas of the site perimeter.

During adverse conditions, as deemed appropriate by the competent site operatives / site management, an additional watching brief will be considered at nominated locations as required for visual observation monitoring purposes. This may involve deployment of staff at more than one location at the discretion of the site manager.

In the event that dust is reported to be excessive and / or dust is observed leaving the site boundary the site manager will be contacted (if not directly involved in the observations) and operations will be temporarily halted. Alternative options will be considered and if emissions are excessive, operations will be temporarily halted.

The following information will be recorded during each round of monitoring:

- Name of assessor and position at facility *e.g.* weighbridge clerk;
- Nature of any problem identified including location, source, date, time, duration, prevailing weather conditions and likely cause;
- On-site activities and operational condition at the time of the monitoring visit (this should include any of the abnormal events detailed in Section 7.8);
- Records of the likely source of any dust, even if it is not from the facility;
- Details on the corrective action taken, realistic timeframes for remedial works and any subsequent changes to monitoring and operational procedures.
- In the event of adverse conditions, information is to be recorded on the daily site check sheets.

The Site Manager will be informed immediately of any findings of dust attributed to the Site and will authorise remedial measures to be taken. More frequent monitoring will be considered by site staff when the infilling reaches "higher levels" *i.e.* approaching ground level.

The operator will ensure appropriate controls are in place during extreme weather conditions to prevent dust or particulates spreading beyond the site boundary, including restricting or suspending activities most likely to generate dust and particulates. Additionally, the operator will ensure stockpiles are minimised in size, appropriately contained/sealed and dampened down to reduce windblown dust as necessary.

[7.2.2] PM_{10} Monitoring

Consideration has been given to the possible requirement for PM_{10} monitoring at the site. The activities on site depositing inert waste into the quarry void will be unlikely to produce significant volumes of dust and there will be limited activities associated with the recovery scheme that will involve further agitation of the waste. The site is not located within a PM_{10} Air Quality Management Area (AQMA) and therefore monitoring for PM_{10} is not required.

[7.3] Complaints

[7.3.1] Process

Any complaints received at the facility or via the Regulatory Bodies including the Environment Agency and Local Authority, will be recorded using the form provided within the site's EMS. Where possible, as much information and detail about the complaint will be recorded, whether this is from the relevant authority or a complaint direct to the site. This information will assist in the investigation and determining the source of the dust *e.g.* differentiating between potential dust from the site or other off-site activities.

All complaints and queries will be recorded in accordance with the Site management system as soon as is practicably possible. All complaints logged will be subject to investigation, and complainants responded to within 48 hours of receipt, where possible and updated on the progress of the complaint investigation. All responses will be through trained and experienced staff.

An initial investigation of the complaint will be conducted to clarify the source of the dust. In the event that a substantiated dust complaint is received arising from the facility, additional monitoring will be undertaken at the nearest sensitive receptors and where necessary, this DMP will be reviewed and

updated. The person conducting the survey shall make note of any dust at each monitoring point including those not of obvious Site origin.

Appropriate records will be maintained and may include:

- Complaints received including name and contact details of complainant (if known), and complainants description of the dust;
- Nature of problem including date, time, duration, prevailing weather conditions and cause of the problem;
- On-site activities and operational conditions at the time of the complaint;
- The likely source of the dust, even if it is clearly not from the facility; and,
- Details on the corrective action taken and any subsequent changes to monitoring and operational procedures.

The Operator will ensure that the complainant has all the relevant contact details for the site (*i.e.* the Site Manager). The operator will be in regular contact with the complainant whilst the cause of the dust is being investigated and remediated.

An evaluation of the effectiveness of the techniques used, will be carried out on completion of any remedial measures, or if the complaints persist. Records of the above will be retained by site for future reference.

Complaints regarding dust from the facility will be investigated in accordance with the protocol defined in Section [7.3.2].

[7.3.2] Investigation

In the event that dust is found to be causing a nuisance and originating from the Maxey Quarry Extension, as determined and confirmed by investigation into off-site complaints, or during routine monitoring, measures will be taken to determine the source of this dust, and the following course of action shall be undertaken:

- Further visual dust monitoring at the location of the complaint and on-site to determine the extent and location of the dust generating materials and/or processes and potential cause of the dust *i.e.* waste material and/or activity;
- Examination of the operational activities at the time of the dust complaint;
- Examination of the meteorological conditions at the time of the complaint;
- Carry out a review of the operational procedure and controls and instigate any control measures immediately following identification of the problem; and,
- Further monitoring will be carried out to ensure the issue has been addressed and to monitor the effectiveness of any control measures undertaken.

All complaints whether they be made directly to Site or through a regulatory body, will be investigated.

[7.4] Means of Contact

The facility will be readily contactable to outside organisations and to members of the public. The site signage board (placed in a readily visible location) will contain the necessary contact details for both the site operations and Environment Agency. The company website will also contain the necessary contact details for the Site.

Should an off-site issue arise, therefore, the complainant has a readily available means of getting in touch with the Operator.

Operations do not occur “out of hours”, as such no out-of-hours arrangements are necessary. However, the site notice board does include an emergency number for out of hours if needed.

Contact details are made clearly visible on the site notice board, located to the side of the haul road near to the site entrance.

Regular contact is made with an established community liaison group for the purpose of providing a means of communication between local residents and Tarmac.

[7.5] Contingency and Emergency Plans

Control and mitigation measures for each stage of the deposit for recovery process are summarised in Table 4.

[7.6] Abnormal Events

This Dust Management Plan assumes that the facility will be running under expected operational conditions. There are however circumstances that could result in a dust emission from the site if not appropriately considered in advance, as discussed below.

[7.6.1] Strong Winds

Visual inspection of the site infrastructure will be undertaken and recorded as required and at least daily. Additional inspection of damage resulting from high wind events will also be undertaken and contingency actions identified in this Management Plan will be considered should high wind conditions result in escape of significant dust emissions.

[7.6.2] Hot/Dry Conditions

During periods of warm weather, the potential for wastes to become dry and dusty increases, particularly when stored outside and when agitated. Inspections will be undertaken as required and at least daily of the waste to ensure waste delivered to the site is not dusty. If waste is determined to be dusty, additional wetting down of the material will occur if required, to reduce dust emissions. Water resources are considered appropriate, including site dewatering fluids, mains water and lagoon supply.

[7.6.3] Implementation of the Contingency Plan and/or Emergency Plan

No waste processing is envisioned.

Unavailability of machinery or vehicles will only take place due to unscheduled maintenance, emergency situations or for Health and Safety reasons. In such cases the site staff will initially inform the Site Manager who will in turn inform the Area Operations Manager, the Local Authority and the Environment Agency. Site staff will implement measures to store or divert wastes as required.

All site contingency and emergency plans are regularly reviewed and will be reviewed immediately following an incident. Training of the updated procedures and lessons learnt will be provided for site staff.

[7.7] Records and Reviews

Records relating to the management and monitoring of dust will be maintained as necessary and will include the following details:

- The results of inspections and visual monitoring carried out by installation personnel;
- Weather conditions including atmospheric pressure, wind speed and wind direction;
- Date, time, duration, prevailing weather conditions and cause of dust emissions;
- Complaints received including name and address of the complainant; and
- Details of the corrective action taken, and any subsequent changes to operational procedures.

This DMP will be reviewed on a periodic basis with the scheduled review of the site's EMS or with every major decrease, or alteration to the dust generated at Site (*i.e.* a change to dust source term, pathway or receptor).

[7.8] Communication Tools

Stakeholders will typically include the Local Authority, the Environment Agency, Parish Councils and members of the local community. Other stakeholders may include local businesses and/or residents potentially impacted by the Site activities.

Additionally, as covered within the complaints section, contact details will be made available so that any complaints can be directed to site and an investigation undertaken immediately.

Appendix A Scheme for Condition 10 – Dust Management Rev A for Planning Permission 22.01203.MMFUL

Maxey Quarry

Planning Consent 20/01545/FUL – Importation and deposition of inert materials over a one year period to facilitate restoration of Phase 1, using the existing site access, internal haul roads and crossings over drainage assets and Woodgate Lane.

Submission to discharge condition 10.

Condition 10 states: -

> ***No development shall take place until and unless a scheme of dust management and monitoring has been submitted to, and approved by, the Local Planning Authority. The scheme shall include, but is not necessarily limited to, proposed mitigation measures and the frequency of monitoring surveys.***
>
> ***Development shall thereafter be carried out in complete accordance with the approved scheme.***
>
> ***Monitoring survey results shall be kept by the operating company during the life of the permitted operations and a copy shall be supplied to the Local Planning Authority within 14 days of receipt of a written request.***
>
> Reason: To ensure that operations are carried out in a manner which will safeguard the amenity of the area and minimise disturbance to adjacent land users, and in accordance with Cambridgeshire and Peterborough Minerals and Waste Core Strategy Policy CS34. This a pre-commencement condition because appropriate dust management and monitoring is required in order to ensure satisfactory mitigation is in place.

Site Management

1. The Site Manager will exercise, either personally or by delegation to suitably trained and responsible staff, day to day control of the site. The Site Manager will be responsible for ensuring full compliance with any planning permission which may be issued and this DMS.

2. Specifically, the Site Manager will be responsible for:-

   i. incoming and outgoing vehicle movements
   ii. tipping and material handling operations
   iii. operation of dust suppression measures
   iv. inspection and cleaning of departing transport
   v. inspection, cleaning and maintenance of all plant used in site restoration
   vi. house keeping
   vii. record keeping, and
   viii. satisfactory working of the site.

3. Staff at all levels will receive the necessary training and instruction in their duties relating to control of all operations and the potential source of dust emissions. Particular emphasis will be given to dealing with plant malfunctions and abnormal operations.

4. The Site Manager will ensure that a high standard of housekeeping is maintained at all times.

Means of Prevention

5. The objective of the scheme is to specify the management measures to control the likely sources of dust during normal and abnormal operations. The following measures incorporate the requirements and recommendations set out in current guidance. The

essence of the guidance is that any impacts can be controlled by effective site management.

6. The overall site operations will be conducted in accordance with the existing Tarmac Environmental Management Scheme (EMS) which has been developed to ensure the environmental issues are appropriately addressed.

Weather Conditions

7. As an over-riding requirement, during dry or windy weather, if any operations are identified as causing or likely to cause visible dust emissions across sensitive boundaries, particularly the eastern boundary of Phase 1, then those operations will be immediately modified or suspended until either effective remedial actions can be taken or the weather conditions givingrise to the emissions have moderated.

8. Observations will also be maintained along the site haul roads of any adverse weather conditions that generate visible dust onto the adjoining nature conservation habitats.

Specific Site Activities

9. The following operational measures and techniques will be implemented to minimise airbornedust arising from site activities:

General Matters

- provision on site of a pressurised water bowser equipped with rain gun and adequateyear-round water supply to permit a minimum hourly filling cycle;
- use of clean water for dust suppression, to avoid re-circulating fine material; and
- high standards of house-keeping to minimise track-out and wind-blown dust.

Site Access and Road Transport

- all HGV's delivering inert restoration materials will arrive at the site sheeted, be subject to inspection at the weighbridge, but then sheeted again for internal transportto Phase 1;
- maintenance of a concrete road between the plant site and the site access;
- provision of a wheel wash along the access road into the site;
- all departing landfill transport will pass through the wheel wash and be subject to inspection by the driver before proceeding towards the site entrance, or re- passing through the wheel wash if required;
- regular inspection of the access roads for cracks and holes and repair as necessary to maintain smooth running surface;
- regular sweeping of the access roads to ensure any build-up of mud and debris are removed and to minimise track-out; in the event track- out is carried onto the pubic road a road sweeper will be promptly deployed to clean theroad; and
- inspection, and cleaning if necessary, by the driver of vehicles leaving the site before proceeding onto the public highway.

Vehicle and Plant Movements

- maintenance of the surface of the haul road / importation road in good condition as necessary with compacted aggregate; to be maintained to provide a well-drained surface and scraped to remove collected debris;
- maintenance of other internal trafficked routes in good condition;
- maintenance of the haul road and other trafficked routes in damp condition duringperiods of prolonged dry weather by regular spraying by pressurised bowser;
- consideration will be paid to the installation of fixed prays on the haul roads whererequired;
- clear demarcation of the vehicle circulation routes within the site;

- regular inspection and maintenance of all trafficked surfaces;
- implementation of a speed limit of 10 mph on all internal haul roads;
- avoid abrupt changes in horizontal and vertical alignment;
- equipping of all site vehicles and plant with upswept exhausts and radiator fan shields where practical; and
- regular removal / sweeping of spilled material from trafficked surfaces.

Soil Reinstatement

- soil reinstatement is generally a short-term seasonal activity and there is considerable flexibility as to its timing. Care should be taken to ensure that soil handling operations do not take place in conditions that could result in dust generation or movement towards the eastern and / or southern boundaries;
- suspension of soils handling will therefore occur near any site boundaries when the wind conditions appear likely to result in visible dust being carried off-site; and
- grading of all soil mounds to minimise raising of dust through wind scour and seeding at earliest opportunity;

Tipping Operations

- minimisation of tipping heights;
- to take place where possible within the quarry void or in the lee of stockpiles; and
- trucks will be evenly loaded to ensure no spillage of materials along the site haul roads;

Wind Blow across Stockpiles and Site Surfaces

- provision and maintenance of 3-5m high grass seeded soil bunds on site boundaries asdetailed in the working to minimise off-site wind blow; and
- conditioning of stockpile surfaces and damping down of loose bare surfaces during dryand windy conditions.

Maintenance

10. Effective control of airborne dust emissions requires the maintenance and proper use of all plant and equipment. A programme of planned maintenance will be carried out on all plant in accordance with the manufacturer's recommendations to ensure that it operates at optimum efficiency. Stocks of essential spares and consumable items will be kept on site and readily available for use at short notice.

11. Any malfunction or breakdown leading to abnormal dust emissions will be dealt with promptly and operations will be modified or suspended until normal working can be restored. All such malfunctions will be recorded in the site logbook.

12. Water will be made available on site for use in dust suppression as required.

Emissions Monitoring

Visual Monitoring

13. The Site Manager, or delegated member of staff, will carry out daily inspections, along with additional inspections as necessary during any occurrences of dust or at the onset of potentially dusty conditions. All observations and findings, including wind and other weather conditions, will be recorded in a log-book kept specifically for the purpose. This will include visual assessment of the sensitive southern and eastern site boundaries. Such records to be maintained on site and made available upon request to the LPA.

14. The following graded scale of dust occurrences, and responses, will be referred to:

score	condition	action required
0	no visible dust	none
1	visible dust travelling up to 5m from the source	damp surfaces down, review operations and weather conditions, and take further preventative actions as appropriate
2	visible dust travelling reaching the sides of the quarry void, or edge of stripped areas during restoration	damp down and reduce / relocate any operations causing the release; review operations and weather conditions and take further preventative actions as appropriate to prevent further release
3	visible dust crossing the site boundary	immediately suspend operations, carry out emergency damping down and treatment of source areas; carry out inspection at site boundary to ascertain extent and amount of dust migrations; review processes and provide plan for any modification to operations to prevent recurrence

15. Each event, its cause and the action taken will be recorded in the site logbook.

16. If necessary, the Site Manager will instruct the modification, reduction or suspension of any operation or process causing visible dust emissions crossing the site boundary until such time as the situation has been resolved. Example measures include moving site activities to an alternative location until suitable weather conditions return or the additional use of bowsers.

17. Site staff will be instructed to inform the Site Manger whenever visible dust emissions are observed, or appear likely to occur, as a result of any operation or process.

Meteorological Conditions

18. Records will be kept in the site diary on a daily basis on wind speed anddirection, rainfall, temperature and humidity. Such records to be maintained on site and made available upon request to the LPA.

Complaints

19. All complaints will be recorded and reported to the Site Manager, who will investigate the circumstances and ensure that any necessary corrective measures are taken. A prompt response will be made to the complainant. A written record will be maintained, including copiesof all correspondence and telephone file notes. The MPA will be advised, in writing within one week, of any dust complaint received together with the findings of the investigation, and of any actions or corrective measures taken.

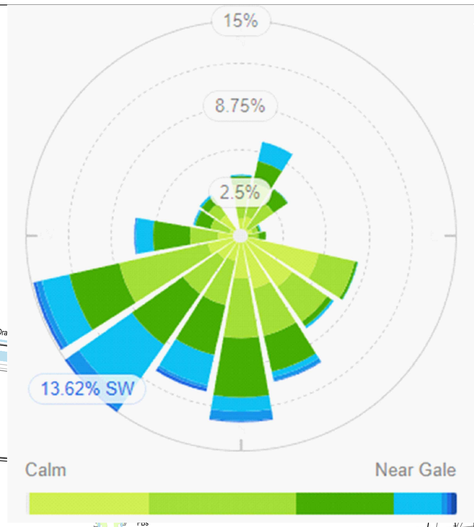
20. In the event of any substantiated complaint, the DMS will be reviewed and amended as necessary.

Implementation

21. This scheme will be implemented as approved and will apply for the duration of the development.

Drawings

A1



GENERAL NOTES

NOTES:

1. ALL DIMENSIONS IN MILLIMETRES AND ALL LEVELS IN METRES ABOVE ORDNANCE DATUM.

2. DO NOT SCALE FROM THIS DRAWING.

3. ANY ANOMALIES IDENTIFIED WITH THE DETAILS SHOWN ON THIS DRAWING ARE TO BE BROUGHT TO THE ATTENTION OF AYESA PRIOR TO CONSTRUCTION WORKS COMMENCING.

LEGEND:

PERMIT BOUNDARY

10 RECEPTOR MARKER

Rev	Date	Description	By	Chk	Apv

ayesa

CLIENT
TARMAC

PROJECT
MAXEY CROSSING SITE

DRAWING TITLE
SENSITIVE RECEPTOR PLAN

STATUS
FINAL

Date: 23/10/24	Scale: 1:5'000	Drawn: JM	Chk: MR	Apps: JB
Project No: K6036	Drg. No: K6036-1001			Rev: 00

Existing Crossing over Woodgate Lane

Area already worked and restored

Existing Crossing over South Drain

Existing Subsoil Bund on Site

PHASE 1 - PARTIALLY RESTORED

Existing Land buffer to Etton

Existing Topsoil Bunds on Site

Existing Topsoil Bunds on Site

Legend

- Other land under Tarmac control
- Maxey Crossing Extension Consent
- Indicative Importation Area
- Approximate extent of restored area in Phase 1

Scale Bar

0m 50m 100m 150m 200m

David L Walker Limited

TARMAC
A CRH COMPANY

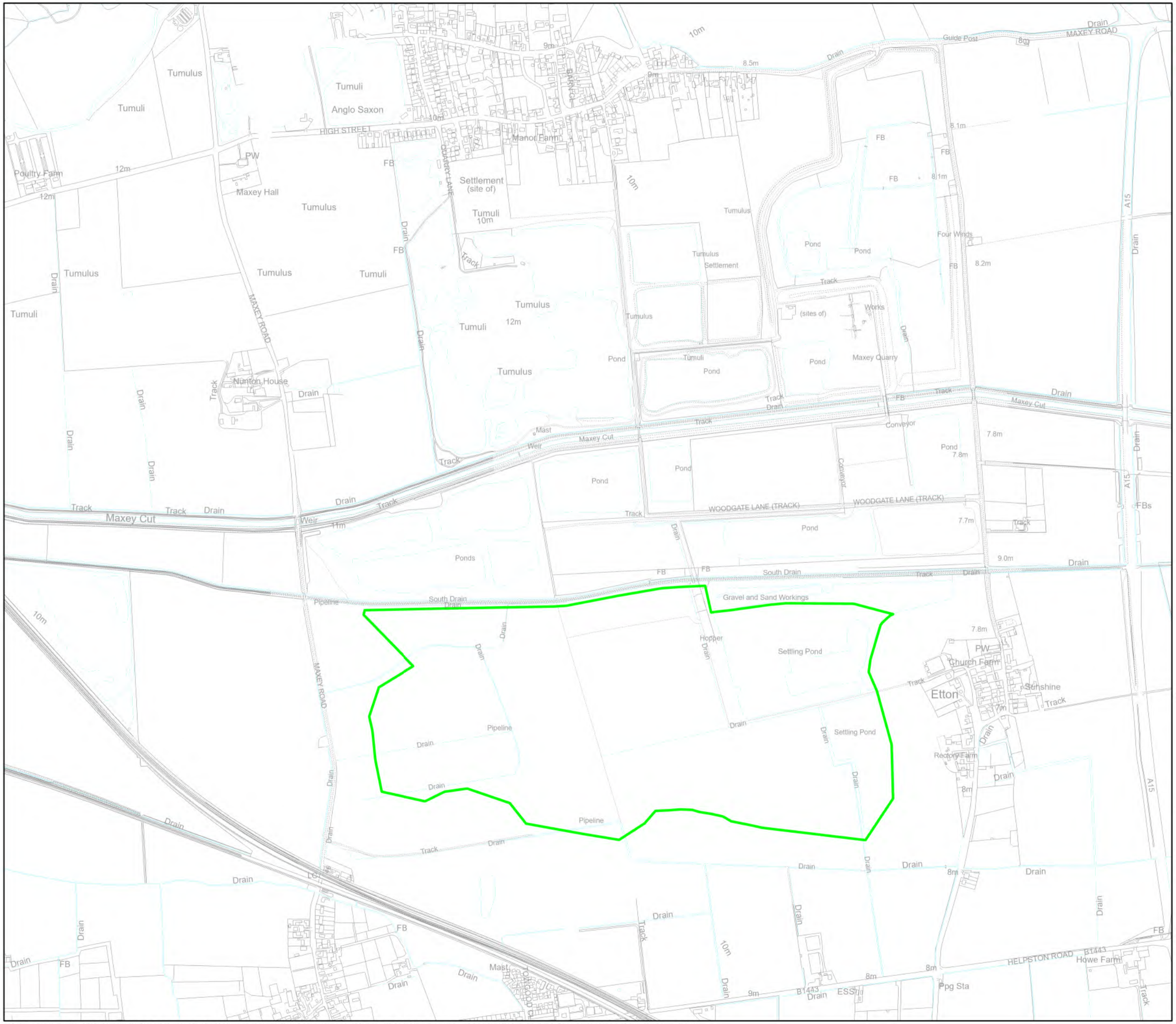
Site Name:
M032 - Maxey

Drawing Name:

Planning Application to Import
Site Plan

Drawn By:	Scale @ A1:
DW	1:2,500
Date:	**Drawing Number:**
27/07/2022	M032-00421-2

N



Legend

Recovery Permit Boundary

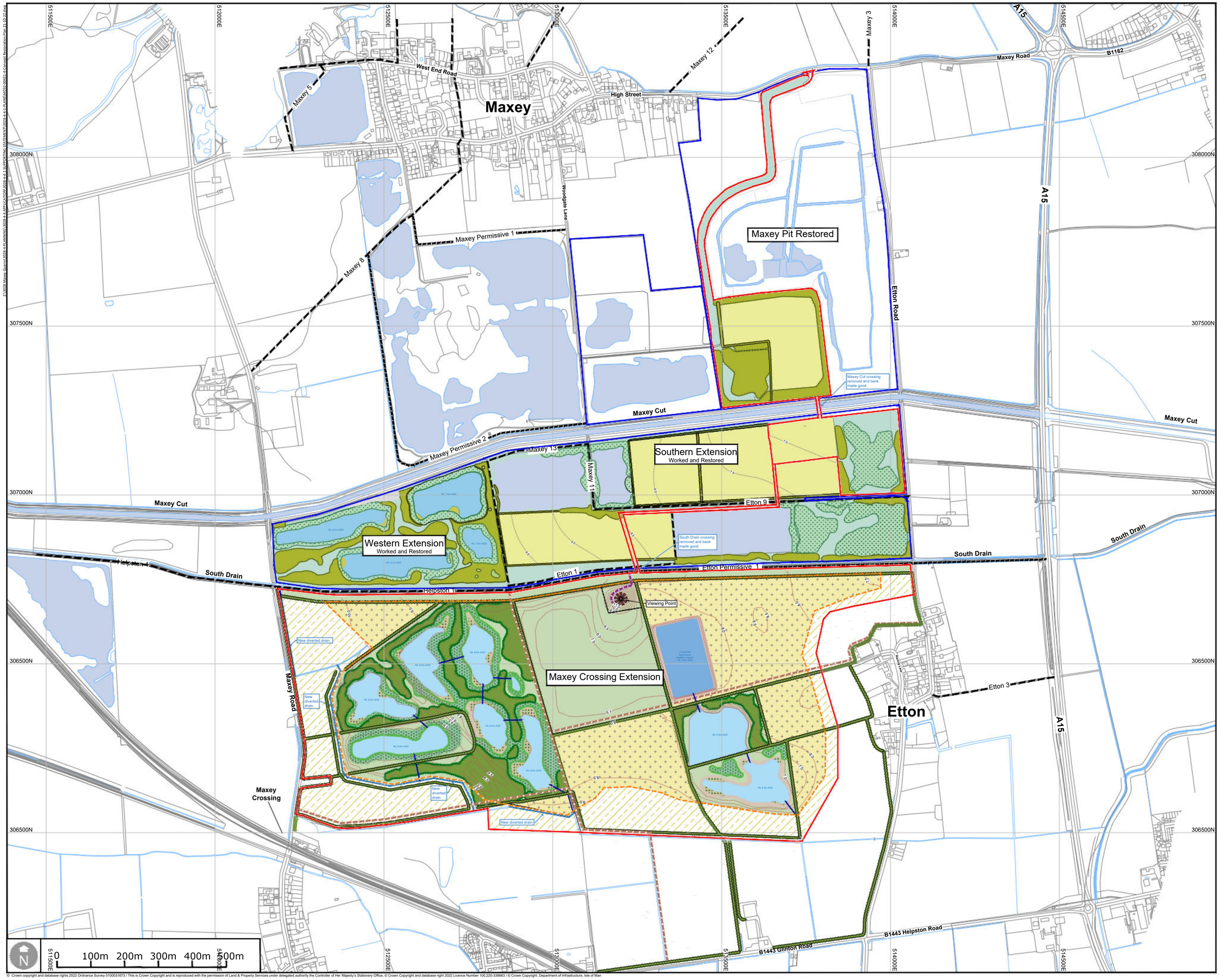
TARMAC
A CRH COMPANY

Site Name:
M032 - Maxey

Drawing Name:
Recovery Boundary

Drawn By:	Scale @ A3:
S Halliday	1:10,000
Date:	**Drawing No:**
21/11/2023	M032-00421-2

Z:\3028 Maxey Quarry\3028-4-R-PLANNING\3028-4-4 GRP\LOCATION\3028-4-4-1 SUPPORTING STATEMENT\3028-4-4-1-R-ANS\M032-00421-4-Concept Restoration Plan 21-10-22.dwg



Legend

- Consented Maxey Crossing Extension Site
- Other land under Tarmac control
- Extents of proposed importation area
- Existing spot level
- Etton 3 — Existing right of way and reference
- 8.0 — Consented restoration surface contour (at 0.5m intervals)
- 7.5 — Proposed restoration surface contour (at 0.5m intervals)
- Consented land restored to agriculture
- Consented wet woodland
- Consented dry woodland
- Consented hedgerow
- Consented tall grasses/ fenland
- Consented emergant vegetation
- Consented fishing lake
- Consented wildlife lake
- Consented agricultural irrigation lagoon
- Consented footpath
- Retained farmland progressively returned to agriculture
- Proposed land restored to agriculture
- Proposed land restored to lowland meadow
- Proposed wet woodland
- Proposed dry mixed decidous woodland
- Proposed hedgerow
- Proposed wet grassland
- Proposed reedbed
- Proposed diverted drain
- Proposed pipe
- Proposed wildlife lake
- Proposed viewpoint
- Proposed permissive footpath link to Viewpoint

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TARMAC
A CRH COMPANY

Site Name: M032 - Maxey

Drawing Name: Concept Restoration Plan

Drawn By:	Scale @ A1:
DJA	1:5,000
Date:	**Drawing Number:**
21/10/2022	M032-00421-4A