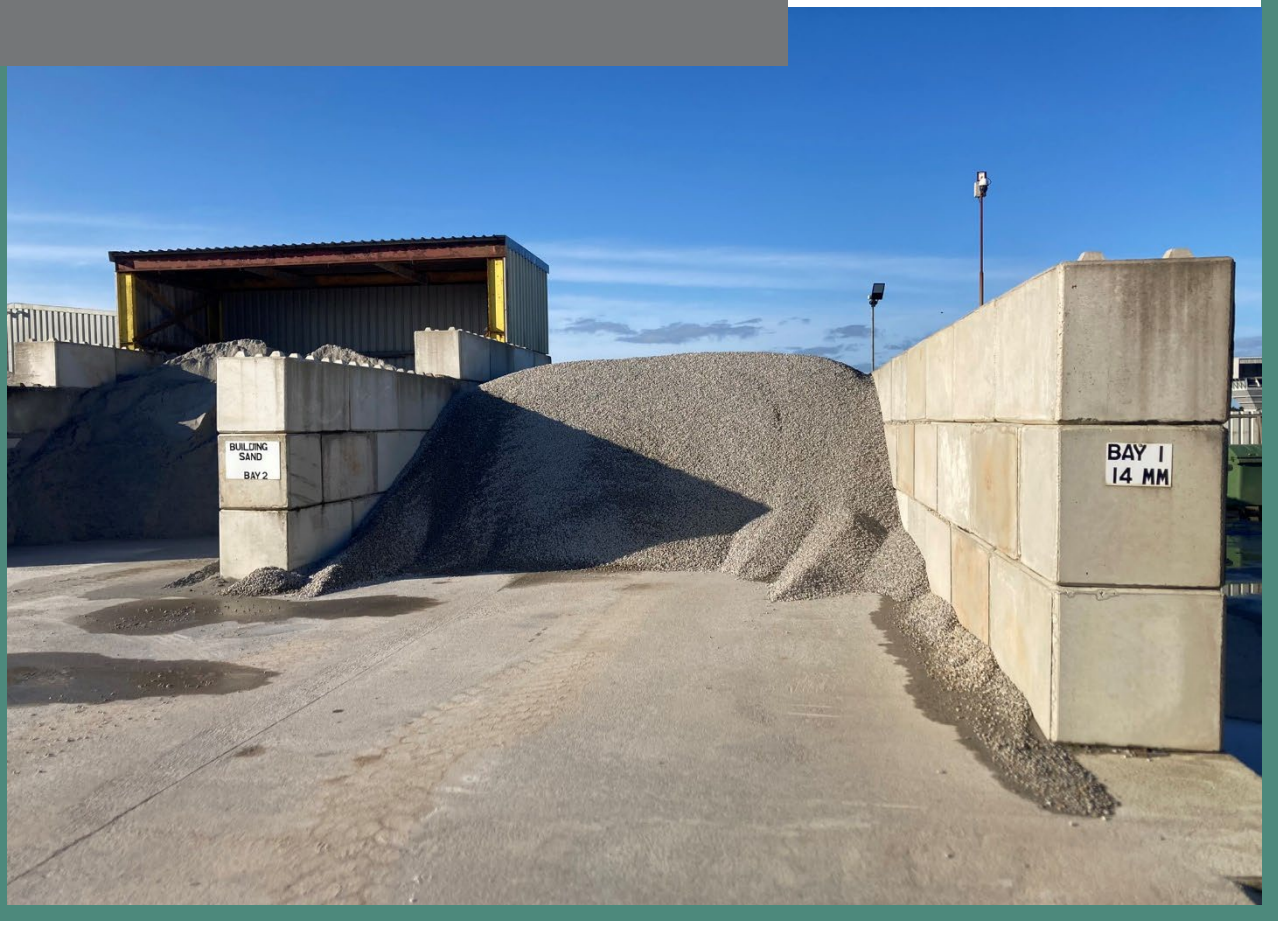
Transport, Environment & Design

Ladds Recycling Yard
Dust & Emissions Management Plan

June 2025



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Document Control Sheet

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Author:	Alex Large
Checked:	Alex Large
Client:	Harts Haulage Ltd
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Revision of Issue

Revision	Revision Author	Checked	Date
1	Alex Large	Alex Large	01-Nov-2024
2	Alex Large	Hailey Tamblyn	11-June-2025

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** D denotes digital copy / P denotes paper copy*

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Appendices

Revision Schedule

Revision	Author	Description	Date
1	Alex Large	Minor edits following Client review	01-Nov-2024
2	Alex Large	Report updated to take into account changes to Site layout and installation of soil wash plant.	10-June-2025

1. Introduction

1.1 Commission

1.1.1 Horizon Consulting Engineers Limited (Horizon) was commissioned by Harts Haulage Ltd (Harts Haulage or the Client) to prepare a dust and emissions management plan (DEMP) in support of an application to the Environment Agency to vary the Ladds Recycling Yard Environmental Permit (reference: EPR/GB3002HA).

1.1.2 Ladds Recycling Yard (the Site) is located at Wilson Way, Redruth, Cornwall, TR15 3RT. The Site currently produces soil, soil substitutes and aggregate under a standard rules SR2010 No. 12 Environmental Permit.

1.1.3 Moving forwards the Site will continue to operate as a waste recycling facility with similar non-hazardous waste types imported for separation and treatment. Hazardous waste will not be accepted at the Site, nor will any wastes in a liquid form. However changes to the permit (set out in the Environmental Risk Assessment[1] (ERA)) include:

- Maximum throughput to be increased to 250,000 tonnes/year;
- Maximum waste stored on-Site at any one time increased to 75,000 tonnes; and
- Amendments to waste codes and operating procedures.

1.1.4 In addition to sorting and separation plus crushing, moving forwards Harts Haulage will undertake soil washing of waste soil and aggregates as part of this recycling operation. The waste types will continue to comprise brick, concrete, soil and stones from construction and demolition activities. The soil wash plant is a state of the art, closed-loop wash plant water treatment system designed to recycle and re-use water, thereby minimising water loss and reducing the need for fresh water intake. Dust emissions are not a significant issue associated with soil wash plants, however the Site layout plan (**Appendix A**) has been updated to take into account the change in activities.

1.2 Report Layout

1.2.1 This DEMP has been prepared with reference to the Environment Agency's outline template for DEMP and current Environment Agency guidance on controlling emissions[2].

1.3 Site Context

1.3.1 The Site is to the west of the town of Redruth in Cornwall. The approximate Site centre is located at Ordnance Survey grid reference: SW6780441141.

1.3.2 Photographs showing the Site are presented in Appendix A of the ERA[1]. The Site, occupying an area of circa 1.4 Ha, is located immediately south of the of Great Western Railway line. The Site is located to the south of a large industrial area, with other industrial activities to the north (beyond the railway) and to the west. The Site is surfaced with concrete hardstanding.

1.3.3 The soil and aggregate treatment facility will continue to process predominantly construction and demolition wastes. Hazardous waste will not be accepted at the Site, nor will any wastes in a liquid form. The proposed waste codes are set out in Section 3 of the ERA[1].

[1] Horizon (June 2025) Ladds Recycling Yard. Environmental Risk Assessment. Ref: HCE1198.ERA.Rev2
[2] https://www.gov.uk/guidance/control-and-monitor-emissions-for-your-environmental-permit [Accessed 16 October 2024]]

1.3.4 The site is not located within an Air Quality Management Area.

1.3.5 As part of the operations at the Site, mobile crushing equipment will be used for the crushing, grinding and size-reducing of concrete, bricks, tiles and mineral products. This process will have the potential to generate dust and particulates. In addition, stockpiles of waste materials and finished products are stored on-Site in the open. On the basis of the above, dust, unless appropriately controlled, has the potential to be a significant emission at the Site. This DEMP has been prepared to show how the Site intends to:

- prevent dust and particulate migration beyond the Site permit boundary;
- control dust within Site to reduce associated potential health risks and the likelihood of off-site migration, and
- ensure that the necessary actions are implemented as required in any management system this DEMP or action plans.

1.3.6 It is noted no complaints have been received in relation to dust from activities on-Site to date nor was dust identified as an issue during Environment Agency compliance assessments.

1.3.7 The Site layout (presented in **Appendix A**) has been designed with the consideration of all environmental impacts to include dust.

1.3.8 This DEMP is a standalone document that will form part of the Site's Environmental Management System (EMS). This DEMP is a live document that is continuously reviewed (and formally reviewed at least every 12 months) and can be amended upon assessment if required. This DEMP forms part of prepared Method Statements, a copy of which are available in Harts Haulage's office (located off-Site to the west of the permitted area) and available for review at all time. All staff are inducted on the requirements of the Method Statements prior to commencing work on-Site.

2. Sensitive Receptors

2.1.1 **Table 2-1** below identifies potential receptors from dust emissions at the Site with a plan presented in **Appendix A**. Reference should be made to the ERA[1] prepared for this Site for additional details relating to identified sensitive receptors.

No.	Receptor	Approximate Distance from Site	Sensitivity
1	Cornwall & West Devon Mining Landscape (World Heritage Site)	Immediately south.	Potential damage to landscape.
2	Residential Properties	80 m east-north-east	Potential health effects for residents,
3	Caravan Park	200 m west	Potential health effects for residents,
4	Residential Properties	220 m south-west	Potential health effects for residents,
5	Unnamed watercourse	220 m south-east	Potential impact on water quality.
6	Play Area	400 m south-west	Potential health effects for children.
7	School (Treloweth School)	700 m north	Potential health effects for children.
8	School (Pool Academy)	1 km north-west	Potential health effects for children.

Table 2-1*:* Distances to Selected, Representative Sensitive Receptors

2.1.2 As shown above, there are limited sensitive receptors in the immediate vicinity of the Site. The nearest residential properties to the Site are new properties located circa 80 m east-north-east of the entrance, beyond the railway line. Other residential properties are located approximately 220 m to the south-west with a transient caravan site located circa 200 m west. The nearest schools are greater than 700 m to the north. No woodland features are mapped in the vicinity of the Site (see mapping in Appendix D of the ERA[1]).

2.1.3 Effective protection of the receptors identified in **Table 2-1** is considered sufficient to also protect other receptors located further afield.

2.1.4 The Envirocheck report (Appendix A of the ERA) identifies more than 100 contemporary trade directories within a 1 km radius of the Site. **Table 2-2** below summarises the main operations in the vicinity of the Site identified as potentially emitting dust/particulates.

No.	Company	Type of Business	Approximate Distance from Site Boundary
1	Cornwall Cullet Ltd	Recycling Centre	76 m north-west.
2	Suez	Waste Disposal Services	148 m north
3	Aggregate Industries	Sand, Gravel & Other Aggregates	179 m west
4	Aggregate Industries	Concrete	240 m west
5	Shield Environmental Services	Recycling, Reclamation & Disposal	616 m north-east

Table 2-2*:* Main Dust Producers In Vicinity of Site

3. Operations At Ladds Recycling Yard

3.1 Waste Deliveries

3.1.1 Waste is delivered to the Site by road with vehicles following a one-way route around the Site. The traffic routing on-Site includes a waiting/loading area and designated parking areas.

3.1.2 The majority of materials are imported in sheeted lorries owned by Harts Haulage, typically carrying approximately 18 tonnes of waste materials. All laden lorries utilise a covered roll-out sheeting system that prevents any debris from the load spilling.

3.1.3 The fleet of lorries operated by Harts Haulage have either a Euro 5 or Euro 6 emission rating.

3.1.4 All waste that is brought into Site is recorded and accompanied by delivery tickets. All material leaving Site is also recorded and documented with a Transfer Note.

3.1.5 Imported wastes are as per Section 3 of the ERA[1], however predominantly comprise construction and demolition wastes (e.g. concrete, bricks, tiles and ceramics) plus soil and stones.

3.1.6 In the event potentially dusty loads are delivered to Site (i.e. dry soils with the potential to generate dust whilst being tipped out), the Harts Haulage operative at the source location is to inform Hart's Haulage's office (located to the west of the permitted area) . A representative from Harts Haulage is to be present when the material is deposited and dust suppression is to be used to damp down the material if required.

3.2 Overview of Waste Processing and Dust Controls

3.2.1 The Site layout is presented on the layout plan in **Appendix A**. In summary, vehicles enter Site in the north-west corner and follow the traffic routes round the Site. There are no buildings / welfare facilities / site offices located within the permitted area, however vehicles and plant are typically parked along the northern boundary of the Site.

3.2.2 The proposed changes to the permit include increasing the throughput to 250,000 tonnes per year (circa 5,000 tonnes per week based on 50 working weeks per year). All waste material awaiting treatment is stockpiled along the southern boundary of the Site, with treatment occurring in this area (i.e. crushing / screening) and along the eastern / south-eastern boundary (soil washing). The waste awaiting treatment generally comprises coarse fragments of concrete, brick, tiles etc with limited dust generating potential plus soil.

3.2.3 Treated / processed material (with greater dust generating potential) is segregated and stored in bays located along the eastern and western boundaries of the Site awaiting collection and removal off-Site. The bay walls are circa 4 m high; stockpiles within the bays are to be contained within these walls.

3.2.4 The Site is entirely surfaced with concrete considered to be relatively easy to clean and prevent any dust and particulate generation.

3.2.5 With reference to the crushing equipment utilised (considered the plant with greatest dust generation potential) standard equipment and procedures typically comprise:

- Whilst in operation the equipment has a designated machine operator controlling the operations and monitoring the emissions of any particulate release from the crushing;
- All mobile crushing equipment shall be fitted with water suppression into the feeding end of the crusher to supress and reduce the potential release of dust;

- The conveyors shall be enclosed to reduce any wind-whipping that may further increase the spread of dust; and
- The wind direction will be closely monitored (prevailing wind is south-westerly).

3.2.6 Wind screening is not provided around the unprocessed waste storage stockpiles given the size of the Site, the distance to sensitive receptors plus the limited dust generating potential of the coarse material.

3.2.7 Additional wind screening in the form of bay walls (approximately 4 m in height) is provided for the processed material, considered likely to have greater dust generating potential.

3.3 Site-Based Mobile Plant

3.3.1 The main mobile plant used at the Site are listed in **Appendix B**. Maintenance of Harts Haulage's mobile plant is the responsibility of Harts Haulage's fitter (based at the office located to the west of the Site) with daily checks the responsibility of the plant operator.

4. Dust and Particulate (PM_{10}) Management

4.1 Responsibility for Implementation of the DEMP

4.1.1 Responsibility for successful implementation of this DEMP rests with Emma Hart, the Technically Competent Person. In Emma's absence, the site foreman would be responsible for the DEMP.

4.2 Sources and Control of Fugitive Dust/Particulate Emissions

4.2.1 Operations with potential to produce dust include:

- Vehicles entering and/or leaving the Site with mud on wheels, and tracking dust on to or off the Site;
- Debris falling off lorries which arrive uncovered;
- Vehicles and plant moving around the Site kicking up dust;
- Road vehicles tipping waste;
- Stockpiled waste awaiting processing;
- Excavators/360s sorting waste;
- Plant treating waste – e.g. crushers etc;
- Waste dropping from conveyors;
- Treated and segregated material stored in bays;
- Site surfaces (not just the ground include around plant and equipment);
- Loading materials back on to vehicles;
- Particulate emissions from the exhaust of vehicles/plant/machinery on Site; and
- Generators, plant and other non-road going mobile machinery.

4.2.2 **Table 4-1** presents the source-pathway-receptor model for the activities presented above, and **Table 4-2** lists the control measures it is proposed to use at the Site. Should a particular activity or stockpiled material be identified as being a significant source of emissions and implemented mitigation measures have failed, the operation / material identified as the source will be ceased until a remedial measure has been found.

Source	Pathway	Receptor	Type of impact	Where relationship can be interrupted
Mud	Tracking dust on wheels and vehicles, then mud dropping off wheels/vehicles when dry.	All Receptors In Vicinity of Site	Visual soiling, also consequent resuspension as airborne particulates.	Remove mud before vehicles leave site. The Site is entirely covered with a concrete slab reducing the build-up of mud and more readily allowing cleaning. All vehicles to remain on the concrete hardstanding and not track over waste at any time. A wheel wash facility is located along the western boundary of the Site for use if necessary.
Debris	Falling off lorries		Visual soiling, also consequent resuspension as airborne particulates	All laden lorries to be covered when entering and leaving Site.
Tipping, storage and sorting of wastes in the open	Atmospheric dispersion		Visual soiling and airborne particulates	Storage bays for treated materials shield from wind and prevent spread. All loads received at the Site have the potential to emit dust therefore the dampening down a load during the unloading process will depend on weather conditions at the time of acceptance. Additional damping of material in stockpiles may be carried out on an as required basis during dry periods such as in the summer months. Water suppression will be available on Site whenever sorting operations are ongoing.
Vehicle exhaust emissions	Atmospheric dispersion		Airborne particulates	Regulatory controls and best-practice measures to minimise source strength. Waiting vehicles to switch engines off.
Non road going machinery exhaust emissions	Atmospheric dispersion		Airborne particulates	Hart's Haulage's plant is fitted with emission reduction technology engines with a reduction in fuel emissions. The CAT diesel generator (associated with washplant operation) is modern, and environmentally friendly. Other features include 110% spill containment of all engine fluids. Older vehicles will be replaced on a systematic basis.

Table 4-1*:* Source-Pathway-Receptor Routes

Abatement Measure	Description / Effect	Overall consideration and implementation
Preventative Measures		
Site / process layout in relation to receptors	Activities are located towards the centre of the Site, away from the closest environmental receptors to reduce receptor exposure.	Stockpiles of both unprocessed materials are located away from sensitive receptors within the constraints of the Site. Stockpiles of processed materials are within concrete bays to screen from off-Site receptors.
Site speed limit, 'no idling' policy and minimisation of vehicle movements on site	Reducing vehicle movements and idling should reduce emissions from vehicles. Enforcement of a speed limit may reduce re-suspension of particulates by vehicle wheels.	Dedicated parking area is available on-Site along the north-boundary of the permitted area and off-Site to the west for vehicles. A traffic management has been developed for the Site with dedicated traffic routes separated from material stockpile / treatment areas to minimise potential for tracking material from waste storage areas. A no-idling policy is adopted, with vehicles double handling (i.e. dropping waste and taking away processed materials) wherever possible to reduce vehicle movements.
Minimising drop heights for waste.	Minimising the height at which waste is handled should reduce the distance over which debris, dust and particulates could be blown and dispersed by winds.	Processing equipment set up to minimise the drop height for treated materials. Coarse material screened from washplant dropped directly into containers to prevent wind whip.
Sheeting of vehicles	Prevents the escape of debris, dust and particulates from vehicles as they travel.	All vehicles entering and exiting the Site to be sheeted.
Ceasing operation during high winds.	Mobilisation of dust and particulates is likely to be greater during periods of strong winds and hence ceasing operation at these times may reduce peak pollution events.	The Technical Competent Person (or Site Foreman in her absence) has the authority to cease operations during high winds which might result in excessive dust emissions.
Installed wheel wash	Provides a high pressure wash of vehicle wheels and lower parts (including under body) using a series of jet sprays. More effective if vehicles drive through the wheel wash slowly in order that there is sufficient time for dirt to be removed.	The Site is surfaced with concrete and effective traffic management should minimise tracking through waste / processed material stockpiles. A wheel wash station is available on-Site for use if required.
Easy to clean concrete impermeable surfaces	Creating an easy to clean impermeable surface, using materials such as concrete as opposed to unmade (rocky or muddy) ground within the site and on site haul roads. This should reduce the amount of dust and particulate generated at ground level by vehicles and site activities.	The Site is entirely surfaced with concrete with associated good overall dust and particulate reduction. The Technically Competent Person (or Site Foreman in her absence) is responsible for cleaning (by road sweeper) on an as required basis. A road sweeper is available at all times, stored in a warehouse to the west of the permitted area.
Minimisation of waste storage heights and volumes on site	Minimising the height at which waste is handled should reduce the distance over which debris, dust and particulates could be blown and dispersed by winds. Reducing storage volumes should reduce the surface area over which particulates can be mobilised.	Stockpiles of processed materials are not to exceed storage bay heights nor the extent of the bays. Stockpiles of unprocessed waste material (located in the centre of the Site) are considered to be at less risk of generating dust given larger material sizes etc.
On-site sweeping	Sweeping could be effective in managing larger debris, dust and particulates but may also cause the mobilisation of smaller particles. Road sweeping vehicles damp down dust and particulates whilst brushing and collecting dust and particulates from the road surface, particularly at the kerbside. This may generate dust and particulate movement that may become a Health and Safety issue if the filters and spray bars on the sweepers are not maintained.	A road sweeper is permanently located on-Site for use on an as required basis based on visual inspection. Not anticipated to be required on a frequent basis given concrete hardstanding and dedicated traffic routes. .
Site perimeter netting / micro netting	Erecting netting around the site perimeter may capture released debris and dust and particulates prior to it being dispersed off-site.	Given the size of the Site and absence of nearby sensitive receptors micro netting has not been installed on fencing around the Site at this time. Micro netting is to be installed if required to reduce wind speed across the Site (and thereby help control the potential for dust and particulate emissions). Maintenance of the netting will be the responsibility of the Harts Haulage.
Water suppression with mist sprays	Installation of mist sprays around sites, at building entrances/exits and within buildings at point source emissions like conveyors, trammels etc. It can also assist in the damping down of dust and particulates, therefore, reducing emissions from site.	Water suppression to be available at the Site whilst processing of materials is occurring. Environment Agency guidance notes that water suppression with mist sprays is very effective at controlling point source emissions of dust and particulates.

Table 4-2*:* Measures used on site to control Dust/Particulates (PM_{10})

4.3 Enclosure of Waste Processing & Storage Areas

4.3.1 There are no buildings on-Site. It is not proposed to cover stockpiles of waste material or treated materials.

4.3.2 Treated materials are located in bays along the eastern and western boundaries of the Site. These bays are surrounded by walls on three sides.

4.3.3 The Site is screened to the south by a large hill, which minimises the potential for wind whip (the predominant wind direction is south-westerly).

4.4 Visual Dust Monitoring

4.4.1 The Harts Haulage Technically Competent Person is responsible for routine visual monitoring of dust levels associated with the conditions and activities identified above. Adequate dust suppression measures to control dust from any activity which causes unacceptable emissions of dust is to be implemented.

4.4.2 Should any staff member feel that dust levels are not being adequately controlled (informal dust monitoring by vigilant operational staff) they must report the situation to Harts Haulage Management and operations cease until the Harts Haulage Technically Competent Person (or her deputy) inspects the Site boundary to ensure emissions are not being discharged from the Site. Should the Harts Haulage Technically Competent Person or her appointed deputy observe that the dust control measures are inadequate the operation will be stopped until an improved method can be applied.

4.4.3 Should control measures fail, operations will cease and the Environment Agency will be informed. In the interim, the Harts Haulage Technically Competent Person will assess the benefit of temporary covering of stockpiled material with plastic sheeting where possible.

4.4.4 The results of all dust monitoring will be recorded in the Site Diary (stored in Harts Haulage's office located to the west of the permitted area). The Site Diary will also be used to record date, time, weather conditions, wind direction, activities being conducted on-Site and summary of stockpiled material.

4.4.5 No dust monitoring will be carried out outside operational hours. Should regular complaints be received outside of operational hours over a period of two weeks or more dust mitigation measures will be reviewed with the potential for stockpiles to be dampened down prior to the end of shift.

5. Reporting and Complaints Response

5.1.1 All complaints received concerning dust and particulate emissions at the Site will be dealt with in accordance with the Harts Haulage's complaints procedure. Specifically relating to dust, in the event of a complaint (or visual observation of elevated dust levels by vigilant operational staff) the Harts Haulage Technically Competent Person (or appointed deputy) will immediately investigate the complaint including conducting a visual inspection along the Site boundary.

5.2 Engagement with the Community

5.2.1 The Harts Haulage Technically Competent Person (or nominated individual) will be responsible for investigating a complaint immediately upon receipt. Harts Haulage Management will complete the investigation within two working days, and inform the Complainant of the status of the investigation within this time period.

5.3 Reporting of Complaints

5.3.1 The Dust Complaint Form (included in **Appendix C**) will be used to report and investigate the complaint. The Harts Haulage Technically Competent Person (or other nominated individual) will investigate the validity of the complaint, establish the root cause and evaluate potential effective corrective or preventative actions. The Complainant will be kept updated on details of the actions to be implemented and associated timescales.

5.3.2 Completed Dust Complaint Forms will be saved on-Site for inspection by stakeholders (e.g. Environment Agency) and to allow long-term analysis of any trends. In addition, the Environment Agency will be informed (within 24 hours of detection / complaint receipt) of any emissions that may have the potential to cause significant pollution.

5.4 Management Responsibilities

5.4.1 Harts Haulage's Management Team is ultimately responsible for the investigation, management and reporting of all complaints.

5.4.2 Harts Haulage's Management Team will nominate an appropriate individual with defined responsibility and authority for:

- Handling and investigating actual and potential non-conformance;
- Taking action to mitigate any impacts caused; and
- Initiating and completing corrective and preventive action.

5.4.3 The Site's phone number is clearly labelled on a sign outside the Site. Complaints will be directly received and dealt with by the Harts Haulage's Technically Competent Person.

5.5 Summary

5.5.1 The prevailing wind direction is south-westerly. The Site is located to the south of a large industrial area, with industrial premises to the north beyond the railway cutting.

5.5.2 As shown above, there are limited sensitive receptors in the immediate vicinity of the Site. Historically the nearest residential properties to the Site were located greater than 200 m to the west and south-west (i.e. upwind based on prevailing wind direction). More recently new residential properties have been developed to the east, however these are located beyond the railway line in an area of industrial land use. No complaints have been received in relation to dust from activities on-Site nor was dust identified as an issue during Environment Agency compliance assessments.

5.5.3 The Site benefits from concrete hardstanding with other measures used on site to control dust/particulates including:

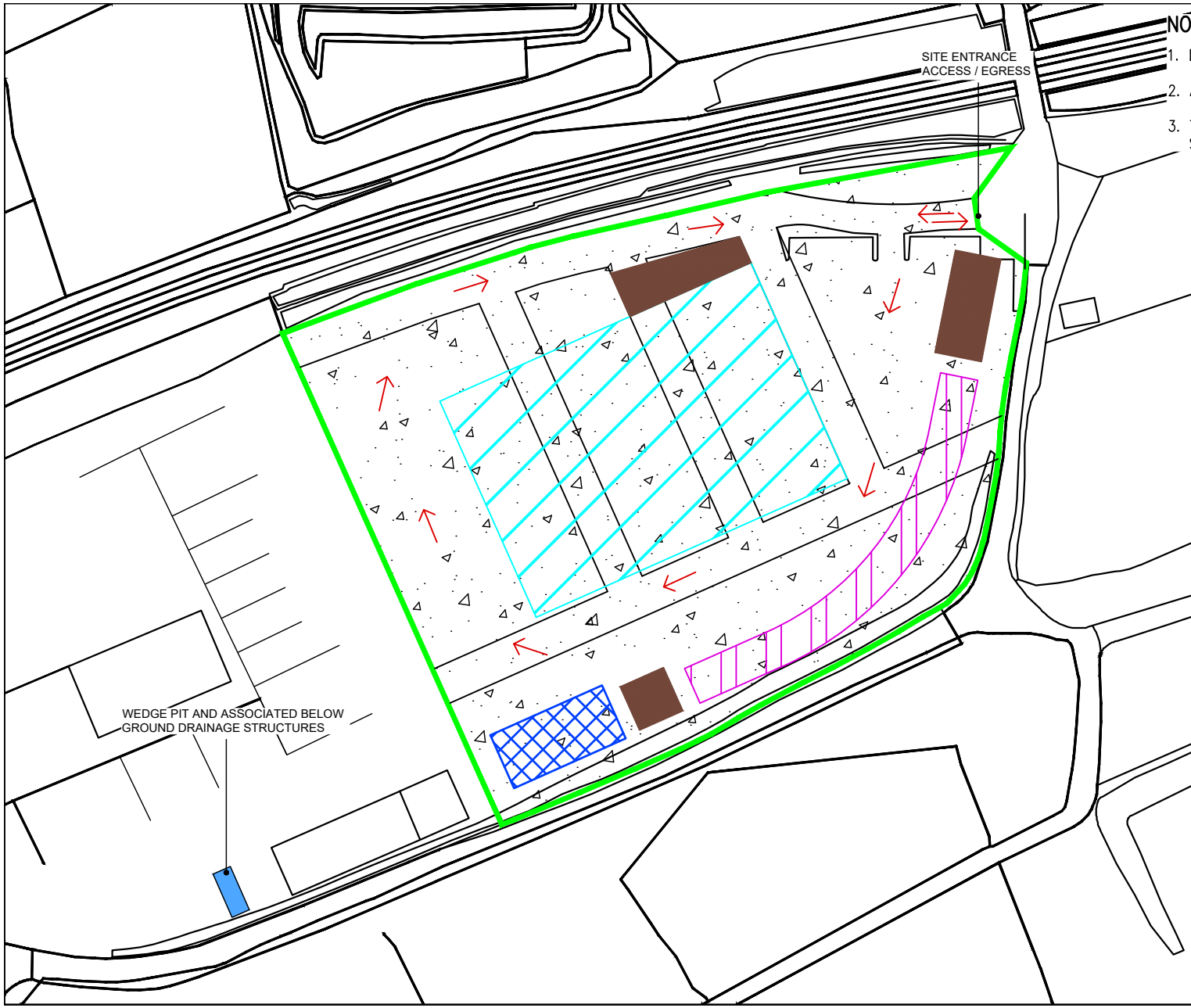
- **Site / process layout in relation to receptors**. Stockpiles are generally located in the centre of the Site, away from off-site receptors within the constraints of the Site.
- **Site speed limit, no "idling" policy and minimisation of vehicle movements on-Site**. A no idling policy is adopted, with designated traffic routes for lorries to minimise potential for tracking material from waste storage areas.
- **Minimising drop heights for waste**. All waste deposition is undertaken in a manner to minimise the drop height.
- **Good housekeeping**. The Site was described as clean, tidy and well organised during the most recent Environment Agency inspection. Housekeeping has not been identified as an issue by the Environment Agency during compliance assessments.
- **Minimisation of waste storage heights and volumes on-Site**. The proposed changes will increase the size of stockpiles on-site with the potential to increase the surface area over which particulates can be mobilised. Stockpiles to be managed as part of daily visual inspections by the Operator, including covering as required.

5.5.4 Effective implementation of the mitigation measures proposed in this DEMP along with continued good practice on-Site should reduce dust emission measures associated with material transport, stockpiling and treatment to a minimum.

5.5.5 In the event that dust nuisance is noted (either by vigilant Site staff or following a complaint) the procedures in this DEMP shall be implemented. This may include ceasing operations, augmenting the control measures in place and/or undertaking a period of monitoring.

5.5.6 This DEMP is a standalone document that will form part of the Site's Environmental Management System (EMS). This DEMP is a live document that is continuously reviewed (and formally reviewed at least every 12 months) and can be amended upon assessment if required. This DEMP forms part of prepared Method Statements, a copy of which are placed on the Harts Haulage's office noticeboard and available for review at all time. All staff are inducted on the requirements of the Method Statements prior to commencing work on-Site.

Appendix A
Drawings



NOTES: GENERAL

1. DO NOT SCALE FROM THIS DRAWING.
2. ALL DIMENSIONS SHOWN ARE IN MILLIMETRES UNLESS STATED OTHERWISE.
3. THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ALL RELEVANT SCHEME DRAWINGS AND SPECIFICATIONS.

SITE INFRASTRUCTURE NOTES

1. SITE SURFACED WITH CONCRETE HARDSTANDING
2. MATERIAL STOCKPILES LOCATED ON CONCRETE SLAB
3. PROCESSING AND TREATMENT UNDERTAKEN ON CONCRETE SLAB
4. NO SERVICES (ELECTRIC, WATER, DRAINS OR GAS) WITHIN PERMITTED AREA
5. WELFARE FACILITIES PROVIDED WITHIN ADJACENT OFFICES OUTSIDE OF PERMITTED AREA
6. NO BUILDINGS WITHIN PERMITTED AREA

KEY - SITE PLAN

- CONCRETE HARDSTANDING
- WASH PLANT
- PROCESSED MATERIAL BAYS
- SCREENED MATERIAL STOCKPILES
- WASTE STOCKPILES
- MAIN TRAFFIC ROUTE

Rev	Description	Drn	Chk	Date
B	UPDATED SITE PLAN	GB	AL	13.06.25
A	UPDATED SITE PLAN	GB	AL	01.11.24

REVISIONS

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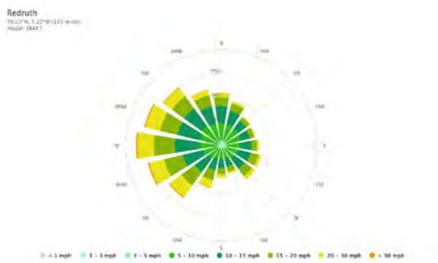
HART'S HAULAGE

JOB TITLE
HART'S HAULAGE

DRAWING TITLE
SITE PLAN
REDRUTH

DATE APRIL '24 | DRAWN GB | CHECKED AL

DRAWING No. 1198.110 | REV. B | SCALE 1:1000 @ A4



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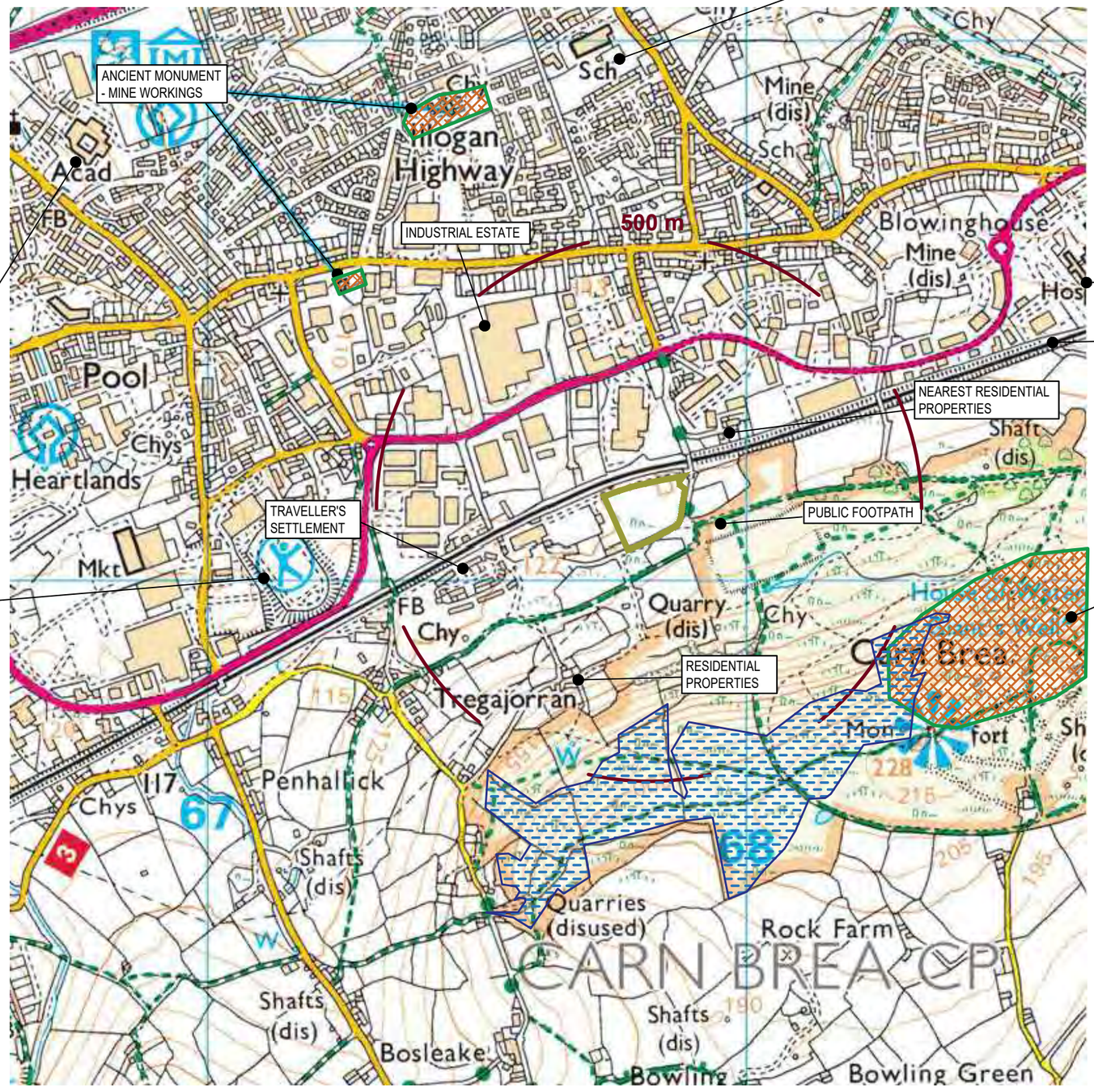

KEY:

- PERMIT BOUNDARY
- ANCIENT MONUMENT
- PRIORITY HABITAT – LOWLAND HEATHLAND

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HART'S HAULAGE

JOB TITLE
LADDS RECYCLING YARD
REDRUTH

DRAWING TITLE
SENSITIVE RECEPTORS PLAN

Rev	Description	Drn	Chk	Date
				regen

REVISIONS

Preliminary | Approval | Tender | Const.

DRAWING STATUS

DATE NOV '24 | DRAWN JH | CHECKED .

DRAWING No. 1198.111 | REV . | SCALE NTS @ A3

Appendix B
Plant Schedule

T.H.MARCH
INSURANCE BROKERS SINCE 1887

Broking Factfind/Presentation – Vehicle Schedule

Company Name: Harts Haulage Limited and /oor Harts Plant Hire

RSA Plant Schedule											
Start Date	End Date	Vehicle Reg	Make	Full Description/ Model	Engine Size	Year Registered	GVW/ Seats	Cover	Value	Type *	Vehicle Owner
		WK60 CFZ	New Holland	Tractor		2010			[redacted]	ST	Policyholder
		WK66 DZA	Kawasaki	Mule Light 4x4 utility	993cc	2017			[redacted]	ST	Policyholder
			Terex 883 +	Screener					[redacted]	ST	
			Power Screen	Screener YOM 2017					[redacted]	ST	
			Daewoo	Loading Shovel					[redacted]	ST	
			Volvo	30T Dumper					[redacted]	ST	
			Terex	Finlay Crusher JS1160					[redacted]	ST	
			Sany	SY215C					[redacted]	ST	
			Kobelco	Swing shovel					[redacted]	ST	
		WL21 FGZ	New Holland	Telehandler					[redacted]	ST	Policyholder
			Sany	Swing Shovel 21T					[redacted]		
			Sany	Swing Shovel 15T					[redacted]		
			AMMANN	Roller					[redacted]		
			Terex 883+	Screener					[redacted]	ST	Policyholder
									£		
									£		
									£		
									£		
									£		

Please detail any privately owned vehicles:

* PC Private Car CV Commercial Vehicle ST-Special Type MC Motor Cycle REF-Refrigerated ART-Articulated TIP-Tipper CRA-Crane Lorry FLA-Flatbed/Dropside

Appendix C
Dust Complaint Form

Customer Details	
Customer Name -	
Address – Postcode -	
Customer Contact Details -	
Tel -	
Email -	
Date -	
Complaint Ref Number -	
Complaint Details -	

Investigation Details	
Investigation carried out by -	
Position -	
Date & time investigation carried out -	
Weather conditions -	
Wind direction and speed -	
Investigation findings -	
Feedback given to Environment Agency and/or local authority -	
Date feedback given -	
Feedback given to public -	
Date feedback given -	

Review and Improve	
Improvements needed to prevent a reoccurrence -	
Proposed date for completion of the improvements -	
Actual date for completion -	
If different insert reason for delay -	
Does the dust management plan need to be updated -	
Date that the dust management plan was updated -	

Closure	
Site manager review date	
Site manager signature to confirm no further action required	

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