

Wasing Quarry: Dust and Emissions Management Plan

Tarmac Trading Limited

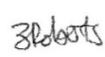


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Authors

| | Name | Signed |
|--------------------|--|---|
| Prepared by | James Roberts – Technical Analyst |  |
| Checked by | Chris Woodhouse – Principal Hydrogeologist |  |
| Approved by | Chris Woodhouse – Principal Hydrogeologist |  |

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1 Introduction

1.1 Background

Tarmac Trading Ltd (Tarmac) has planning permission to work sand and gravel in three phases and restore to original ground levels using inert restoration materials at Wasing Quarry (the Site), located near Woolhampton, Berkshire. Tarmac proposes to carry out the backfilling and Site restoration to no more than original ground levels using inert restoration materials imported under the terms of a Deposit for Recovery Environmental Permit. In accordance with Condition 7 of the planning permission, the imported materials will be restricted to inert construction, demolition and excavation wastes and soils. Tarmac estimates that up to 1,153,000 m³ of imported material will be needed to complete the Site restoration. The application for the Environmental Permit (ref. EPR/ZP3229MA/A001) was made by Envireau on behalf of Tarmac on 23 December 2025. Envireau is acting as the Agent on behalf of Tarmac, the Applicant.

On 30 January 2026, the Environment Agency responded to the application to request further information as part of the validation process. Point 8 of the validation request requires a Dust and Emissions Management Plan (DEMP) to be prepared in accordance with Environment Agency guidance (Environment Agency, 2025a). A DEMP is required because the proposed scheme involves the deposit of waste for recovery, and there are sensitive receptors within 500 m of the Site. This DEMP will form part of the operating techniques of the future permit.

Envireau has been engaged by Tarmac to prepare a DEMP (this report). This DEMP has been prepared using version 12 of the Environment Agency’s DEMP Template (Environment Agency, 2025b).

1.2 Scope of Work and Operator Checklist

The scope of work undertaken for this DEMP includes the following:

- Details of the source of emissions, pathways and receptors (Section 2);
- Description of Site operations (Section 3);
- Management and control measures for dust and emissions (Section 4);
- Proposed monitoring of particulate matter (Section 5);
- Details of how abnormal events would be managed (Section 6); and
- Reporting and complaints management (Section 7).

Table 1 shows the completed Operator Checklist as required in the Environment Agency Template (Environment Agency, 2025b).

Table 1 Operator Checklist

| Required information | Operator response |
|--|-----------------------------------|
| Have you provided receptor information required in Section 1 below, including a site map showing receptors and receptor table? | Yes, see Section 2 for receptors. |

| Required information | Operator response |
|--|---------------------|
| Have you provided a detailed description of the site covering everything required in the Section 2 section below? | Yes, see Section 3. |
| Have you provided information required in Section 3 below about the DEMP, the sources of dust and the appropriate measures that you have committed to for managing dust and emissions on site? | Yes, see Section 4. |
| Have you provided all the information required in Section 4 below about particulate monitoring, types of analysers, data management, location of equipment etc? | Yes, see Section 5. |
| Have you included all abnormal events and how these will be managed as required in Section 5 below? | Yes, see Section 6. |
| Have you included information about how complaints will be managed as in Section 6 below? | Yes, see Section 0. |

1.3 Data Sources

The information and assessments in this report are based on:

- Proposed development plans and details regarding the operation provided by Tarmac;
- Reports prepared by Envireau and RSK to support the environmental permit application;
- The Site’s planning permission document and reports prepared in support of planning;
- Data on designated sites from Natural England, Buckinghamshire, Berkshire, and Oxfordshire Wildlife Trust, and Historic England; and
- Meteorological data from the University of Reading weather station.

2 Source, Pathway and Receptors

2.1 Source

2.1.1 Site operations

A key risk factor with the proposed waste recovery activity is the management of particulate matter, which can cause adversely impact human and ecological health. The source of dust emissions is the proposed waste recovery activity to be carried out at the Site. The main sources of dust emissions are:

- Dust from transportation mobilised by LGVs hauling material to the Site; and
- Deposit of restoration material into the quarry void.

The location of sources of particulate matter in the Site will vary through time depending on the location of waste deposit activities and temporary haul roads.

The risk of dust mobilisation from quarrying activities (e.g., from excavation and material stockpiling) has been assessed in the planning application and is dealt with through planning conditions. Some of these measures also apply to the proposed waste recovery activity.

2.1.2 Other dust sources

Table 2 summarises other possible sources of dust in the surrounding area. These include agricultural land and roads.

Table 2 Other dust sources within 1 km of the Site

| Name | Description | Distance from Site (m) | Direction from Site |
|-------------------------------|---------------------------------|------------------------|---------------------|
| Fields near Wasing Lower Farm | Agricultural land – open fields | 0 | South |
| A340 | Public highway, major road | 0 | East |
| Wasing Lane | Public highway, minor road | 140 | South |
| A4 | Public highway, major road | 300 | North |
| Fields near Forster's Farm | Agricultural land – open fields | 250 | South |
| Fields near Fronds Farm | Agricultural land – open fields | 700 | Northeast |

2.2 Pathway

Particulate matter is dispersed from the source to potential receptors by wind.

Figure 1 shows the 2025 wind rose for Reading University Weather Station, located 17 km east of The Site. This shows a prevailing southeasterly wind with a strong northeasterly component. Consequently, receptors in these two directions from the Site are more likely to be exposed to dust emissions.

Figure 2 shows the topographic setting based on LiDAR data around the Site. This shows that the Site sits at the bottom of the River Kennet's valley. The elevation difference between the top and bottom of the valley is approximately 50 m - dust emissions are likely to remain at lower elevations. This topography is also broadly aligned with the prevailing wind direction. Consequently, the risk to receptors within the valley is greater than to those on higher ground outside it.

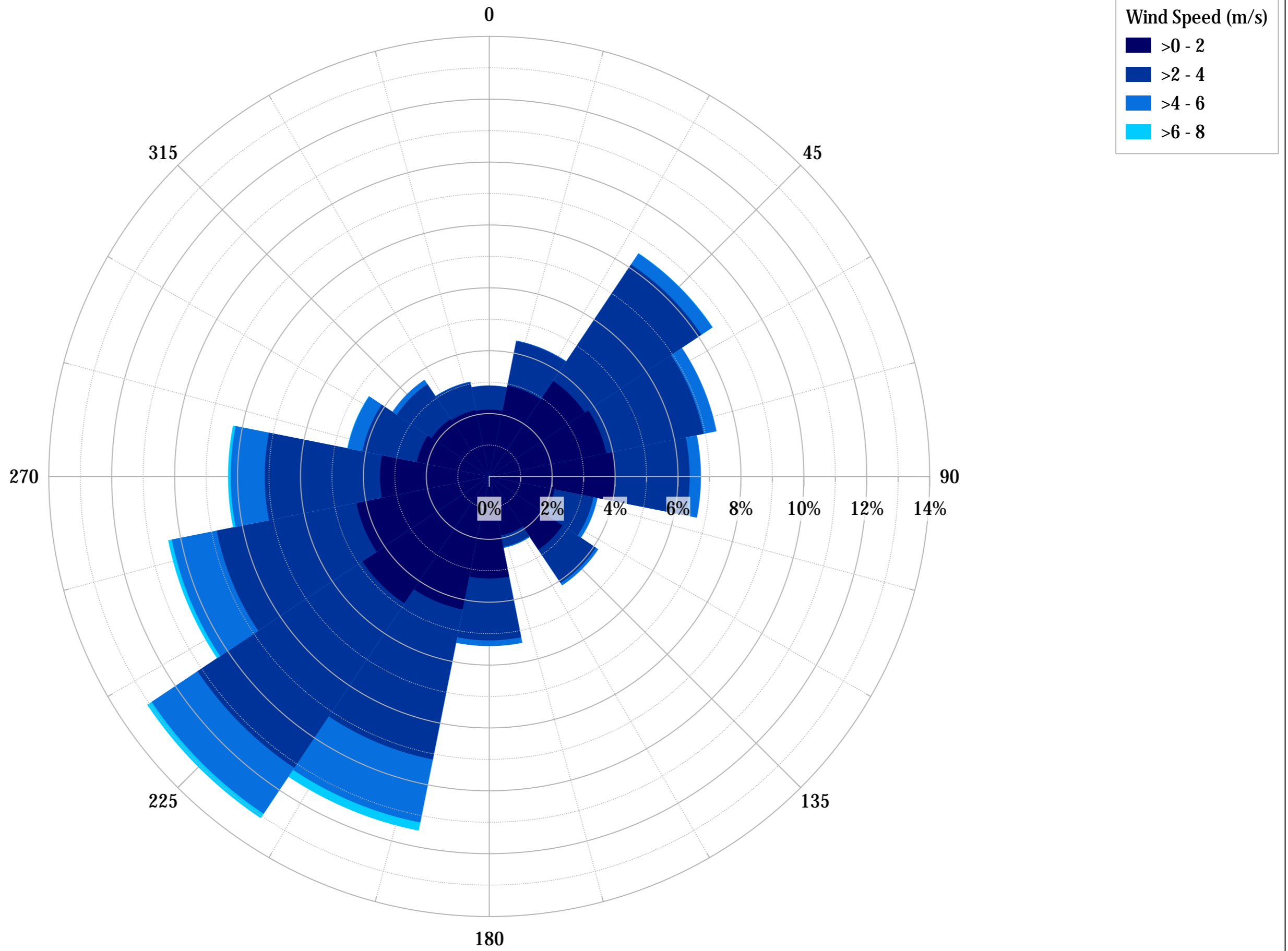


Figure 1: Reading University Weather Station 2025 Wind Rose (01/01/2025-31/12/2025)

Date: 18/02/2026
Project No. 3490176
Client: Tarmac Trading Limited
Ref: FIG Wind Rose
Drawn by: JR



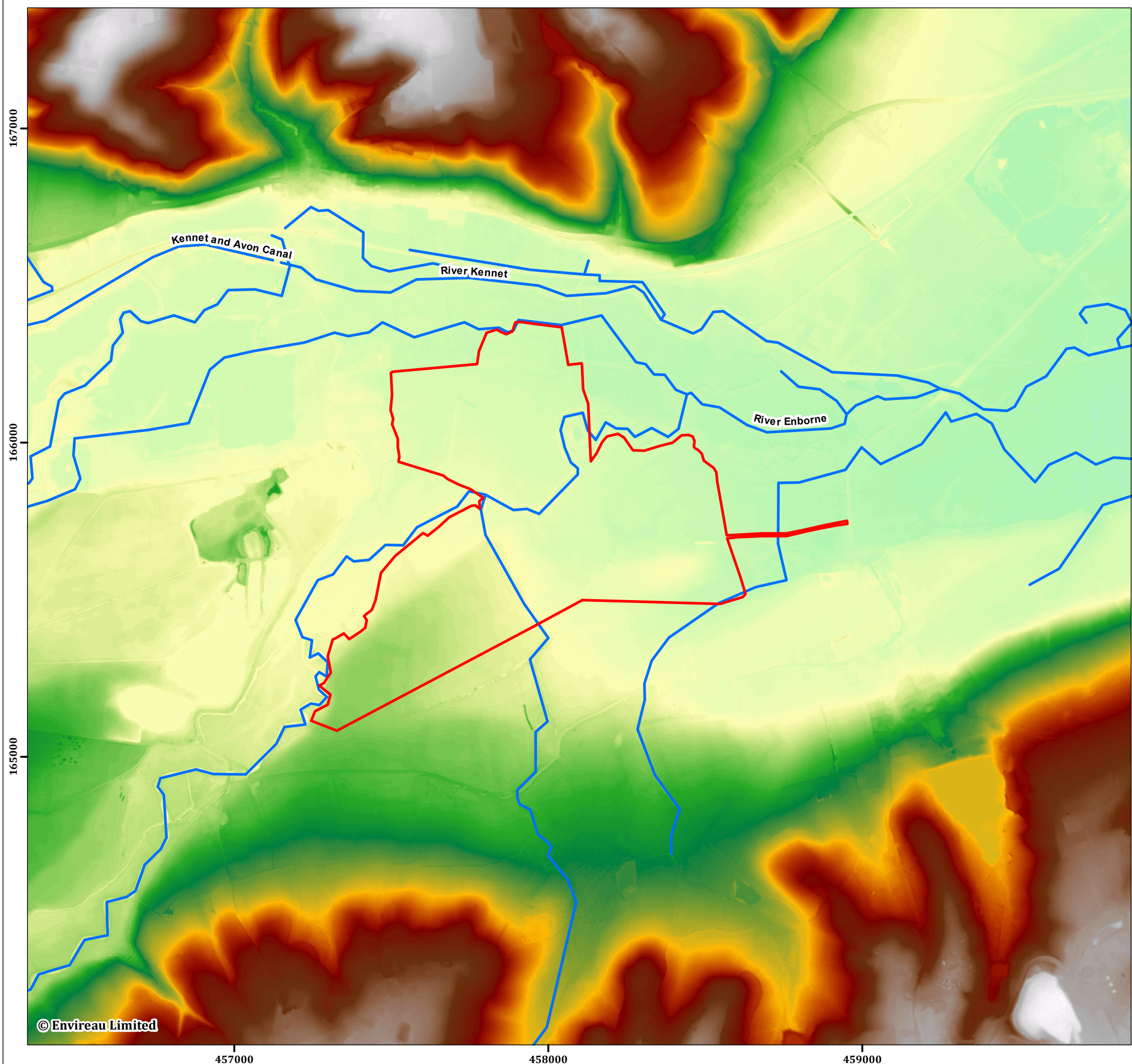





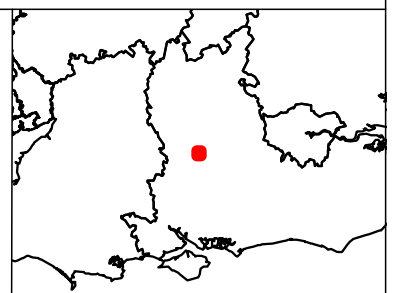
Figure 2: LiDAR Elevation Surrounding the Site
Woolhampton, West Berkshire



-  Watercourse
-  Environmental Permit Application Boundary
- LiDAR Elevation (m)**
-  High : 110
- Low : 50

Notes:

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0 160 320 480 640 Meters 18 February 2026
Scale: 1:12,000 at A3 NGR: 458,099 E / 165,734 N

Project No. 3490176
Client: Tarmac Trading Ltd.
Drawn by: JR
Ref: FIG - Site Elevation



2.3 Receptors

Figure 1 shows potential dust receptors within 1 km of the Site. These receptors may be vulnerable to potential dust emissions from the Site. To be conservative, this DEMP considers all potential receptors within 1 km of the Site, rather than the usual 500 m.

Different receptors have different sensitivities to dust, with human receptors having the highest sensitivity. These are areas where occupants may be more susceptible to the adverse effects of high dust and particulate levels, such as hospitals, schools, childcare facilities or care homes. As the Site is in a rural area, there are fewer human receptors than in an urban setting. However, the Site is situated close to three villages (Wasing, Aldermaston, and Woolhampton), and there are several sensitive receptors in the surrounding landscape. These include a nursery and two schools in Aldermaston village, in addition to farms and other dwellings near the Site boundary. The closest are Bottle Cottages, located 90 m west of the Site, and Malthouse Cottages, 100 m southeast.

There are multiple designated sites nearby which are designated according to both the natural and built environment. Designated sites in the natural environment comprise the River Kennet, Woolhampton Reed Bed, Aldermaston Gravel Pits, and Brimpton Pit Sites of Special Scientific Interest (SSSIs), with the latter designated for geological rather than ecological reasons. A data request to the Thames Valley Environmental Records Centre (TVERC) in February 2022 yielded five Local Wildlife Sites (LWSs), a further planned LWS, and a Berkshire, Buckingham, and Oxfordshire Wildlife Trust (BBOWT) Reserve within 1 km of the Site.

Built environment locations with protected designation surrounding the Site consist of a Scheduled Monument (SM), the Medieval Field System West of Woolhampton. Many receptors also contain listed buildings. These are specified as such within Table 3, while the listed buildings themselves are shown in Figure 3. The closest such designations to the Site are at Malthouse Cottages (100 m south) and within Aldermaston Village (200 m southeast).

All designated sites are shown in Figure 3. The closest of these to Site are the Woodland Near Woolhampton LWS, bordering its northern side, and the listed building at Malthouse Cottages, 100 m southeast.

Watercourses are also classified as environmental receptors. The Environmental Setting and Site Design Report (Appendix I of the application) (Envireau Water, 2025) describe two streams, 'Stream A' and 'Stream B'. Along with the River Enborne, these streams run through the Site itself.

The closest commercial or industrial receptor is Brimpton Airfield on the Site's southern boundary. Further afield are Froud's Bridge Marina (460 m northeast of the Site) along the River Kennet and shops in Aldermaston Village (200 m southeast of the Site).

The Site is not located within an Air Quality Management Area (AQMA). The nearest such designation is the Reading AQMA, located 11 km east of the Site. The London AQMA is the closest designation of the type for PM10, located 50 km east of the Site.

Based on the information in Section 2.2, several receptors will have particular sensitivity to dust emitted during waste recovery operations, based on proximity to, and direction from, the Site. Special care will therefore be taken to limit

dust emissions towards Brimpton Airfield, Bottle Cottages, Malthouse Cottages, and the footpaths and watercourses running through the Site. These are highlighted in bold in Table 3.

Wasing Quarry: Dust and Emissions Management Plan

Table 3 Dust receptors within 1 km of the Site

| Receptor name | Receptor type | Description | Distance from Site ¹ (m) | Direction relative to the Site | Label on Figure 1 |
|---|------------------------|---|-------------------------------------|--------------------------------|-------------------|
| River Enborne | Environmental | | 0 | | 1 |
| Public footpath from Woolhampton to Wasing | Infrastructural | Public right of way | 0 | N/A² | 2 |
| Stream A | Environmental | Watercourse | 0 | N/A² | 3 |
| Stream B | Environmental | Watercourse | 0 | N/A² | 4 |
| Brimpton Airfield | Commercial | Airfield | 0 | South | 5 |
| Woodland Near Woolhampton LWS | Environmental | Designated site | 0 | Northeast | 6 |
| A340 Road | Infrastructural | Main road | 0 | East | 7 |
| Woolhampton Sewage Works | Industrial | Sewage works | 70 | Northwest | 8 |
| Bottle Cottages | Human | Dwelling | 90 | West | 9 |
| Malthouse Cottages | Human | Dwelling, listed building | 100 | South | 10 |
| River Kennet | Environmental | Watercourse | 110 | North | 11 |
| Reading to Newbury Train Line | Infrastructural | Railway | 160 | North | 12 |
| Woolhampton Reed Bed SSSI | Environmental | Designated site | 170 | North | 13 |
| Aldermaston Village | Human | Dwellings and commercial premises, listed buildings | 200 | Southeast | 14 |
| Public footpaths between Woolhampton and Brimpton | Infrastructural | Public right of way | 200 | West | 15 |
| Lakes adjacent to Brimpton Pit SSSI | Environmental | Surface water feature | 240 | West | 16 |
| Aldermaston C of E School | Human | School | 250 | Southeast | 17 |
| Wasing Lower Farm | Human | Farm, listed buildings | 250 | South | 18 |
| Public footpath South of Aldermaston | Infrastructural | Public right of way | 260 | South | 19 |
| Wasing Lane Dwellings | Human | Dwellings | 260 | South | 20 |
| Wasing Lodge | Commercial | Commercial premises | 280 | Southwest | 21 |
| Dwellings on the A4 (1) | Human | Dwellings, listed buildings | 280 | North | 22 |
| A4 Road | Infrastructural | Main road | 300 | North | 23 |
| Lake south of Woolhampton | Environmental | Surface water feature | 300 | Northwest | 24 |
| Public footpath through Wasing Park | Infrastructural | Public right of way | 320 | South | 25 |

Wasing Quarry: Dust and Emissions Management Plan

| Receptor name | Receptor type | Description | Distance from Site ¹ (m) | Direction relative to the Site | Label on Figure 1 |
|--|-----------------|---|-------------------------------------|--------------------------------|-------------------|
| Aldermaston Sewage Works | Industrial | Sewage works | 330 | East | 26 |
| Woolhampton Village | Human | Dwellings and commercial premises, listed buildings | 370 | Northwest | 27 |
| Public footpaths East of Aldermaston | Infrastructural | Public right of way | 420 | East | 28 |
| River Kennet SSSI | Environmental | Designated site | 420 | Northwest | 29 |
| Public footpath East of Woolhampton | Infrastructural | Public right of way | 430 | North | 30 |
| Frouds Bridge Marina | Commercial | Commercial premises | 460 | Northeast | 31 |
| Shalford Farm | Human | Farm, listed building | 480 | Southwest | 32 |
| Midgham Station | Infrastructural | Railway station | 480 | Northwest | 33 |
| The Old Mill | Human | Dwelling, listed building | 500 | East | 34 |
| Kennet and Avon Canal | Infrastructural | Canal | 510 | Northwest | 35 |
| Brimpton Pit SSSI | Environmental | Designated site | 520 | West | 36 |
| Dwellings on the A4 (2) | Human | Dwellings and commercial premises | 540 | North | 37 |
| Church Farm | Human | Farm | 600 | East | 38 |
| Fisherman's Cottage | Human | Dwellings | 630 | East | 39 |
| Breaches Gully LWS | Environmental | Designated site | 670 | South | 40 |
| Forster's Farm | Human | Farm, listed buildings | 680 | South | 41 |
| Great Mounts Copse LWS | Environmental | Designated site | 760 | Northwest | 42 |
| Cedars Day Nursery and Pre-School | Human | Nursery | 800 | Southeast | 43 |
| Wasing Park | Human | Commercial premises, listed buildings | 810 | South | 44 |
| Woolhampton Cottage Woods LWS | Environmental | Designated site | 870 | Northwest | 45 |
| Fronds Farm | Human | Farm, listed buildings | 880 | Northeast | 46 |
| Medieval Field System West of Woolhampton Scheduled Monument | Environmental | Scheduled Monument | 930 | Northwest | 47 |
| Portland House and Aldermaston Manor complex | Commercial | Commercial premises, dwellings, listed buildings | 950 | Southeast | 48 |
| Jennings Copse LWS | Environmental | Designated site | 1000 | North | 49 |
| Paices Wood BBOWT | Environmental | Designated site | 1000 | South | 50 |

Wasing Quarry: Dust and Emissions Management Plan

| Receptor name | Receptor type | Description | Distance from Site ¹ (m) | Direction relative to the Site | Label on Figure 1 |
|---|---------------|---------------------------------------|-------------------------------------|--------------------------------|-------------------|
| Paices Wood Country Park Proposed LWS | Environmental | Designated site | 1000 | South | 51 |
| Elstree School and Woolhampton Court | Human | Dwelling, school, listed buildings | 1000 | North | 52 |
| Aldermaston Gravel Pits SSSI | Environmental | Designated site | 1050 | Northeast | 53 |
| ¹ All distances in the table are to the nearest 10 m ² Marked as N/A as it is within the site boundary | | | | | |

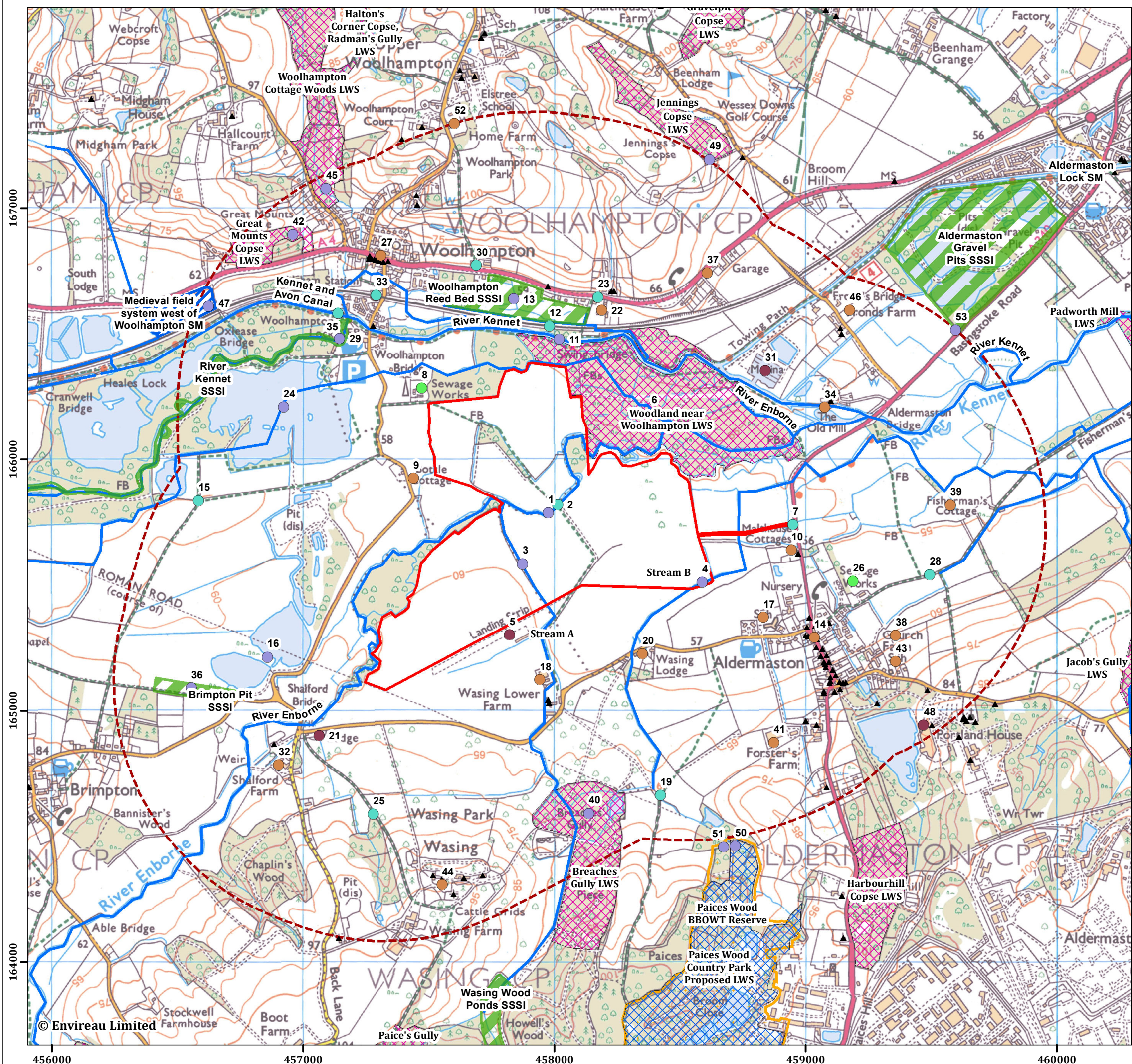


Figure 3: Site Receptors

Woolhampton, West Berkshire



- Watercourse
- 1 km Buffer From Permit Application Boundary
- Environmental Permit Application Boundary

Designated Sites (Built and Natural Environment)

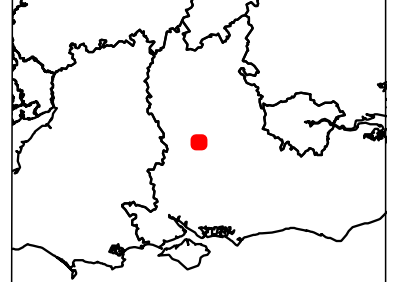
- BBOWT Reserve
- Berkshire Local Wildlife Site
- Berkshire Proposed Local Wildlife Site
- Site of Special Scientific Interest
- Scheduled Monument
- Listed Building

Receptors

- Commercial
- Environmental
- Human
- Industrial
- Infrastructural

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Ref: FIG - Site Receptors



3 Site Operations

3.1 Waste Deliveries

The majority of waste delivered to the Site will comprise of silt, soil, and clay imported from the local area and will fall under the classes detailed in Table 4. These are described in depth in the Waste Acceptance Plan (Appendix H of this application (RSK Geosciences, 2025).

Waste will be delivered by road, and all vehicles using the Site will be instructed to ensure their loads are sheeted or otherwise contained to minimise the risk of particulate emissions. Loaded vehicles which are not sheeted or otherwise contained will not be allowed into the Site.

A wheelwash will be located on the access road at the weighbridge (Figure 4) and will be available for all vehicles. Use of this will be mandatory. The wheelwash will minimise the deposition of mud on road surfaces which, once dry will generate particulate matter if disturbed. The wheelwash will be maintained and kept in working order for as long as the Site is active. If a vehicle still has mud on its tyres after using this facility, it will be directed to use it again. The access road will also be swept using road sweepers when required, which when paired with wheel washing will prevent dust making it onto nearby road surfaces..

Whilst on site, vehicles will be restricted to a 10 mph speed limit. This has the dual purpose of improving safety and limiting particulate matter resuspension. Vehicle exhausts will point upwards, so as to not disturb any particulate matter which may remain on the access and haul roads.

Tarmac will use a mobile bowser in periods of dry weather. This will be used to spray water on the access and haul roads and waste depositions within the quarry voids to further reduce dust emissions.

The access road itself will be surfaced in tarmac for a distance of > 400 m. By the time LGVs reach the A340, any material that has not been removed by the wheelwash will have fallen off. As this surface will be even, residual particulate matter will be less likely to be resuspended.

Additionally, site personnel and contractors will be trained on methods of reducing dust production, which, when combined with the enforcement of the above rules, will substantially reduce dust emissions during waste deliveries.

Strict records will be kept of the types of waste imported into the Site. All waste deliveries into the Site will be accompanied by a Waste Transfer Note and added to an online database describing the date of delivery, quantity, producer, and a description. A site diary will be maintained in which site staff will keep, among other things, a record of any dust events and actions taken to suppress them.

Table 4 Waste types to be accepted by The Site

| EWC Code | Description | Restrictions |
|-----------|--|--|
| 01 | Waste resulting from exploration, mining, quarrying, and physical and chemical treatment of minerals | |
| 01 01 | Wastes from mineral excavation | - |
| 01 01 02 | Wastes from mineral non-metalliferous excavation | Restricted to waste overburden and interburden only |
| 01 04 | Wastes from physical and chemical processing of non-metalliferous minerals | - |
| 01 04 08 | Waste gravel and crushed rocks other than those mentioned in 01 04 07 | - |
| 01 04 09 | Waste sand and clays | - |
| 10 | Waste from thermal processes | |
| 10 12 | Waste from manufacture of ceramic goods, bricks, tiles and construction products | - |
| 10 12 08 | Waste ceramics, bricks, tiles and construction products (after thermal processing) | - |
| 17 | Construction and demolition wastes | |
| 17 01 01 | Concrete | Selected C&D waste only ² |
| 17 01 02 | Bricks | Selected C&D waste only ² |
| 17 01 03 | Tiles and ceramics | Selected C&D waste only ² |
| 17 01 07 | Mixtures of concrete, brick, tiles and ceramics other than those mention in 17 01 06 | Selected C&D waste only ² |
| 17 05 04 | Soil and stones ¹ | Excluding topsoil, peat; and soil and stone from contaminated sites |
| 19 | Waste from waste management facilities | |
| 19 12 09 | Minerals (for example sand, stones) only | - |
| 19 12 12 | Other wastes (including mixtures of materials) from mechanical treatment of wastes other than those mentioned in 19 12 11* | Restricted to crushed bricks, tiles, concrete and ceramics only ³ |
| 20 | Municipal waste (household waste and similar commercial, industrial, and institutional waste) | |
| 20 02 02 | Soil and stones ¹ | From garden and parks waste; excluding topsoil and peat |

¹For the purposes of waste acceptance, soil includes naturally occurring sands and clays.

² Selected construction and demolition (C&D) waste: with low contents of other types of materials (like metals, plastics, organics, wood, rubber, etc). The origin of the waste must be known. No C&D waste from buildings, polluted with inorganic dangerous substances, e.g. Because of production processes in the construction, soil pollution, storage and usage of pesticides or other dangerous substances, etc unless it is made clear that the demolished building was not significantly polluted; and no C&D waste from buildings treated, covered or painted with materials containing dangerous substances in significant amounts.

³Metal from reinforced concrete must be removed. Fines from treatment of any non-hazardous waste or gypsum from recovered plasterboard will not be accepted. Other materials not listed in the third column will also not be accepted.

3.2 Site Layout and Site Activities

The layout of the Site is shown in Figure 4. This shows the internal workings of the Site, including the location of Site facilities, haul and access roads, and phased workings.

Site facilities are grouped together in the teal polygon on Figure 4. These facilities will include a wheelwash, all site buildings (portacabins), the weighbridge, and a car park.

Haul roads and the access road are shown in Figure 4. The access road will be surfaced in impermeable tarmac up to the weighbridge, whereas the haul roads will be of a temporary hard standing, flattened to reduce dust resuspension. All haul roads will be bidirectional. As there is only one access road to the Site, all vehicles will pass by the wheelwash, located on it, on their way out.

The three phases of waste infilling at the Site are also shown on Figure 4. Waste will be placed directly in the void to be filled and will not be stockpiled.

As the Site is not yet operational, precise details of the plant machinery to be used in waste recovery are not available. Based on operations at other, similar, Tarmac sites, it is anticipated that plant will consist of a bulldozer and an excavator where needed in addition to the HGVs bringing waste into the Site. All plant and equipment will be maintained in accordance with the manufacturer specifications.

All water used for dust suppression will infiltrate to ground via the sand and gravel aquifer.

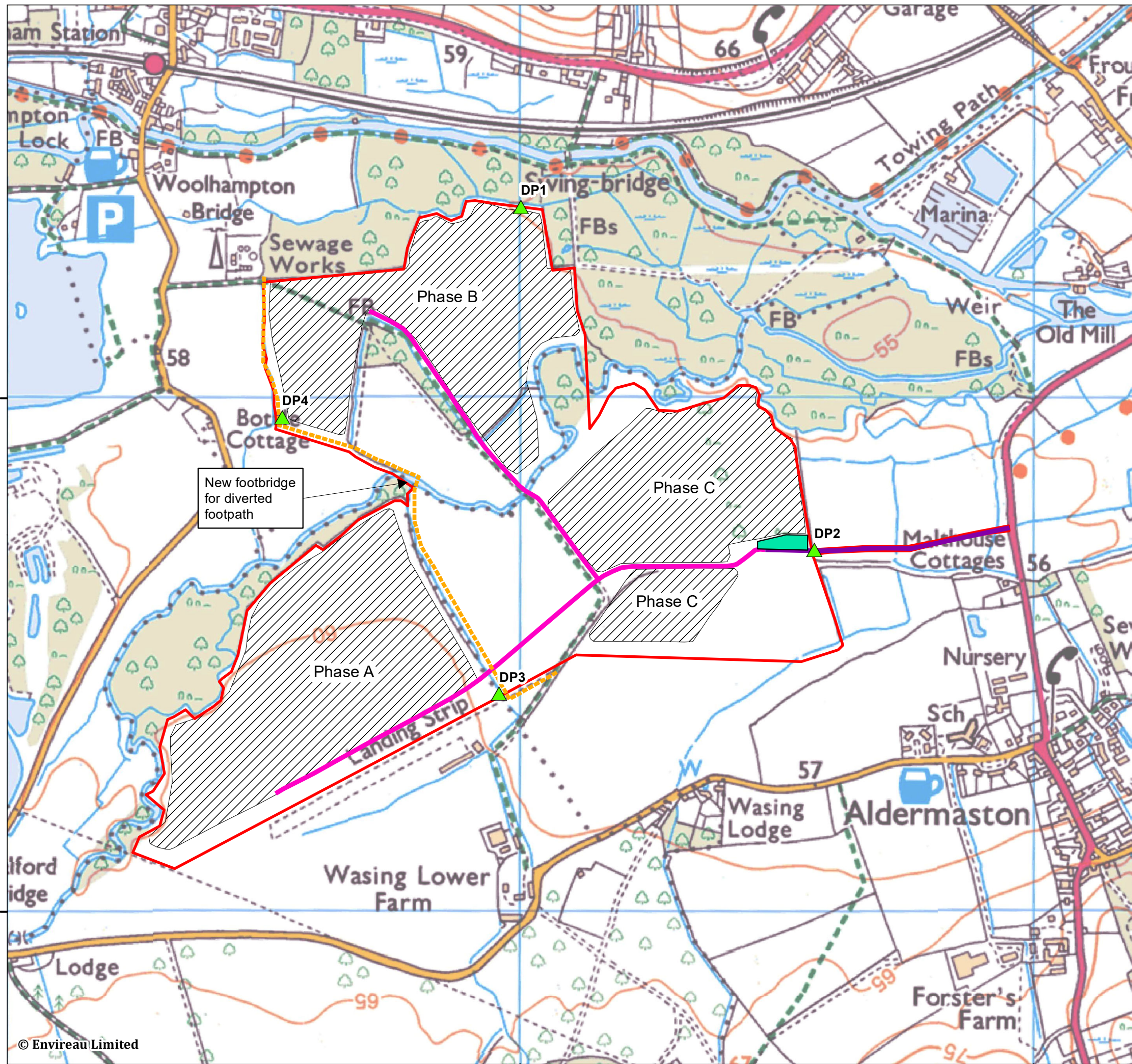









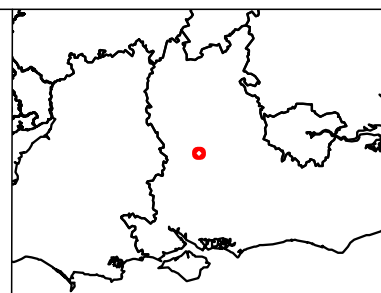
Figure 4: Site Layout and Dust Monitoring Points

Woolhampton, West Berkshire

-  Dust Monitoring Point
-  Diverted Footpath
-  Access Road
-  Haul Road
-  Environmental Permit Application Boundary
-  Phased Workings
-  Site Facilities (office, security, weighbridge, wheelwash, car park)

Notes:

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Client: Tarmac Trading Ltd.
Drawn by: JR
Ref: FIG - Site Layout and Dust Monitoring Points



4 Dust and Particulate Matter (PM₁₀) Management

4.1 Responsibility for DEMP Implementation and Training

The Technically Competent Site Manager (TCM) shall be responsible for the management of particulate matter and site staff will be trained in the DEMP and required mitigation to minimise risk to adjacent receptors.

The TCM will appoint a suitably trained deputy to oversee the management of particulate matter at the Site during operational periods when the TCM is not present at the site. The TCM will provide training for the deputy.

It is the responsibility of the TCM to ensure that the DEMP is followed and to ensure that appropriate training is provided. Training will include refresher training at an appropriate frequency. During routine operation, site staff, including the deputy, will be given on the job training which will complement the refresher training as necessary. A record of training will be kept in accordance with requirements of Tarmac's Integrated Management System (IMS).

4.2 Sources and Control of Fugitive Dust / Particulate Emissions

Table 5 presents an analysis of potential dust sources within the Site and methods by which they may be controlled. It uses the Source-Pathway-Receptor model to stop particulate emission at its source rather than responding following dust production.

Imported waste and the Site's vehicles and plant machinery will be the primary sources and vector by which dust may be emitted to the surrounding landscape. In addition to direct emission from engines, vehicles may track dust around the Site on wheels or resuspend particulates which have settled on the road surface. When they come into direct contact with the waste through unloading, this can further increase chances of a dust-emitting event.

Therefore, measures will be taken at the Site to mitigate impacts of these vehicles on dust emissions. These will include mandatory speed limits, covered loads, and use of a wheelwash, in addition to regular use of road sweepers and mobile bowsers to prevent dust emission at its source.

The primary pathway to receptors is through atmospheric dispersion. Therefore, further measures will be taken to reduce direct contact between the waste and the atmosphere. This will include mandatory covering of loads and stockpiling of waste not taking place.

Table 5 Potential dust sources

| Source | Pathway | Receptor | Type of impact | Control measures |
|---|--|--|--|--|
| Movement of vehicles around the Site | Tracking dust on wheels and vehicles Mud dropping off wheels/vehicles | Site staff Local residents Local businesses Local designated sites Local recreation areas (off site) | Visible soiling Resuspension of mud and debris as airborne particulates | Use of a wheelwash to prevent tracking of mud by vehicles Use of a road sweeper to clean the access road Use of bowser to dampen surfaces as required (to be recorded in Site diary) Mandatory covering of all laden vehicles at the Site Regular cleaning and maintenance of Site vehicles. |
| | Resuspending particulate matter on the roads and site surfacing | Site staff Local residents Local businesses Local designated sites Local recreation areas (off site) | Resuspension of mud and debris as airborne particulates | Restrict traffic to defined haul routes around the Site Use of a road sweeper to clean the access road Speed limits enforced at the site Mobile bowser to be used to dampen down road and site surfaces |
| Loading and unloading vehicles | Atmospheric dispersion | Site staff Local residents Local businesses Local designated sites Local recreation areas (off site) | Airborne particulates Visible soiling | Minimising drop heights when unloading materials Temporarily ceasing loading operations in windy and/or hot and dry weather Dampen material with a mobile Bowser before unloading |
| Wind scouring deposits and exposed surfaces | Atmospheric dispersion | Site staff Local residents Local businesses Local designated sites Local recreation areas (off site) | Airborne particles | Maintaining site surfacing and keeping good housekeeping Use of water suppression using a bowser Compaction of re-deposited materials |

| Source | Pathway | Receptor | Type of impact | Control measures |
|--|------------------------|---|-----------------------|--|
| Particulate emissions from the exhaust of vehicles and plant on site | Atmospheric dispersion | Site staff Local residents Local businesses Local designated site Local recreation areas (off site) | Airborne particles | Vehicles on-site will all meet Euro V and VI standards Vehicles will all be maintained in accordance with manufacturer specification to optimise performance and minimise emissions A no idling policy will be implemented |
| Abrasion of roads and site surfaces | Atmospheric dispersion | Site staff Local residents Local businesses Local designated site Local recreation areas (off site) | Airborne particulates | Regular use of a road sweeper to clean the site road surfaces |

4.3 Appropriate Measures Used to Control Dust / Particulates (PM₁₀/PM_{2.5}) and Other Emissions

Table 6 shows the variety of measures which will be used on-site to control dust/particulate emissions. These build on measures that are already in place as part of the Planning Condition 34 (see

Staff will receive training on how to mitigate against dust release and suspension. This will contribute to the practice of good housekeeping, which will be adhered to by all operatives.

Training will be complemented by site regulations which further reduce the likelihood of dust emission. These include a 10 mph speed limit and a no idling policy for all vehicles. Additionally, all incoming waste loads to the site will be sheeted, whereas outgoing loads must utilise a wheelwash.

If the TCM judges the weather to be likely to cause excessive dust emission (winds which are strong or blowing towards sensitive receptors), they will cease operations until conditions return to normal.

To aid the housekeeping schedule and best practice, a mobile bowser will be utilised on site to spray water on haul roads and loading/unloading areas, thus minimising the potential for emissions. Regular and thorough servicing of plant on the Site in accordance with manufacturers specifications will ensure engines do not emit more than necessary. Additionally, exhausts for site machinery will point upwards.

Table 6 Measures used on site to control dust

| Abatement measure | Description/Effect | Overall consideration and implementation | Trigger for implementation |
|---|--|---|--|
| Distance | Maintaining a reasonable distance between the source and receptor will allow particulate matter to settle before it can impact upon the receptor. | Ensuring that any waste storage and depositing activities are located a reasonable distance from the Site boundary at all times will reduce any impact. | Waste activities will move around the Site as different parts of it are developed. If waste infilling locations are moved, the new area will be assessed to ensure that the activities are a suitable distance from any nearby receptors. |
| Staff training on dust risk and implications | All employees will receive training on the correct working practices to mitigate dust. | If staff are educated on how to reduce particulate generation, then there will be a lower risk of emission. | This will be a standard part of site induction for Site employees. |
| Good housekeeping | Having a consistent, regular housekeeping regime that is supported by management, will ensure the Site is regularly checked and issues remedied to prevent and remove dust and particulate build-up. | <p>Good housekeeping will be required by all employees to ensure the Site is kept clean and tidy.</p> <p>Staff will carry out regular monitoring of the Site and ensure that it is kept tidy.</p> <p>Site management will undertake regular inspections and ensure that cleaning equipment is available at all times.</p> | <p>Good housekeeping is a requirement of all staff, and site management will be responsible for ensuring high standards.</p> <p>Regular daily site checks will be undertaken to ensure standards are in line with housekeeping procedures.</p> |
| Sheeting of vehicles | Prevents the escape of debris, dust and particulates from vehicles as they travel. | All vehicles arriving on site will be required to be sheeted or otherwise appropriately contained. | If a vehicle arrives at the site entrance, it will not be allowed to proceed unless sheeted or otherwise appropriately contained. |
| Easy to clean impermeable surface along access road | Creating an easy to clean impermeable surface, such as concrete / tarmac compound areas and 'surfaced' site access road from main entrance will reduce the amount of dust and particulate generated at ground level by vehicles and site activities. | Site road surfaces will be regularly assessed and repaired where necessary to prevent potholes and rutting. Site management will ensure roads in operational areas are maintained and cleaning procedures are implemented. | All road surfaces will be regularly checked by site staff and any repairs done swiftly to prevent potholes and other forms of damage. |

| Abatement measure | Description/Effect | Overall consideration and implementation | Trigger for implementation |
|-------------------------------------|--|--|--|
| On-site wheelwash | <p>Use of the wheelwash will be mandatory for all vehicles exiting the Site.</p> <p>With a wheelwash, vehicles exiting the Site will not spread mud on surrounding roads. Once dried, any mud could resuspend into the air. Therefore, the wheelwash will prevent suspension of dust in this manner.</p> | <p>Wheel cleaning facilities will be kept in full working order throughout the working life of the Site.</p> <p>In the unlikely event that the wheelwash has been ineffective in removing a sufficient quantity of mud and debris from a vehicle, the vehicle will be directed to use the wheelwash again until such time that a sufficient quantity of mud and debris has been removed.</p> <p>When paired with the flat, impermeable, concrete access road surface, any remaining dust will fall off before reaching external roads.</p> | <p>Before exiting Site, all vehicles will be directed to the wheelwash, which must be used until all mud has been cleaned from their wheels and body.</p> |
| On-site sweeping | <p>Road sweeping vehicles brush and collect dust and particulates from the road surface. Sweeping will be effective in managing larger debris, dust and particulates but may also cause the mobilisation of smaller particles.</p> | <p>Sweeping will be undertaken as necessary by site staff as part of good housekeeping practices.</p> <p>Checks will be undertaken on site to monitor the state of surfaces. If site management deem a road sweeper is required, it will be arranged.</p> | <p>Routine cleaning of the access route will be undertaken.</p> <p>Sweeping may also be done at other times should it be required.</p> <p>Regular daily site checks carried out by site management may lead to sweeping being done if issues are identified.</p> |
| On-site mobile bowser | <p>During dry weather conditions a bowser will be used to spray water onto the haul roads and access road together with areas of waste deposition to minimise the potential for particulate matter to be generated and become airborne.</p> <p>The bowser will have a capacity of around 2 m³ and will be refilled using groundwater abstracted under an abstraction licence at the Site as necessary and by the end of each working day in preparation for use the next working day.</p> | <p>The use of a water bowser is a proven effective dust management technique at numerous other deposit for recovery sites and inert landfill sites operated by Tarmac.</p> | <p>The bowser will be used regularly on haul roads to suppress dust.</p> <p>It will also be used at the discretion of site staff in loading and unloading waste.</p> <p>In windy conditions or when wind is blowing strongly towards sensitive receptors, the bowser will be used in addition to other measures.</p> |
| Ceasing operation during high winds | <p>Mobilisation of dust and particulates is likely to be greater during periods of strong winds and hence consider ceasing operation at these times may reduce peak pollution events.</p> | <p>All waste will be handled outdoors and as a result high winds are likely to result in mobilisation of dust. If winds are strong enough to affect operations and mitigation measures are not possible then operations will need to cease on site.</p> | <p>Decisions to cease operations on site will be made by site management.</p> |

| Abatement measure | Description/Effect | Overall consideration and implementation | Trigger for implementation |
|--|---|--|---|
| Dust mask availability for staff on site | Dusk Masks will be available to prevent staff being exposed to dust. | Dust Masks will be located at appropriate points around the Site for staff to access. | All staff will have access to dust masks. |
| Use of Euro V and VI engines on site vehicles | Use of Euro V and Euro VI vehicles significantly reduces risk of PM emissions. | Site plant will comply to emission standards of Euro V and Euro VI. | Ensure that site plant is of the Euro V or VI specification. |
| Plant servicing | Plant and equipment servicing | All Plant and equipment have scheduled maintenance servicing intervals which will be based on the manufacturer's specification and the IMS. | Plant will be serviced in accordance with its maintenance schedule |
| Mandatory speed limit | Reducing speed limits on site can reduce resuspension of particulates. | A 10 mph speed limit will apply to site roads | When vehicles travel around the Site, they will comply with the speed limit. |
| No idling policy | Turning off engines can reduce emissions. | Vehicles will not idle whilst waiting on Site. | When vehicles need to wait inside the Site, they will be instructed not to idle. |
| Pre-acceptance checks and acceptance screening | Upon entering the Site, waste will be visually screened to confirm that it is consistent with the waste types permitted at the site and is not comprised of dust, powders, or loose fibres (RSK Geosciences, 2025). | If a vehicle enters the quarry which is transporting inappropriate waste for The Site, its load will be rejected. | When a vehicle transports waste into the site, it will be subjected to a visual inspection. |
| Vehicle exhausts to point upwards where possible | Where possible, vehicle exhausts will point upwards, in order to not emit or resuspend dust on the road surface. | If a vehicle exhaust points downward, it can transmit particulates onto the road surface. Downward-pointing exhausts can cause resuspension of particulates on the road surface | If a vehicle is to enter the Site, its exhaust should not, point downwards. |

4.4 Other Considerations

Water for dust suppression and wheel washing will be sourced from groundwater using Tarmac's existing abstraction licence for the Site (ref. 28/39/22/0039). The licence allows for up to 28,035 m³ of groundwater to be used yearly for the purposes of dust suppression. This allows for the use of an average of around 100 m³/day. The groundwater supply is considered to be resilient to drought based on groundwater level monitoring data. Tarmac will service the pump in accordance with the manufacturer's schedule. A generator will be available in the event of a power cut.

4.5 Visual Dust Monitoring

During routine daily checks around the perimeter of the Site; the presence of dust both in the air and on surfaces will be checked and recorded in the Site diary. Particular attention will be given to areas downwind of any activities being undertaken. Some dust (PM10 and PM2.5) may not be visible to the naked eye. However, dust of this size will usually be associated with larger visible particles. Visual dust monitoring is, therefore, considered appropriate.

Visual monitoring will take place throughout the day by trained Site staff. If they detect the presence of dust in the atmosphere, they will raise the issue with the TCM. The TCM will then conduct a visual investigation to locate the source of dust and establish which control mechanisms may be available to use against it.

Dust monitoring will be conducted at the locations shown in Figure 4. These locations have been selected as they are situated between the operational areas of the Site and nearby sensitive receptors as follows:

- DP1 - situated between the Site and Woodland near Woolhampton LWS, and the River Kennet and Avon Canal.
- DP2 - located to monitor dust on the access road, and possible impacts on receptors east of the Site;
- DP3 - located between the Site and Brimpton Airfield, the settlements on Wasing Lane, and the diverted public footpath and Stream A, which run through the Site; and
- DP4 – located to monitor dust emission towards Bottle Cottage and other receptors west of the Site

Monitoring locations DP1 and DP4 will only be used whilst Phase B is active (see Figure 4) due to the distance of the other phases to receptors north of the Site and the prevailing wind directions, these receptors are very unlikely to be impacted while workings Phases A and C.

This monitoring is effective, as it allows instantaneous action from Site staff. In the event that particulates are being emitted, Site staff will investigate the cause and put measures in place to prevent it. If dusty conditions remain even once these measures have been implemented, the TCM will cease operations until emissions are lessened.

In addition to passive monitoring throughout the day, recorded visual monitoring will be undertaken at least daily. Trained site staff will record the presence of dust around the Site on their walkovers. On these scheduled inspections, Site staff will proceed to monitoring locations DP1, DP2, DP3 and DP4 (dependent on the phase), shown in Figure 4. They will fill in the form at Appendix B to record the results. Additional monitoring will take place during periods when dust emissions are likely to be greatest (e.g., during high winds).

As part of daily housekeeping, a final site inspection will be completed at the end of each working day to confirm that the Site is in a condition that has a low potential to release dust outside of operational hours. Met Office weather forecasts and weather warnings will be consulted by Site staff to identify forecasts of extreme weather events, storms or dry spells which may have the potential to increase the risk of the release of particulate matter from the Site outside operational hours and additional control measures will be implemented as necessary.

Under inclement weather conditions, the TCM may undertake more frequent visual inspections. Once this has been undertaken, they may implement additional dust control measures as outlined in Section 3. If, after these have been completed, particulates are still being emitted, they will cease operations until conditions return to normal.

Any problems that are observed through the visual monitoring will be reported to the TCM who will be responsible for investigating the cause and implementing any remedial action (if required). All incidents and remedial measures taken will be recorded in the Site diary.

Records of the visual monitoring will be reviewed periodically to facilitate the review and assessment of operational activities. The review will be carried out alongside a review of meteorological data together with any complaints regarding dust that have been received.

5 Particulate Matter Monitoring

As the Site is not located near an AQMA (nearest designation is in Reading, 11 km to the east), and the waste which will be deposited at the Site will be inert with no treatment or stockpiling, once the mitigation measures in this DEMP have been applied, quantitative dust monitoring is considered unnecessary. Furthermore, the backfilling of the voids will be carried out below ground level, sheltered from wind, minimising the potential risk of particulate mobilisation to air. Therefore, only visual particulate monitoring will be conducted at the Site.

6 Abnormal Events

This section outlines possible extreme events and their recovery steps. A list of abnormal events and their recovery steps can be found in Table 7.

Atypical weather conditions pose the biggest threat to normal operations. If winds become too high, Site activity will cease. Furthermore, a risk to safety also occurs if these conditions are severe enough. Therefore, site staff will carefully monitor weather forecasts on a day-by-day basis to ensure that work is safe and dust emission is contained.

Human- or machinery-related errors also pose a risk, being abnormal events. If either become an issue, operations on the site will again be ceased until safe working conditions which minimise dust generation can be resumed.

Table 7 Abnormal events and their recovery process

| Abnormal event | Recovery steps |
|----------------------------|--|
| Unforeseen staff shortage | Tarmac will assess the number of incoming loads of waste, and either spread the loads out, divert them to different sites, or cancel them until the issue is resolved |
| Extreme weather conditions | Site staff will carefully monitor the Met Office weather forecasts and weather forecasts daily. If conditions are likely to lead to increased dust emissions or pose a hazard to safety, operations will cease until improvement occurs. |
| High winds | There will be no stockpiling of waste. Site operations will cease if it is determined that high winds prevent normal operations or lead to the generation of unacceptable amounts of dust. |
| Droughts | Water shortage is highly unlikely at the Site, due to having an abstraction licence reliant on groundwater. In the extremely unlikely event that water shortage does occur, operations will cease until adequate supplies are available. |
| Fire | All waste operations are carried out outdoors and therefore the operations are considered to be low risk. |
| Flood | A large proportion of the Site is located within Flood Zone 3b from the River Enborne, encompassing all of Phase B and a large proportion of Phase C (Envireau Water, 2025). Land in Flood Zone 3b has a greater than 5% annual probability of flooding in any given year. Flood Zone 2 (between 1 in 100 and 1 in 1000 annual probability) extends further south and encompasses northern and eastern areas of Phase A, and a small area to the west. Tarmac will develop a flood evacuation plan to manage this risk. |
| Operational/power failure | Tarmac will assess if operations can continue at the Site or be suspended if power failure occurs. The Site will have alternative plant available should breakdown occur. |
| Spills and leaks | Tarmac has operating procedures to minimise the risk of spills (e.g., during vehicle refuelling, chemical storage, and handling on the site) Further details provided in Environment Risk Assessment (RSK Geosciences, 2022). |
| Security and vandalism | The Site is actively manned during working hours and outside of these hours, it is secured to prevent unauthorised access. All plant remaining on-site outside of working hours will be left in a safe and secure state |

7 Reporting and Complaints Response

7.1 Community Engagement

Community engagement is important to Tarmac. Tarmac will strive to be easily contactable by local residents, businesses, and community groups and a Site phone number and email address will be on display at the entrance to the Site. Out of hours contact details will also be made available on the entrance signage.

7.2 Complaints Management and Reporting

A formal complaints procedure will be put in place prior to operations commencing in accordance with Tarmac's IMS. This will include use of the dust complaint form in Appendix C. Complaints may also be issued by email, letter, telephone, or in person.

Regardless of the method of delivery, complaints must be immediately logged. Where possible, they will be acknowledged within 24 hours of receipt, and the complainant will receive relevant contact details. The Environment Agency will be informed of the complaint as soon as is reasonably possible

Upon receiving a complaint, an investigation will be conducted immediately. This will use site monitoring data, weather data (wind speed and direction), and additional visual inspections to attempt to determine the source of dust at the time indicated in the complaint.

If the primary source of dust is found to be the Site, relevant actions, as described in, Section 4 will be taken to mitigate this. This could include temporarily ceasing unloading of waste or changing its delivery schedule, utilising a bowser to dampen waste during unloading, organising additional road sweeping, or ensuring site regulations involving speed limits and engine idling are adhered to.

If these controls do not improve the situation, operations at the Site will cease until conditions improve or an alternative solution can be reached. Upon completing the investigation and implementing relevant actions, the TCM will report back to the complainant, outlining what was done to prevent this and reduce the risk of further emissions.

In the event that numerous complaints are received in a 24-hour period, site waste operations will cease, and the investigation will be escalated. The following actions will be carried out:

- The TCM will report the incident to their line manager
- A review of daily dust inspection forms will be completed
- A root cause analysis will be carried out alongside the investigation into dust complaints
- Should it be required, parties on-site at the time of emission will be invited to an investigation hearing
- If requested or appropriate, the complainant will be visited by site management to discuss the actions taken in relation to their dust complaint
- The Environment Agency and Berkshire County Council will be informed of the complaint as soon as possible

Tarmac will review this DEMP every four years to ensure it remains up to date and consistent with the latest Site operations and Environment Agency guidance.

References

Envireau Water. (2025). *Wasing Quarry: Environmental Setting and Site Design*.

Environment Agency. (2025a, December 3). *Control and monitor emissions for your environmental permit*. Retrieved from gov.uk: <https://www.gov.uk/guidance/control-and-monitor-emissions-for-your-environmental-permit#emissions-management-plan>

Environment Agency. (2025b). *Environment Agency Dust and Emissions Management Plan Template vr12*.

RSK Geosciences. (2022). *Environmental Risk Assessment*.

RSK Geosciences. (2025). *Wasing Quarry, Wasing Lane, Aldermaston, Reading, RG7 4LY. Waste Acceptance Plan*.

Appendices

Appendix A Planning Condition 34

CONDITION 34 states:

“No soil stripping shall take place until a scheme and programme of the measures for the monitoring and suppression of dust, has been submitted to and approved in writing by the Planning Authority. The scheme shall include, amongst other matters:

- (a) the suppression of dust caused by the moving and storage of soil and overburden, minerals and other materials within the site.**
- (b) dust suppression haul roads.**
- (c) the suppression of dust caused by the deposit of reclamation materials.**

The approved scheme shall be implemented in full and complied with at all times throughout the duration of the development.”

- 34.1 On account of their low level of impact, sand and gravel quarries do not fall under Environmental Permitting requirements in the context of emissions to air. Nevertheless, best practice guidance advises the preparation and implementation of site specific measures regarding monitoring and mitigation of potential dust impacts.
- 34.2 A comprehensive assessment of the proposals was completed by Smith Grant LLP in support of the planning application, consistent with the requirements of the technical advice appended to the National Planning Policy Framework or NPPF. This (amongst other things) confirmed that the principal potential source of airborne dust associated with the proposals will be through site haulage.
- 34.3 The proposals at the Wasing Estate involve the extraction of sand and gravel and the subsequent importation of inert material. The Secretary of State's Guidance - "Quarry Processes" PG3/08 (12) issued in September 2012 confirms that *"extraction of sand and gravel is not a prescribed process. Crushing, screening and grading of wet material is not normally likely to result in the release into air of particulate matter except in a quantity which is trivial"*.
- 34.4 Employment of good site management techniques will ensure site generated dust can be controlled to well within acceptable levels. The Department of the Environment document "The Environmental Effects of Dust from Surface Mineral Workings" (December 1995) confirms *"that the emphasis in the regulation and control of dust should be the adoption and promotion of best practices on site"*. Such sentiments are repeated in the Minerals Planning Practice Guidance which contains content taken from Minerals Policy Statement 2 (MPS 2) – "Controlling and Mitigating the Environmental Effects of Minerals Extraction in England" published in March 2005.
- 34.5 Whilst MPS2 was in effect superseded by the technical guidance appended to the NPPF (subsequently further superseded by the Minerals PPG), some elements related to noise and dust mitigation are still acknowledged by the industry as best practice. MPS 2 confirms that in most cases, the principal dust concerns relating to mineral extraction operations can be addressed through:
 - appropriate design and layout of the site;
 - management of the site;

- use of appropriate equipment; and
- adoption of appropriate control and mitigation measures.

34.6 The Minerals PPG advocates the employment of a **Dust Action Plan (DAP)** which: “can set trigger levels that relate to wind speed, wind direction and proximity to residential properties and other sensitive uses. When those trigger conditions are reached, the DAP can provide for additional dust suppression measures to be implemented as appropriate. If these are not effective, site operations should either be modified or temporarily suspended to prevent the possibility of dust nuisance in accordance with provisions in the DAP. A planning condition requiring the preparation and implementation of a DAP can be a positive approach to controlling dust to acceptable levels.”

34.7 Current guidance documents consider that the implementation of environmentally sensitive management practices are critical for the effective control of dust, and recommend the formal adoption of an Environmental Management System. The Company aims to implement this Dust Action Plan as part of a co-ordinated approach to the control and management of dust. By understanding how dust is generated and then dispersed, measures can be introduced to ensure that the potential source of dust is eliminated prior to it becoming airborne.

Control Measures

34.8 On the Quarry scheme, best available techniques shall be employed to minimise dust. The following measures will be used in order to minimise and control dust nuisance:

- (i) **Method of Extraction**
Extracting the mineral will be on a "campaign basis" thereby reducing the time period the activity takes place in any one location.
- (ii) **Water Supply**
An adequate supply of water will be maintained at all times on site, to make sure bowers can be filled in a timely manner.
- (iii) **Haul Roads**
All active haul roads and excavation areas will be kept damp by motorised spraying units during site operations as required.
- (iv) **Vehicle Exhaust**
The direction of exhausts on site vehicles will be such that exhaust gases cannot be emitted in a downward direction.
- (v) **Access Road**
The site access road will be maintained and regularly swept as required. All mineral haulage lorries leaving the site will be sheeted.
- (vi) **Loading/Unloading**
The drop height for materials being loaded and unloaded by plant will be kept to a minimum.
- (vii) **Soil Mounds**
Soil mounds, once formed, will be seeded to grass at the first appropriate opportunity. Thereafter the grass cover will be maintained

in a neat and tidy condition until the materials are to be used in the restoration of the site, thus minimising the handling of such materials.

Monitoring and Additional Controls

- 34.9 Observations will be made, at the discretion of the quarry manager or at the request of the MPAs, when it appears from visual inspection that the wind direction is towards any occupied dwelling within 250 metres of site activities.
- 34.10 The concept of "Trigger Level" is to identify circumstances when additional dust suppression measures including temporary suspensions of site operations should be considered. In general the strategy will require the Quarry Manager, or other nominated person, to take necessary precautions to prevent adverse dust emissions. Under Critical Conditions when the wind direction is towards residential dwellings and operations are being carried out within 250 metres of those properties then the additional dust suppression measures detailed below shall be implemented. The basis of assessing trigger levels will depend on the wind speed being in excess of 5 m/sec. The monitoring would be undertaken at the nearest site perimeter relative to the given receptor set out below.
- 34.11 Potential dust sensitive locations within 250 metres of site operations are confirmed as follows:
- Malthouse Cottages;
 - the allotment gardens off Basingstoke Road;
 - White Tower Nursery;
 - Dolphin Close;
 - Aldermaston C of E School;
 - Wasing Lodge;
 - Wasing Lower Farm;
 - the airstrip;
 - Bottle Cottage;
 - the sewerage treatment works off Station Road; and
 - Hill Foot Farm.
- 34.12 When the trigger level is reached, or about to be reached, the Quarry Manager or other nominated person will consider the need for additional measures to be taken to eliminate unacceptable off-site disturbance by dust. Where additional measures are not considered necessary, for example due to the presence of rainfall or wet conditions, the reasons will be recorded in the site diary. Where additional measures are necessary, these may include the imposition of speed limits on all internal haul roads, the consideration of moving site activities to an alternative location until suitable weather conditions return or the additional use of bowsers.
- 34.13 If these or other measures fail to rectify the situation, the site operations causing the dust generation shall cease for the combined duration of the trigger levels and critical conditions. This matter will be regulated by the Quarry Manager or other nominated person.

Site Management

34.14 The Site Manager will exercise day to day control of the site at all times. They will have particular responsibility for ensuring full compliance with the conditions attached to any planning permissions and authorisations. The Site Manager will be responsible for ensuring full compliance of operations on site with the Dust Action Plan and staff will receive training and instruction in their duties relating to the control of all operations and the potential sources and control of dust emissions.

34.15 Specifically, the Site Manager will assume control, either personally or by delegation to suitably trained staff and responsible staff, of:

- loading, tipping and materials handling operations;
- site haulage;
- operation of dust suppression measures; and
- inspection, daily cleaning and maintenance of all plant and satisfactory working of the whole site.

The Site Manager or their appointed deputy will monitor operations likely to cause airborne dust emissions. In the event visible dust is generated the source will be identified and corrective action taken.

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

34.17 Any member of staff including contract hauliers wilfully or negligently causing airborne dust emissions will be subject to formal disciplinary action.

34.18 A high standard of housekeeping will be maintained at all times.

Emissions Monitoring

34.19 Operations with the potential to cause airborne dust emissions will be constantly monitored by the Site Manager or his appointed deputy. All findings, including the prevailing weather conditions, will be recorded in a logbook kept specifically for the purpose.

34.20 Should visible dust be generated, the Site Manager or his appointed deputy will act promptly to identify the source of the dust and take the necessary corrective action. Each event and the action taken will be recorded in the site logbook. The Company's Environmental Management Scheme (EMS) additionally requires an Incident Report form to be completed which details the original complaint and any remedial action taken.

34.21 Where necessary, the Site Manager will instruct the cessation of any operations causing visible dust emissions until such time as the situation can be resolved. As part of the training of all personnel, site staff will be instructed to inform the Site Manager or his appointed deputy whenever visible dust emissions are observed or likely to occur as a result of any operations carried out at the quarry.

34.22 The Company recognises that the effectiveness of the dust management scheme will in part be dependent on the different phases of development over

the life span of the complete project. The effectiveness of the Dust Action Plan will be subject to regular review, in liaison with West Berkshire Council, and will also include a mechanism to include feedback from the public.

Complaints

- 34.23 A register of complaints will be maintained onsite. All complaints will be reported direct to the Site Manager who will investigate every complaint ensuring that a full source pathway receptor review is undertaken and any necessary corrective measures are provided, details of which will be recorded in the logbook. The logbook should be made available for officers to review if the need arises. Such an approach is consistent with the Company's Environmental Management System.
- 34.24 To enable prompt action to be taken in the event of any adverse airborne dust emissions, the telephone numbers of the Site Manager or in his absence his appointed deputy will be made available locally, and to representatives of the MPA and Local Environmental Health department.

Appendix B Visual Dust Monitoring Form

Visual Dust Monitoring Form

Week Commencing:

| Day | Name of assessor | Time | Location | Wind direction | Visual observations/Comments | Action taken |
|-----------|------------------|------|----------|----------------|------------------------------|--------------|
| Monday | | | D1 | | | |
| | | | D2 | | | |
| | | | D3 | | | |
| | | | D4 | | | |
| | | | | | | |
| Tuesday | | | D1 | | | |
| | | | D2 | | | |
| | | | D3 | | | |
| | | | D4 | | | |
| | | | | | | |
| Wednesday | | | D1 | | | |
| | | | D2 | | | |
| | | | D3 | | | |
| | | | D4 | | | |
| | | | | | | |

| Day | Name of assessor | Time | Location | Wind direction | Visual observations/Comments | Action taken |
|----------|------------------|------|----------|----------------|------------------------------|--------------|
| Thursday | | | D1 | | | |
| | | | D2 | | | |
| | | | D3 | | | |
| | | | D4 | | | |
| | | | | | | |
| Friday | | | D1 | | | |
| | | | D2 | | | |
| | | | D3 | | | |
| | | | D4 | | | |
| | | | | | | |

Signed off by:

Appendix C Dust Complaint Form

| Particulate Matter Complaint Form | | Sheet No. |
|--|----------------------------------|----------------|
| Date: | Site to which complaint relates: | Grid Reference |
| Name and address of complainant: | | |
| Telephone number of complainant: | | |
| Date and time of complaint: | | |
| Date, time, and duration of particulate matter emission: | | |
| Location of particulate matter emission, if not at the above address: | | |
| Weather conditions (e.g. dry, rain, fog, snow): | | |
| Cloud cover (0-8): | | |
| Cloud height (low, high, very high): | | |
| Wind strength (light, steady, strong, gusting): | | |
| Or use Beaufort scale if known: | | |
| Wind direction: | | |
| Complainant's description of particulate matter emission: | | |
| Has complainant got any other comments about particulate matter emission? | | |
| Are there any other complaints relating to the Site, or to that location? (previously or relating to the same event) | | |
| Any other relevant information: | | |
| On-site activities at the time the particulate matter emission occurred: | | |
| Form completed by: | | |
| Signed: | | |

| | |
|-----------------------------------|-----------|
| Particulate Matter Complaint Form | Sheet No. |
|-----------------------------------|-----------|

Actions taken (and outcome):

| | |
|---------------|--|
| Completed by: | |
|---------------|--|

| | |
|-------|--|
| Date: | |
|-------|--|

Bristol Office

The Old School
Stillhouse Ln
Bristol
BS3 4EB

Shrewsbury Office

Windsor House
Windsor Pl
Shrewsbury
SY1 2BY

Derby Office

3 Royal Scot Rd
Derby
DE24 8AJ

Stirling Office

Unit 13, Beta Centre
Stirling University
Innovation Park
Stirling
FK9 4NK

Richmond Office

Aske Stables
North Yorkshire
DL10 5HG

01332 871 882

info@envireauwater.co.uk

envireau.co.uk