Dust Management Plan

Portico Shipping Limited

14th November 2025

Project No.: SOL_24_P049_POR

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14th November 2025

Dust Management Plan

Portico Shipping Limited

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1. INTRODUCTION

This document has been prepared by Sol Environment Ltd on the behalf of Portico Shipping Limited ("PSL" hereafter) in support of an Environmental Permit Application and as part of a wider Environmental Management System relating to their site at Portico House, 2 Prospect Road, Portsmouth, PO1 4QY.

The document provides a structured framework and approach in effectively managing potential dust releases associated with the operations at the site. In addition to dust, this management plan also considers the impact and potential release or generation of mud, debris and litter.

This Dust Management Plan document (referred hereafter as the 'DMP') has been produced in accordance with the Environment Agency's guidance to "*control and monitor emissions for your environmental permit" [published 1 February 2016, last updated 24 November 2022].*

The purpose of this document is to outline the management control measures that have been established to prevent and control dust emissions and associated impacts from the site.

This DMP is a standalone document and is included within the wider site Environmental Management System in conjunction with associated operational control documents for the Site. This document provides guidance and information on the additional procedures for the control of other amenity issues, routine monitoring requirements and record management.

As a standalone document, it will be reviewed at least annually as a matter of routine and at additional times to reflect proactive improvements in management techniques. In addition, it will be reviewed following any incidents or issues identified on site.

PSL's management team is committed to managing pollution risk from the permitted activities and will ensure that the facility is operated in full compliance with the conditions stipulated within the Environmental Permit.

This commitment includes making all necessary plant and infrastructure investments required to meet the environmental permit conditions, protect the environment and human health.

Primary responsibility for the DMP is with the Site Manager. If the Site Manager is unavailable, the Shift Manager is the backup responsible person. All responsible persons will be trained in the EMS and DMP.

All staff will be trained within the DMP, and a copy of the plan will be accessible to all staff at any time. Refresher training will be provided to all staff following each review of the DMP.

2. SITE BACKGROUND

2.1 Site Location

The site is located at Portico House, 2 Prospect Road, Portsmouth PO1 4QY, within Portsmouth International Port.

2.2 Site Boundary

The site boundary plan can be found below in Error! Reference source not found..

2.3 Site Context

The following sections outline the site context, including the proposed boundary and layout, surrounding site setting and any nearby sensitive receptors.

2.3.1 Site Setting

The surrounding area is predominantly industrial, with residential properties across the A3 highway approximately 125m east of the site at the closest point. The closest water feature is the harbour located immediately to the west of the site boundary.

Table 2.1 outlines the surrounding site setting in greater detail, including features in the immediate vicinity, within 500m and beyond 500m of the proposed site.

Table 2.1 - Site Setting

Direction	Description
North	Immediate Vicinity: Portsmouth Port Terminal Within 500m: Portsmouth Port, HGV Ferry Check-In, The Ship and Castle pub, VIVID housing association, Fountaion Lake Angling Club, M275 Beyond 500m: Residential housing, Stamshaw Lake Angling Club, Stamshaw Park and Playground
East	Immediate Vicinity: M275, A3, Norman House, ML (UK) Ltd Within 500m: Residential housing, Ferry House Lodge, Ruckland Park, The Flying Bull Academy, Buckland Community Centre, The Busy Bobbins Alerations Beyond 500m: Residential housing, Place of Worship (Empower Centre)
South	Immediate Vicinity: H&S Metals, Brett Aggregates and Brett Concrete Within 500m: Industrial Units (Access Self Storage Portsmouth, HMNB Portsmouth Trafalgar Gate Pass) Charles Dickens Birthplace Museum, Morrisons, Pitt St Skatepark Beyond 500m: St John's Cathedral, Cascades Shopping Centre, Commercial Units (Primark, Argos, Evans Cycles), Victoria Park
West	Immediate Vicinity: Portsmouth Harbour Within 500m: Portsmouth Harbour, Fountain Road, Beyond 500m: North West Wall Jetty, Whale Island Boat Station, Navy Command HQ (NW)

2.3.2 Nearby Sensitive Receptors

The nearest residential areas to the site are on Estella Road, located approximately 125m east of the site boundary. Table 2.2 details the identified human receptors relevant to the site:

Table 2.2 - Sensitive Human Receptors

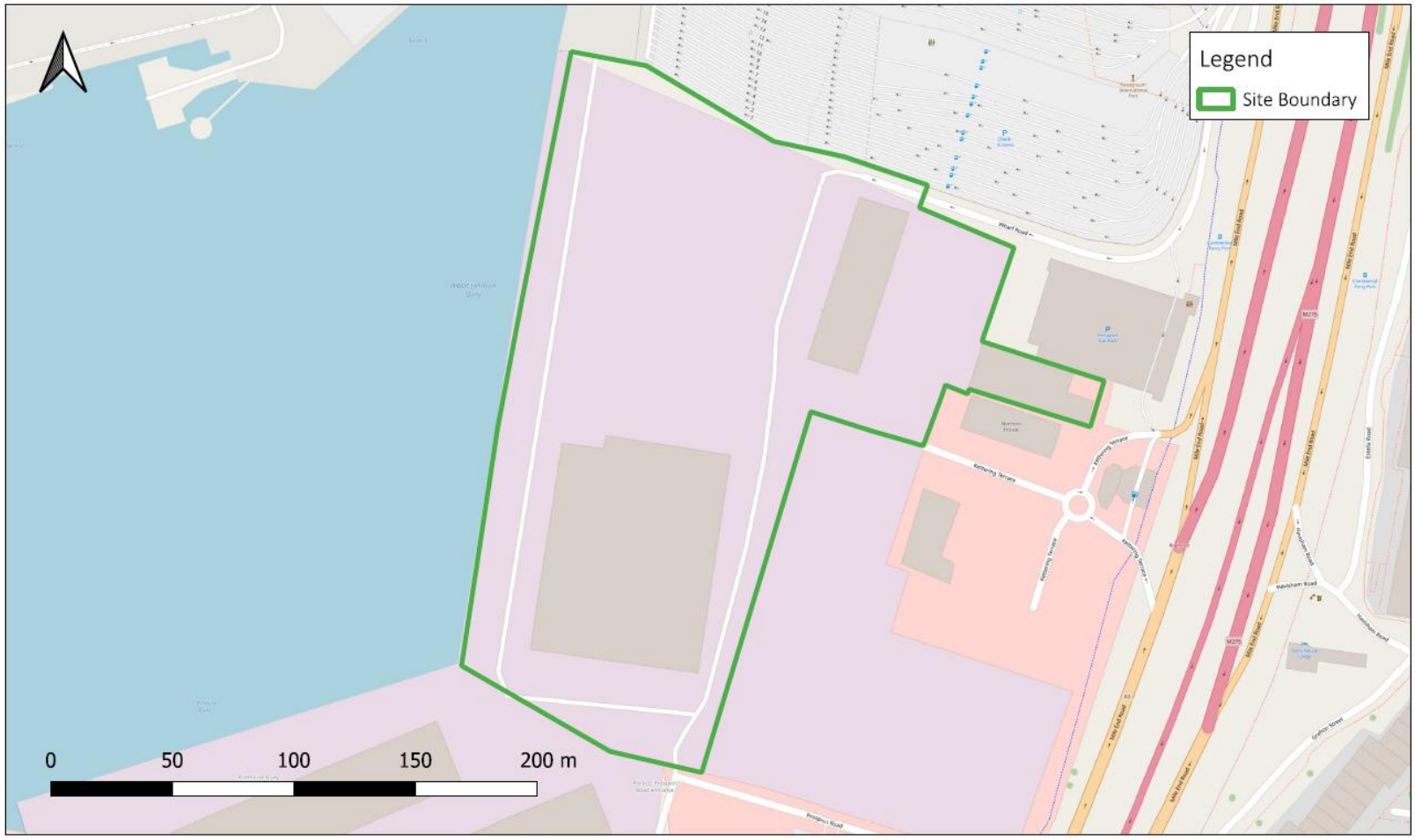
Receptor	Type	Distance
Portsmouth International Port	Commercial	103m North
Ship and Castle Pub	Commercial	280m North
Shurguard Self Storage Portsmouth	Commercial	280m North
Fountain Lake Angling Club	Amenity	495m North
Stamshaw Lake Angling Club	Amenity	660m North
Stamshaw Park and Playground	Amenity	750m North
Stamshaw and Tipner Community Centre	Amenity	920m North
Sea Juicer Fishing Charters	Amenity	800m North
A3 highway	Infrastructure	130m NE
M275 highway	Infrastructure	150m NE
Residential housing (beginning on Centaur St)	Residential	230m+ NE
Buckland Community Centre	Amenity	400m NE
Place of Worship (Al-Noor Mosque)	Amenity	550m NE
Residential Housing	Residential	500m+ NE
New Horizon Primary	School	855m NE
Norman House	Government Building	Adjacent
Shell Petrol Station	Commercial	14m E
Residential Housing beginning on Estella Rd	Residential	125-1000m+ E
The Flying Bull Academy	School	225m E
Ferry House Lodge	Commercial	230m E
Buckland Park	Amenity	370m E
Commercial Premise (H&S Metals)	Commercial	25m SE
Charles Dickens Birthplace Museum	Tourist Attraction	250m SE
Charles Dickens Community Centre	Amenity	700m SE
Manor Infant School	School	990m SE
Brett Aggregates and Brett Concrete	Commercial	20m S
HMNB Portsmouth	Naval base	85m S
Morrisons	Commercial	260m S
All Saints Church	Amenity	493m S
Pitt St Skatepark	Amenity	500m S
Commercial Premises	Commercial	500m+ S
Cascades Shopping Centre	Commercial	790m S
Victoria Park	Amenity	995m S
HMNB Portsmouth	Naval base	Extends up over 1km SW
St John's Cathedral	Amenity	990m SW
Portsmouth Harbour	Dock	Adjacent W
North West Wall Jetty	Landmark	1000m W
Whale Island Boat Station	Amenity	710m NW
YMCA Little Whale Nursery	School	660m NW

HMS Excellent Main Gate	Government Building	560m NW

Figure 2.2 shows the sensitive human receptors identified as relevant to the site.

The nearest designated ecological receptor is an area of Portsmouth Harbour, approximately 536m NW, designated as an SPA, Ramsar and SSSI. Figure 2.3 shows the sensitive ecological receptors identified as relevant to the site.

Due to the proximity of the site to human and ecological receptors, the site could be considered to be moderately sensitive in relation to potential emissions, such as odour. However, numerous operational measures for the control and mitigation of emissions have been applied to site to ensure that all potential releases are prevented, therefore reducing this risk.



Project Number: SOL_24_P049_POR Map Title: Site Boundary Date: 11/09/2025 Drawn by: RM Checked by: EH	Site Address: Portico Shipping Limited Portico House 2 Prospect Road Portsmouth PO1 4QY	1. Do not scale off this drawing 2. All dimensions to be confirmed on site 3. This drawing is copyright of Sol Environment Ltd 4. This drawing is to be read in conjunction with relevant consultant drawings and specifications 5. QMS Reference: QMS_7.5.39_TEM - Template - GIS Drawing - Horizontal v1

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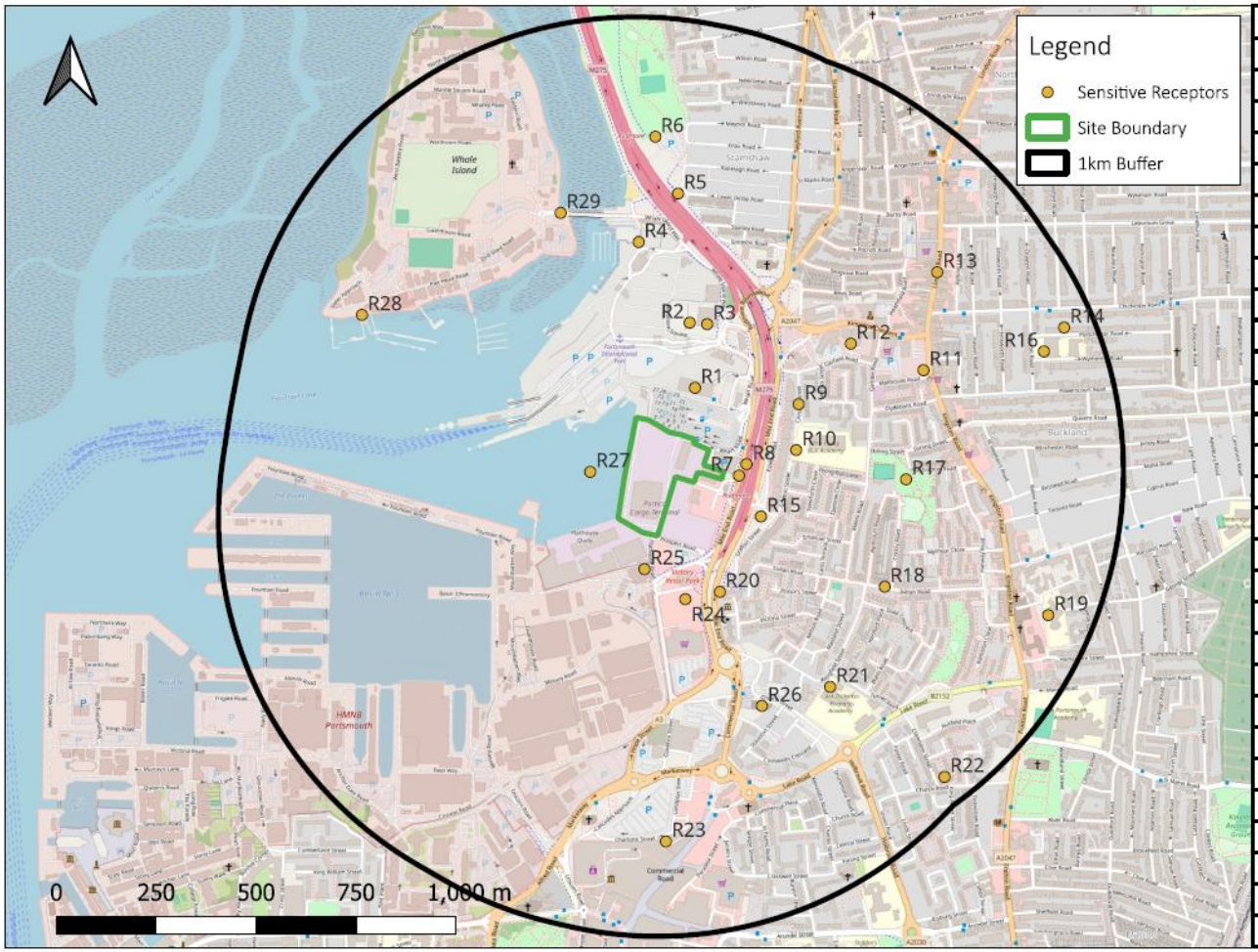
Figure 2.1 - Site Boundary



ID	Name
R1	Portsmouth International Port
R2	Ship and Castle Pub
R3	Shurguard Self Storage Portsmouth
R4	Fountain Lake Angling Club
R5	Stamshaw Lake Angling Club
R6	Stamshaw Park and Playground
R7	A3 Highway
R8	M275 Highway
R9	Residential Properties
R10	The Flying Bull Academy
R11	Place of Worship (Al-Noor Mosque)
R12	Commercial Units
R13	Commercial Units
R14	Residential Housing
R15	Ferry House Lodge
R16	New Horizons Primary
R17	Buckland Park
R18	Residential Housing
R19	Manor Infant and Nursery School
R20	Charles Dickens Birthplace Museum
R21	Ark Dickens Primary Academy
R22	Residential Housing
R23	Cascades Shopping Centre
R24	Victoria Retail Park
R25	HMNB Portsmouth
R26	Place of Worship (All Saints Porsmouth)
R27	Portsmouth Harbour
R28	Whale Island Boat Station
R29	HMS Excellent Main Gate

Project Number: SOL_24_P049_POR Map Title: Sensitive Human Receptors within 1km Date: 11/09/2025 Drawn by: RM Checked by: EH	Site Address: Portico Shipping Limited Portico House 2 Prospect Road Portsmouth PO1 4QY	1. Do not scale off this drawing 2. All dimensions to be confirmed on site 3. This drawing is copyright of Sol Environment Ltd 4. This drawing is to be read in conjunction with relevant consultant drawings and specifications 5. QMS Reference: QMS_7.5.39_TEM - Template - GIS Drawing - Horizontal v1

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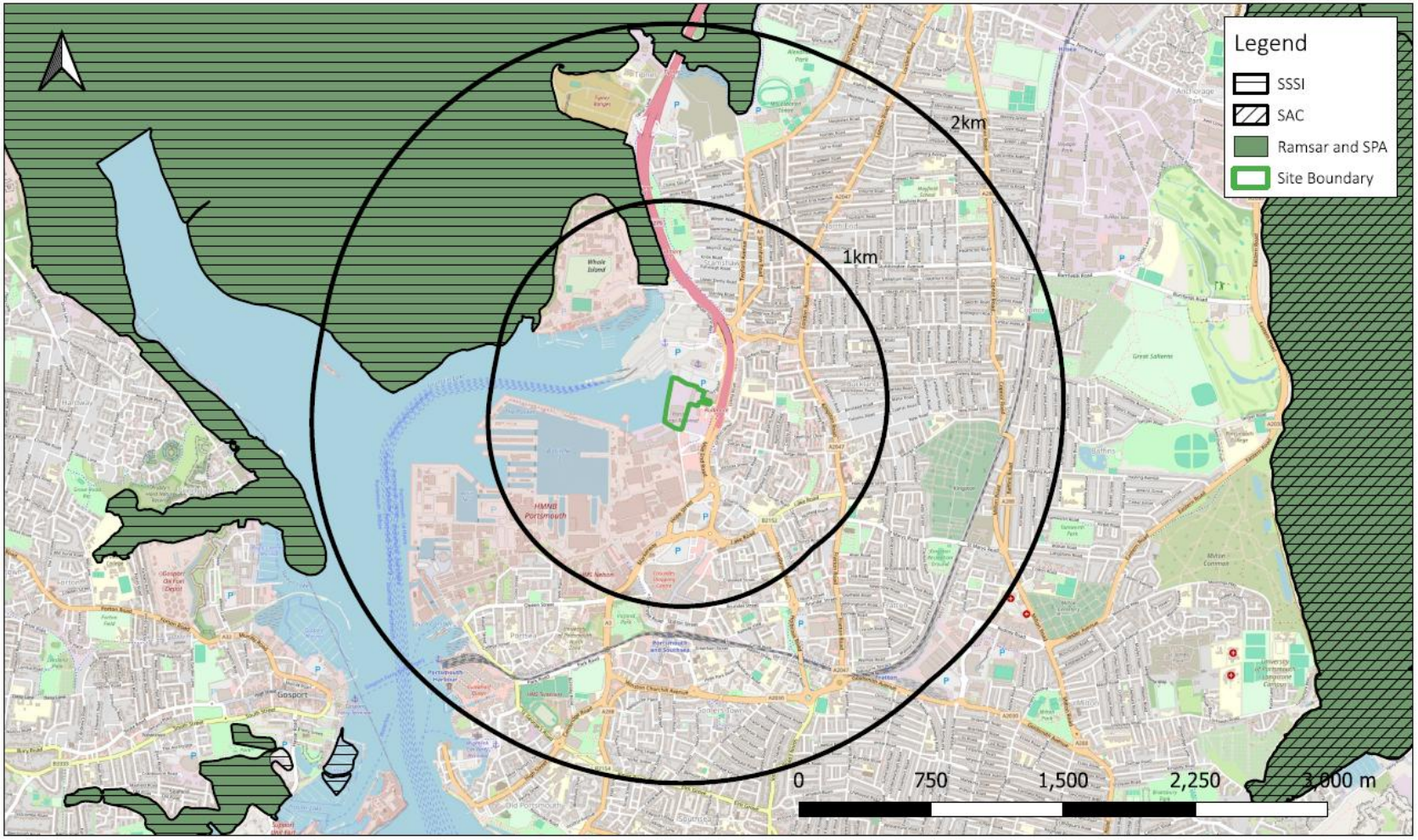
Figure 2.2 - Sensitive Human Receptors within 1km



Project Number: SOL_24_P049_POR Map Title: Sensitive Ecological Receptors within 2km Date: 11/09/2025 Drawn by: RM Checked by: EH	Site Address: Portico Shipping Limited Portico House 2 Prospect Road Portsmouth PO1 4QY	1. Do not scale off this drawing 2. All dimensions to be confirmed on site 3. This drawing is copyright of Sol Environment Ltd 4. This drawing is to be read in conjunction with relevant consultant drawings and specifications 5. QMS Reference: QMS_7.5.39_TEM - Template - GIS Drawing - Horizontal v1

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Figure 2.3 - Sensitive Ecological Receptors within 2km

2.3.3 Wind Direction

The estimated wind direction for the proposed site comes from a predominantly westerly direction, based on historic wind direction recordings taken from Southampton Airport located approximately 24.3km northeast of the site.

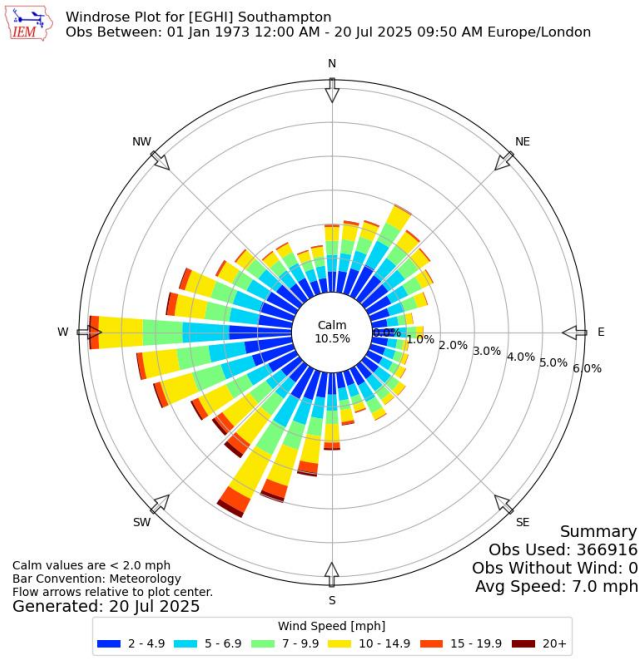

Figure 2.4 - Wind Rose for Southampton Airport

3. DUST SOURCE & RELEASES

3.1 Potential Onsite Sources

It is recognised that the proposed activities could give rise to dust emissions, if not adequately controlled.

The wastes outlined in Table 3.1 have the potential to cause dust emissions.

Table 3.1 - Source Material

Waste Type	Description	Dust Potential	Storage Time
Incoming			
Baled RDF	Combustible waste (solid recovered fuels) Relevant EWC codes: 19 12 10	Very low Baled RDF to be wrapped in plastic argi-wrap meaning potential for dust is minimal	Stored externally for 3 weeks and no longer than 3 months.
Wood Pellets	Wood waste from construction or demolition shredded into wood pellets Relevant EWC codes: 17 02 01	Medium Potential for dust emissions during the handling and loading of material in addition to wind disturbance due to external storage	Stored externally for 3 weeks and no longer than 3 months.
Shredded tyre	End-of-life tyres shredded Relevant EWC codes: 19 12 04	Low Minimum dust generation due to rubber composition but potential for dust emissions during handling	Stored externally for 3 weeks and no longer than 3 months.
Non-hazardous Soil Waste	Non-hazardous soil from construction and demolition wastes Relevant EWC codes: 17 05 04	Moderate Soil arrives on site in various size bags ranging from 0.6 ton to ton construction bags, so will be contained within these bags	Stored internally for 3 weeks and no longer than 3 months.

Potential emissions from the facility could arise from the following sources:

- Vehicles entering and / or leaving the site with mud and debris on wheels and tracking dust on to or off the site;
- Particulate emissions from the exhaust of vehicles / machinery on site;
- Vehicles and plant moving around the site generating dust;
- Unloading, movement and transfer of wastes externally;
- External stockpiles of wastes; and
- Loading, movement and transfer of wastes to HGVs/vessels for export.

The main areas of dust control for this site relate to:

- External waste storage piles; and
- Internal waste storage piles.

A summary of the key control measures on site are as follows:

- Stringent pre-acceptance and acceptance procedures to minimise the presence of high dust content materials onsite;
- The majority of storage on site relates to bales and shredded trye which are not inherently dusty;
- Site speed limit of 10mph enforced via signage and site management;
- Cleaning/brushing of wheels on site for any vehicles as required;
- Wastes with high dust potential are stored internally within an enclosed building;
- Waste handling will be kept to a minimum and double handling will be avoided when possible;
- Daily visual inspection during site walkover procedures;
- Continual visual monitoring during site operation and daily visual inspection during site walkover procedures; and
- General site maintenance and good housekeeping measures such as site sweeping and vehicle cleaning.

Site personnel will be trained to be vigilant to ensure that dust does not accumulate on site and that dust levels are minimised such that its potential migration is prevented. All personnel will be trained and instructed to report any such potential or actual emissions immediately to Site Management.

3.2 Potential Offsite Dust Sources

In the vicinity of the permitted site, potential emission sources comprise other industrial/commercial operations which have associated areas of unpaved/unsurfaced land and potentially dust emitting operations (e.g., waste processing, concrete products).

The closest and most likely sources are listed in Table 3.2 below. All have the potential to create and emit dust and will contribute to the ambient background dust environment.

Table 3.2 - Other Local Possible Dust Emission Sources

Possible Source	Type of Activity	Direction and Approximate Distance from Site
Brett Aggregates and Brett Concrete	Aggregate storage	Adjacent to the south west of the site boundary
H&S Metals	Scrap metal dealer	12m south of the boundary
Portsmouth International Port	Vehicle transportation	Adjacent to the north of the site boundary
A3 Main Road	A Road	40m to the east of the site boundary

4. DUST MANAGEMENT

It is recognised that some of the wastes accepted, and activities carried out on site have the potential for fugitive emissions of dust. The following sections of the Dust Management Plan detail how dust emissions are mitigated on site.

4.1 Responsibility for Implementation of the DMP

Primary responsibility for the DMP is with the Site Manager. If the Site Manager is unavailable, the Shift Manager is the backup responsible person. All responsible persons will be trained in the EMS and DMP.

The technically competent site management team will provide formal training to ensure all site staff are trained within the DMP and a copy of the plan will be accessible to all staff at any time. Refresher training will be provided to all staff following each review of the DMP, either annually or following review.

The DMP is 'live' and will be reviewed at least annually and after any environmental incidents, significant change to the site activities, or at the request of the Environment Agency (EA).

4.2 Sources and Control of Fugitive Dust / Particulate Emissions

The information below details the potential sources of fugitive dust / particulate emissions from the site.

General

Vehicles entering and / or leaving the site with mud and debris on wheels and tracking dust on to or off the site

Prior to leaving the site, vehicle wheels will be checked for dust and then cleaned/brushed if required. In summer, wheels will be cleaned at least daily. In winter, wheels are cleaned at least every week.

The site is covered by hardstanding which is a recognised method of reducing dust on site from vehicle movements. All hardstanding will be maintained in a good condition and will be regularly cleaned to avoid a build up of dust, litter and/or debris.

A site speed limit of 10 mph will be enforced via signage and site staff and management.

Private motor vehicles (staff cars) will be parked off site.

Particulate emissions from the exhaust of vehicles / machinery on site.

Dust and particulate emissions from stationary and mobile equipment will be minimised through the use of modern high efficiency plant and engines where possible. Where vehicles and equipment must be replaced, high efficiency modern equivalents will be sought that have emission standards that are equal to, or better than, its predecessor.

All engines are switched off when not in use in accordance with the site's wider Environmental Management System.

The machinery used on site will be subject to a regular preventative inspection and maintenance programme to maintain fuel efficient operations and avoid interruption to processing.

Machinery and equipment will be used efficiently and by trained staff to prevent the unnecessary usage.

Vehicles and plant moving around the site generating dust

Vehicle speeds will be limited to 10 mph on site which is a recognised method of controlling dust.

Concrete hardstanding will be well maintained, and regularly inspected for signs of dust, litter and debris.

Concrete hardstanding and roadways will be kept clean and free from excessive levels of dust, litter and debris.

Waste Storage and Handling Activities

Unloading, movement and transfer of wastes around site

Prior to the reception of waste, pre-acceptance inspections will be undertaken by trained site staff to ensure the quality of waste is acceptable and in accordance with site waste pre-acceptance procedures. Pre-acceptance procedures help in minimising the potential of non-conforming waste entering the permitted area.

All waste is delivered to site in either sealed containers or vehicles. All loads are netted or sheeted to provide additional containment and minimise the potential for dust escape during transport to site.

Every load received onsite will be subjected to inspection by trained operations staff.

Double handling will be kept to a minimum with unloading of wastes only taking place within the relevant storage areas under supervision from trained site operatives.

The site only accepts RDF, wood pellets, shredded tyre and waste soil. Waste soil is to arrive on site in construction bags ranging from 0.6 ton to 4 ton bags with the other wastes being stored externally in bays / piles. Drop heights are to be minimised where possible when unloading all wastes.

Mobile dust suppression during offloading and loading activities is not considered necessary due to the waste types accepted on site. Though mobile dust suppression units are available onsite if and when required.

Continuous visual monitoring for dust emissions is undertaken by a trained site operative during unloading / loading activities. Should any visible dust be observed migrating from the site, unloading / loading shall be immediately ceased until such time that additional dust suppression can be sourced and deployed or until weather conditions are such that allow operation with minimal dust generation.

Prior to leaving the site, vehicle wheels will be checked for dust and cleaned / brushed if required. Wheel cleaning is conducted as described above.

None of the wastes accepted at site will be deposited on designated vehicle routes or tracked over by vehicles, to further prevent tracking of mud, dust, dirt or debris around site or onto public highways.

External Storage of Wastes

Baled RDF, wood pellets and shredded tyre are all stored externally in bays with a 1m freeboard between the waste and the top of walls to ensure no wind whipping occurs or piles with 6m separation distances which can be covered if required.

Baled RDF stored externally will be triple wrapped to prevent any material being exposed to wind. Should this seal become compromised the bales in question will be re-wrapped or covered. This is to be determined by the Site Manager.

All waste are subject to visual inspection during the daily site walkover to ensure good housekeeping measures are employed.

In the event that weather is particularly windy, external wastes may be covered at the discretion of the site manager.

Mobile dust suppression misting sprays are available onsite for use if required.

Loading, movement and transfer of wastes for export

All externally stored waste has little dust potential, although potential dust from these sources will be monitored daily.

Waste is removed from site in either covered vehicles or cargo holds to prevent material escape.

Loading of vehicles and vessels will be visually monitored and mobile dust suppression deployed if considered necessary.

Vehicle speeds will be limited to 10 mph on site which is a recognised method of controlling dust.

Preventative measures and remedial measures are summarised in Table 2.1 overleaf.

The dust sources on site, pathways, receptors and prevention measures are summarised in Table 2.2.

Table 4.1 - Preventive Measures and Remedial Measures

Abatement Measure	Description / Effect	Overall Consideration and Implementation
Preventative Measures	**Low-Cost Options**	
Speed Limit	▪ *Vehicle speeds will be limited to 10 mph on site which is a recognised method of controlling dust.*	Fully Implemented
Type of Vehicle	▪ *All vehicles delivering waste to site will be sheeted or covered to prevent loss of material in transit.*	Fully Implemented
Minimising Drop Height	▪ *Unloading and tipping of waste onsite will be supervised by trained operations staff and where possible drop heights will be minimised to reduce potential for dust generation.*	Fully Implemented
Drop Locations	▪ *Waste soil will arrive in construction bags ranging from 0.6 ton to 4 ton, and will remain in these bags until transported offsite. All other less dusty wastes are unloaded directly into external bays.*	Fully Implemented
Type of Material Stored on Site	▪ *All incoming wastes are free from dusts as far as possible and accepted onto site in accordance with strict waste acceptance procedures.* ▪ *RDF bales, shredded tyre and wood pellets are stored in external bays.* ▪ *Soil waste is inherently dusty however, the material is stored with construction bags and therefore poses a lower risk of dust than when stored loose.*	Fully Implemented
Inspection	▪ *All machinery will be regularly maintained, inspected and kept clean to avoid a build-up of material, which may lead to spillage and emissions.* ▪ *Site inspections are undertaken regularly.*	Fully Implemented
Visual monitoring	▪ *Daily site checks in the form of a walkover will include monitoring for dust around the site, on machinery and roadways, taking note of the weather conditions. Visual monitoring will be undertaken continuously during processing operations or unloading / loading of dusty wastes by site staff.* ▪ *Weather monitoring will also be carried out.*	Fully implemented
Preventative Measures	**Medium Cost Options**	
Ceasing tipping and processing during adverse weather conditions	▪ *Mobilisation of dust and particulate is likely to be greater during periods of strong winds.* ▪ *During adverse weather, all potentially dusty wastes will be covered and loading and unloading operations will be ceased.* ▪ *This will not apply to RDF bales as they are triple wrapped and are not considered to have dust potential.*	Fully implemented

	▪ *Similarly, waste operations taking place internally will not be affected by adverse weather.*	
Road Surfaces	▪ *The main entrance and adjacent roads are free of mud and dirt, which is where wheel-cleaning before exiting plays a crucial role in the sites commitment to dust management* ▪ *The main entrance and adjacent roads are inspected twice a day (midday and mid-afternoon) to ensure that no mud/debris is tracked to the public highway.*	Fully implemented
Preventative Measures	**High-Cost Options**	
N/A		
Remedial Measures	**Low-Cost Options**	
Cleaning/brushing of wheels	▪ *All vehicles will be inspected prior to leaving the site.* ▪ *Should dust / mud / debris be present, vehicular wheels will be cleaned / brushed and any debris removed before the vehicle leaves site, thereby reducing the risk of dust being tracked offsite.*	Fully implemented
Remedial Measures	**Medium Cost Options**	
Mobile dust suppression and Site Sweeping	▪ *Mobile dust suppression is not considered appropriate under normal operations on site, however mobile misting units are available onsite if required.* ▪ *Visual inspection will be undertaken continuously during processing and in the event of any visible dust emissions potentially migrating offsite works will be immediately ceased until a full investigation has taken place.*	Fully Implemented
Remedial Measures	**High-Cost Options**	
N/A		

Table 2.2: Source / Pathway / Receptors				
Source/Activity on Site	Pathway	Receptor	Type of Impact	Measures Source-Receptor Pathway can be interrupted
Mud / dust from vehicles entering and leaving site	Tracking mud on wheels of vehicles	Residential Properties / Roads	Visual Soiling Resuspension as PM_{10}	• The carriage of mud onto the public highway is possible if procedures for wheel cleaning are not adhered to, particularly in wet conditions. • Vehicle wheels will be inspected prior to leaving the site and will be cleaned and brushed where required, at least weekly in summer and daily in winter. • All vehicles passing through the weighbridge will be stopped and inspected. Any debris or other fugitive material will be removed from the wheels. • Regular housekeeping on site will ensure mud and dust levels are controlled via sweeping and / or dampening of surfaces if considered necessary. • The main entrance and adjacent highway are inspected twice a day (midday and mid-afternoon) to ensure that no mud/debris is tracked to the public highway. • Site surfaces will be inspected daily by site staff.
Dust generated during vehicle movements on site	Atmospheric Dispersion (Inhalation and Deposition)	Residential, Commercial and Industrial Premises (Humans and Property)	Respiratory irritation, surface soiling and nuisance	• A site speed limit of 10 mph will be enforced via signage and site management. • The entire site is constructed on concrete hardstanding reducing the potential for dust emissions on site.
Particulate from exhausts of equipment and vehicles on site	Atmospheric Dispersion (Inhalation and Deposition)	Residential, Commercial and Industrial Premises (Humans and Property)	Respiratory irritation, surface soiling and nuisance	• All machinery will be subject to a routine inspection and preventative maintenance programme to ensure smooth efficient running and avoid unnecessary emissions.
Dust generated when unloading, moving and transferring waste	Atmospheric Dispersion (Inhalation and Deposition)	Residential, Commercial and Industrial Premises (Humans and Property)	Respiratory irritation, surface soiling and nuisance	• Wastes will be subject to visual inspection prior to acceptance onsite. • Material will be delivered covered vehicles, minimising loss of material on surrounding road network prior to entering or upon exiting site. • Material will be unloaded at with low tipping height minimising and preventing fugitive emissions of dust to atmosphere during unloading. • The unloading of material will only take place under supervision from a trained site operative. • Any spillages of material will be cleared immediately by the loading shovel or manually by site operatives.

				• Unloading of material will only take place in designated areas. Soils will arrive in construction bags and will remain stored within these bags throughout their time on site. Therefore, there will be no loose handling of soils, minimising the risk of dust generation. • Minimisation of double handling will be a key process control.
Dust generated from waste storage piles	Atmospheric Dispersion (Inhalation and Deposition)	Residential, Commercial and Industrial Premises (Humans and Property)	Respiratory irritation, surface soiling and nuisance	• All wastes will be stored within bays with a 1m freeboard which will prevent wind whipping or loss of containment over the top of bay walls or piles with 6m separation distances. • RDF will be stored in baled form, triple wrapped and within bays. • If the bale wrap becomes damaged, the bale will be rewrapped or covered to prevent litter emissions on site. • Soil wastes, which have the highest potential for dust generation, will be stored in construction bags ranging from 0.6-ton s 4 tons. Soil will arrive on site in these bags and remain stored in them throughout their time on site before being transported offsite. • Stockpiles are subject to daily visual inspection by site staff to ensure effective management. • Mobile dust suppression (misting) equipment is available if required. • Additionally, covering of stockpiles may be undertaken if deemed necessary.
Dust generated when loading materials into vessels or collection vehicles	Atmospheric Dispersion (Inhalation and Deposition)	Residential, Commercial and Industrial Premises (Humans and Property)	Respiratory irritation, surface soiling and nuisance	• Wastes will be transferred as short a distance as possible to its loading vehicle / vessel. • Minimisation of loading drop heights. • Mobile dust suppression is available if required during loading activities. • Loading activities will not be undertaken in particularly adverse (windy) weather conditions.

Litter	Atmospheric Dispersion (Deposition)	Residential Properties, commercial and Industrial Premises	Visual Soiling Resuspension as PM10	• Vehicles delivering / collecting waste to / from the site are covered. • The site has robust housekeeping measures in place. • If any RDF bales become damaged, the bale will be rewrapped or covered to prevent litter emissions on site. • Netting has been installed on the site fencing which captures and windblown litter. Netting is inspected for damage on a weekly basis. • The site shall be inspected daily by the site manager and any litter or accumulated debris shall be dealt with immediately. • A routine perimeter litter pick is undertaken as determined by the competent site manager.

5. MONITORING AND RECORDS

Monitoring of dust will be undertaken at the site which will include regular visual inspections of the site operations.

5.1 Visual Monitoring

Visual monitoring will be carried out as part of the daily site checks. Any incidents of visible dust appearing to leave the site boundary will be recorded and immediately reported to Site Management.

The checks will take place formally once per day; however, site staff will monitor dust throughout the day. Any dust emissions with the potential to migrate from site will be reported to site management immediately.

The visual monitoring will be undertaken site-wide, and particularly around the site perimeter, with focus on the areas downwind of any area which had been viewed as a potential source of off-site dust emissions.

All plant and equipment will be subject to daily inspections and usual checks to ensure that all dust controls are effective. Monitoring will also take place during activities which could give rise to dust emissions specifically unloading, processing and loading of materials onto vehicles.

Site staff will be trained by the Site Manager in undertaking their responsibilities for dust monitoring. All records for training will be held on site.

5.2 Trigger for Enacting Control Measures

The trigger for enacting further control measures will be observations by site staff of dust emissions migrating beyond the site boundary. This in turn will depend upon the volume of dust present, the location of the dust on site, and current weather conditions.

In any event, site staff will alert site management to areas where dust is being released on site, so that these can be monitored for dust migration and need for control.

A brief visual check (<1 minute) at each location will be carried out to determine dust levels. This combined with the visual checks throughout the day by operations personnel will efficiently identify any dust emissions from site. The site will be manned at all times during processing, deliveries and collections. Any obvious signs of dust will be reported to the site management immediately.

If dust is visually leaving the site, the relevant activity will be ceased immediately to allow investigation by Site Management and appropriate dust control measures to be implemented.

5.3 Actions When Alarm is Triggered

Should any activities be seen to be generating dust which, combined with weather conditions, results in its migration off site, the operation shall be ceased until adequate measures are in place to prevent further dust emissions. The Site Manager has the ability to cease operations at any time in order to achieve this control.

Control measures used on site and detailed within this plan, will be reviewed at least annually by Site Management or after any incident of dust migration off site.

The visual monitoring regime will identify any dust emissions. Should any visible dust emissions be seen emanating from the site, or in the event of a substantiated dust complaint, the site will immediately investigate the source and initiate remedial action.

Any operations on site which are observed to cause dust migration beyond the site boundary will be ceased until adequate control measures are in place (i.e., to prevent migration beyond the boundary).

5.4 Reporting and Complaints Response

Any instance of visible dust emissions or occurrence of any external complaint will be actioned immediately and responded to within 2 working days. All complaints are reported to the site TCM.

In the event that any ongoing significant off-site dust problem is identified which the site cannot control by other means, the TCM will call a meeting with directors to resolve complaints and the operations will be reduced or ceased until such a time as other control or mitigation measures can be put in place.

In addition to the above, all incidents, accidents and complaints will be recorded within the site diary and all relevant site managers will be informed and included in reviews.

5.5 Engagement with the Community

Neighbours will be advised of the most effective method of communicating with the site and site contact details will be presented on the site notice board.

Site Management will engage proactively with neighbours and complaints will be responded to effectively and dealt with as a matter of priority.

5.6 Reporting of Complaints

Complaints or environmental incidents received at the site will be processed using the relevant complaints form and procedures.

5.7 Management Responsibilities

The Site Manager will be responsible for delivery of the actions and controls included within this DMP.

Emission complaints will be taken seriously and regarded as providing a useful insight into public perception and concerns. They will be used to inform the annual review of the Management System to aid the development of site controls. All complaints will be investigated immediately, and action taken swiftly following the assessment.

Clear feedback will be given to the informant via the nominated single point of contact. All staff will be fully trained in the feedback process and how to handle complaints to ensure swift and appropriate action is taken.

5.8 Summary

The control measures presented in this Dust Management Plan reduce the potential for dust emissions from the site to a point where there is very low risk of nuisance or exposure of the local receptors.

This document is ‘live’ and will be reviewed at least annually.