

# REPORT

## **Boston Alternative Energy Facility**

### Outline Air Quality and Dust Management Plan

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## 1 Introduction

### 1.1 Background

1.1.1 An assessment of the likely significant air quality and dust impacts arising during the construction process (approximately 47 months' duration) for the Boston Alternative Energy Facility (the Facility) has been conducted and was reported in the Environmental Statement Chapter 14 Air Quality (document reference 6.2.14 APP-052), which was subsequently updated at DCO Examination Deadline 1 (document reference 6.2.14 REP1-006). In addition, the Environmental Statement Appendix 14.1 construction phase dust and particulate matter assessment methodology (document reference 6.4.14 APP-107) also contains relevant information, together with the Outline Code of Construction Practice (document reference 7.1, APP-120).

### 1.2 This document

1.2.1 This document is an outline air quality and dust management plan, the measures described in which shall be applied during the construction phase of the Facility. It provides a more site-specific narrative on the proposed construction processes and the measures that would be implemented to manage, control and mitigate emissions to atmosphere of air pollutants and dust in order to avoid causing unacceptable impacts to human beings and sensitive ecological resources.

1.2.2 The document covers the management, control and mitigation of:

- Dust and particulate matter emissions during earthworks and construction activities on the facility site.
- Exhaust emissions from road vehicles accessing the Facility site.
- Exhaust emissions from marine vessels delivering construction materials to the Facility site and dredging The Haven.
- Exhaust emissions from construction plant, vehicles and machinery (non-road mobile machinery – NRMM) operating on the Facility site.

1.2.3 It also deals with monitoring of air quality (dust and particulate matter) during the construction phase and the implementation of a complaints reception, handling and resolution system. The structure of the document is as follows:

- Section 2- Summary of the construction process
- Section 3 – Identification of sensitive human and ecological receptors
- Section 4 – Specification of air quality and dust mitigation measures
- Section 5 – Source – Pathway – Receptor impact assessment

- Section 6 – Monitoring of air quality and dust
- Section 7 – Dealing with complaints
- Section 8 – Reporting and responsibilities
- Section 9 – Staff training
- Section 10 – Regular review and update of the Plan

1.2.4 This management plan will be one of a suite of documents that will sit within the overall Code of Construction Practice<sup>1</sup>. The Code of Construction Practice is secured via a requirement in Schedule 2 of the development consent order. The management, control and mitigation measures will also be duplicated in the contract conditions applied to Contractors undertaking the construction of the Facility.

## 2 Summary of the Construction Process

2.1.1 Royal HaskoningDHV has been commissioned by Alternative Use Boston Projects Ltd. Boston Alternative Energy Facility to prepare an Outline Surface and Foul Water Drainage Strategy for the proposed Boston Alternative Energy Facility (the Facility) to be located at the Riverside Industrial Estate, Boston. Schedule 2 Part 1 (9) of the draft Development Consent Order (DCO) for the Facility states:

2.1.2 The location of the Facility site is indicated in Figure 2.1. In summary, the construction process will last for approximately 47 months and will consist of the following broad elements, as laid out in the Outline Construction Programme (document reference 9.17, REP1-031):

- Re-routing of an existing water supply main and construction of a new foul sewer on the site to convey wastewater into the existing foul sewer to the north of the Facility site.
- Topsoil stripping from the site, re-levelling and grading with imported stone.
- Creation of compacted stone laydown areas on the site.
- Importation of construction materials by road vehicles (initially) and marine vessels (6 months after start of construction with provision of initial wharf facility – 89 vessel deliveries during the construction period).
- Installation and operation of a concrete batching plant on the Facility site.
- Installation of a public access footbridge over the northern end of the site.
- Completion of construction of the wharf (12 months).
- Dredging of The Haven to allow creation of the berthing pocket and access for RDF delivery/LWA export vessels.
- Construction of the fuel conveyors, bale shredding plant and storage bunker.
- Construction of the energy from waste plants.

<sup>1</sup> As referred to in the Outline Code of Construction Practice (document reference 7.1, APP-120)

- Construction of the turbines hall and installation of the air-cooled condensers.
- Establishment of the lightweight aggregate processing plants.
- Construction of the electricity export facility.
- Construction of the control room and offices.
- Habitat mitigation works.

### 3 Sensitive human receptors

3.1.1 A selection of sensitive human receptors that are representative of those in the vicinity of the Facility are illustrated in Figure 3.1, which is extracted from Figure 14.4 of the Environmental Statement Chapter 14 Air Quality (document reference 6.3.21, APP-087). **Table 1** below includes a schedule of these receptors, their grid co-ordinates and distances and directions from the closest boundary of the Facility site.

**Table 1 Schedule of Sensitive Receptors**

Receptor	Grid Co-ordinates		Distances from Facility Site Boundary (m)	Direction from Site
	X	Y		
1	533499	341991	109	SSW
2	533658	342465	21	N
3	533623	343094	486	N
4	534001	342947	237	N
5	534145	342652	117	NE
6	534521	342751	479	ENE
7	534795	342486	554	ENE
8	535396	341808	831	E
9	534089	341069	754	SE
10	533944	341621	209	S
11	533446	341698	405	S
12	532661	343672	1507	SSW
13	533467	342598	164	NNW

Receptor	Grid Co-ordinates		Distances from Facility Site Boundary (m)	Direction from Site
	X	Y		
14	533519	342105	0	NNW
15	533543	341625	399	W
16	534055	342766	114	SW
17	533160	342011	351	W
18	532935	342370	613	W
19	532602	342734	999	W
20	532603	342759	1005	WNW
21	532604	342707	990	NW
22	532692	342536	875	NW
23	532818	342754	800	WNW
24	532835	342654	753	NW
25	532940	342634	646	NW
26	532897	342616	684	NW
27	532500	343722	1646	NW
28	532355	343817	1813	NW
29	533221	344622	2040	NW
30	532507	343651	1588	N
31	532139	344022	2110	NW
32	532979	344055	1641	NW
33	532981	343886	1494	NNW
34	533054	344506	1999	NNW
35	534445	342601	329	E
36	533357	343272	775	NNW

Receptor	Grid Co-ordinates		Distances from Facility Site Boundary (m)	Direction from Site
	X	Y		
37	532559	343693	1586	NW
38	532444	342604	1128	WNNW
39	532626	342355	902	W

## 4 Specification of Air Quality and Dust Mitigation Measures

4.1.1 The general and specific air quality and dust mitigation measures that will be implemented to reduce and minimise impacts arising from construction of the Facility include all measures specified in the Institute of Air Quality Management (IAQM) Guidance, “Guidance on the assessment of dust from demolition and construction” (IAQM, 2016). A full schedule of these measures for dust control can be found in Appendix A of this document.

### 4.2 Measures to mitigate exhaust emissions

4.2.1 The following actions will be implemented to mitigate emissions from exhaust emissions:

#### Road Vehicles

- Ensure that only diesel road-going vehicles that comply with Euro VI emission limits are operated by contractors operating on the site and delivering materials to the site, with the exception of some specialist plant/vehicles that may not comply.
- A “no idling” policy will be enforced by the Principal Contractor for all vehicles entering, waiting on and departing the site.
- Strict speed limit enforcement on the site internal roads.
- Minimising manoeuvring and at-berth unloading times for vessels delivering construction materials.
- Timing of HGV movements to and from the site to avoid critical periods (morning and evening busy traffic periods, “school run” hours).
- Locate on-site vehicle parking areas away from receptors adjacent to the site boundaries.

#### On-Site Plant and equipment

- Ensure, as far as is practicable, that all Non-Road Mobile Machinery (NRMM) deployed on the construction site is compliant with Stage IV emission



standards. It is possible that this may not be practicable for some specialist plant items.

- Where possible, use construction plant items that can be electrically powered or powered by compressed air from electric compressors.
- Locate generators and other static emissions sources away from sensitive receptors adjacent to the site boundaries.

### Vessels

- Ensure minimum use of auxiliary engines when at berth and unloading construction materials.

## 4.3 Measures to mitigate dust emissions

4.3.1 The following actions will be implemented to mitigate dust emissions:

- Re-vegetate or cover earthworks and exposed areas/soil stockpiles to stabilise surfaces as soon as practicable.
- Use Hessian, mulches or tackifiers where it is not possible to re-vegetate or cover with topsoil, as soon as practicable.
- Only remove the cover in small areas during work and not all at once.
- Undertake daily on-site and off-site inspection, where receptors (including roads) are nearby, to note any dust deposition, record inspection results, and make the log available to BBC when asked.
- Impose and signpost a maximum-speed-limit of 15 mph on surfaced, and 10 mph on unsurfaced, haul roads and work areas.
- Implement the Travel Plan that has been produced for the Facility, which supports and encourages sustainable travel for contractor operatives and staff (public transport, cycling, walking, and car-sharing).

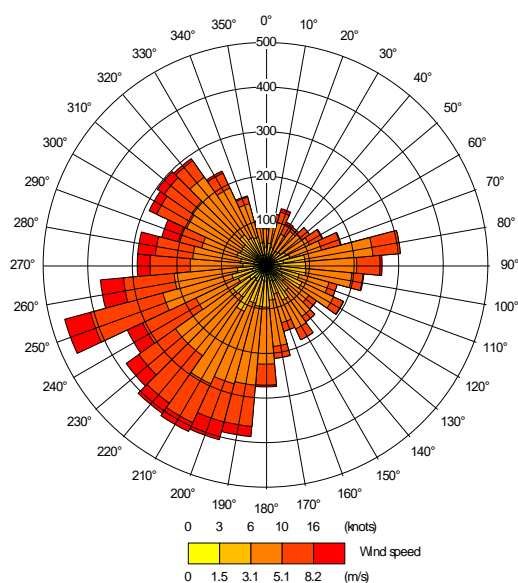
## 5 Source – Pathway – Receptor Impact Assessment

5.1.1 Air quality and dust emissions from the Facility construction site could potentially arise from the following potential sources:

- Exhaust emissions of nitrogen oxides (NO<sub>x</sub>) and fine particulate matter (PM<sub>10</sub> & PM<sub>2.5</sub>) from construction plant and equipment operating on the facility site.
- Exhaust emissions from vessels delivering materials to the site wharf.
- Dust arising from unloading of dry, friable materials at the wharf.
- Exhaust emissions from road vehicles delivering materials and personnel to and from the site.
- Dust generated from site soil stripping, clearance and levelling.
- Dust generated by on-site vehicle and plant movements across unpaved surfaces.

- Dust generated by general construction operations across the site.
- Dust arising from “track-out” of mud onto the road network, followed by drying and re-suspension by wind action and passing vehicles.

5.1.2 Prevailing wind directions are clearly key factors in determining the probability of a specific receptor, or groups of receptors, being subject to impacts by air quality and dust. An example wind rose for RAF Coningsby, the closest recording station to the Facility, is shown in Figure 1, where the “petals” of the rose indicate the direction from which the wind is blowing and the length and colour of the petals show the number of hours the wind blows from a particular direction and the distribution of wind speeds, respectively. It can be seen that the prevailing winds blow from directions between south, clockwise around to north-west, and there is also a significant frequency of winds from the east. Generally speaking, therefore, receptors located to the north, north-east, east and south-east of the Facility would have the greater potential to experience air quality and dust impacts during construction.



**Figure 1 2019 Wind Rose for RAF Coningsby**

- 5.1.3 **Table 2** below contains an initial evaluation of the extent to which receptors in the vicinity of the Facility could be affected by emissions, the source of these, the pathway by which they could travel to the receptors and the mitigation measures that could be applied to limit or block that pathway. A more detailed schedule of sources, pathways, receptors and mitigation will be developed and agreed with Boston Borough Council (BBC) as the final version of the Plan is formulated. The mitigation measures applied for the protection of human receptors will be equally effective in respect of the local ecologically-designated sites in the vicinity of the facility site. The Wash Special Protection Area (SPE), Site of Special Scientific interest (SSSI) and Ramsar site are all too distant for such effects to be realised.
- 5.1.4 In addition, where there are specific commercial/industrial processes in the vicinity of the site, such as, for example, DCI Ltd on marsh lane, specific targeted control, monitoring and management measures will be formulated and implemented, in consultation with the companies to protect their operations.

**Table 2 Initial Example Source-Pathway - Receptor Analysis**

Source	Pathway	Receptor(s) at most risk	Impact	Example Mitigation Measures
Exhaust emissions from NRMM on Facility site	Direct – through the atmosphere	R4 – R8, R16, R35 and nearby receptors in Skirbeck, area bounded by Kingsway, Fishtoft Road, White House Lane. R1, R2, R10, R11, R13, R14, R15, R17 R18 and nearby receptors on Riverside Industrial Estate and residential areas across to the west up to the A16.	Deterioration in ambient air quality in respect of nitrogen dioxide and fine particulate matter. Air quality in this area is generally good, well within air quality standards and extremely unlikely that air quality standards would be breached.	Use only Stage IV-compliant NRMM. “No idling” policy. Site stationary plant away from site boundaries, where possible.
Dust emissions during site clearance and levelling.	Direct - through the atmosphere	R4 – R8, R16, R35 and nearby receptors in Skirbeck, area bounded by Kingsway, Fishtoft Road, White House Lane. R1, R2, R10, R11, R13, R14, R15, R17 R18 and nearby receptors on Riverside Industrial Estate and residential areas across to the west up to the A16.	Deterioration in ambient air quality as a result of dust and fine particulate matter, also from coarse dust deposition on surfaces (windows, doors, cars)	Regular watering of trafficked areas and haul roads during dry periods. Enclosure of material stockpiles. Seeding or mulching of exposed areas closest to receptors. Strict control of vehicle speeds on site haul roads. Minimise material drop heights from excavators into stockpiles and trucks.

Source	Pathway	Receptor(s) at most risk	Impact	Example Mitigation Measures
Dust emissions from track-out along highway network	Indirect – deposition on road surfaces and re-suspension by vehicles and wind	R1, R2, R10, R11, R13, R14, R15, R17 R18 and nearby receptors on Riverside Industrial Estate and residential areas across to the west up to the A16. Also R23-R26, R19-R22, R38, R39. Other receptors alongside Marsh Lane and the A16.	Deterioration in ambient air quality as a result of dust and fine particulate matter, also from coarse dust deposition on surfaces (windows, doors, cars)	Installation and use of automatic and manual vehicle wheel and body wash stations at the exit from the Facility site. Visual checking of vehicle cleanliness out of wheel wash stations. Regular cleansing/sweeping of road network adjacent to facility site.
Exhaust emissions from vessels delivering construction materials	Direct – through the atmosphere	R4 – R8, R16, R35 and nearby receptors in Skirbeck, area bounded by Kingsway, Fishtoft Road, White House Lane.	Temporary deterioration in ambient air quality in respect of nitrogen dioxide and fine particulate matter. Air quality in this area is generally good, well within air quality standards and extremely unlikely that air quality standards would be breached.	Minimise vessel use of auxiliary engines whilst at berth and unloading construction materials
Exhaust emissions from road vehicles accessing and exiting the Facility construction site.	Direct – through the atmosphere	All receptors apart from R4 – R8, R16, R35 and nearby receptors in Skirbeck, area bounded by Kingsway, Fishtoft Road, White House Lane. Receptors alongside Marsh Lane, the A16, A15, A52	Deterioration in ambient air quality in respect of nitrogen dioxide and fine particulate matter. Air quality in this area is generally good, with the exception of the Haven	Use only Euro VI-compliant HGVs. A “no idling” policy will be enforced for all vehicles entering, waiting on and departing the site. Strict speed limit enforcement on the site internal roads.

Project related



Source	Pathway	Receptor(s) at most risk	Impact	Example Mitigation Measures
			Bridge and Bargate Bridge AQMAs.	<p>Timing of HGV movements to and from the site to avoid critical periods (morning and evening busy traffic periods, “school run” hours).</p> <p>Locate on-site vehicle parking areas away from receptors adjacent to the site boundaries.</p>

## 6 Monitoring of Air Quality and Dust

### 6.1 Air Quality

#### Road Vehicles

6.1.1 BBC monitors air quality (nitrogen dioxide, NO<sub>2</sub>) by passive diffusion tubes in the urban area of Boston, particularly in the two air quality management areas (AQMAs) of Haven Bridge and Bargate Bridge<sup>2</sup>. These monitoring locations will be sufficient to assess the likely impact in these areas upon air quality of the vehicle movements associated with construction of the Facility. It is possible that additional monitoring locations for diffusion tubes may need to be agreed with BBC and that will be discussed during formulation and agreement of the final Air Quality and Dust Management Plan. Should these additional sites be agreed as necessary, at least six months of baseline, pre-construction, monitoring should be conducted.

#### Vessels

6.1.2 To monitor the likely effects arising from vessel exhaust emissions and dust from unloading of materials, regular visual checks, backed-up by a diffusion tube and dust deposition gauge site in the residential area within Skirbeck/Fishtoft to the east of the site will be implemented.

#### NRMM

6.1.3 Diffusion tube monitoring sites will also be established in the areas to the north, west and south of the site at sensitive receptor locations, with monitoring commencing at least six months prior to start of construction.

### 6.2 Dust

6.2.1 A combination of dust deposit gauges and strategically-located fine particulate monitoring stations will be deployed at the site boundaries and at nearby receptors. The deposit gauges would give a record of the likely level of dust deposition arising from construction activity (compared with a 6-month pre-construction monitoring period). The continuous fine particulate monitors would provide a real-time assessment of air quality and could be equipped with pre-set alarm and warning levels, that would, if exceeded, trigger a text message to site management personnel, thus facilitating investigation and remedial action.

## 7 Dealing with Complaints

7.1.1 An air quality and dust complaint reporting system for nearby residents will be provided on the Facility web site, together with an on-line complaint form (see Appendix B) and a telephone number. All received complaints will be dealt with as follows:

- The site manager responsible for environmental matters will respond to the complainant, confirming that an investigation is under way, and to clarify, if necessary, any details of the complaint.
- An investigation will then be immediately triggered to identify the source of the complaint, including checking on-site activities and wind speed and direction.
- If the investigation identifies a related source of emissions likely to have generated the complaint, remedial measures will be instigated as soon as is practicable, the incident will be logged and registered for future inclusion in a “lessons learned” log at the next staff briefing.
- A report will be made back to the complainant, citing the source of the emissions and what has been done to mitigate it now and in future.
- If no source of emissions can be found on the site, or if the wind is not blowing from the site towards the complainant location, a limited investigation will be conducted to identify other potential sources and a report made back to the complainant.
- All complaints will be logged and recorded on the Facility web site and will be made available for inspection, upon request, by BBC and the public.
- All required GDPR provisions will be strictly observed.

## 8 Reporting and responsibilities

### 8.1 Reporting

8.1.1 A monthly report will be submitted to BBC and made available on the Facility’s website, containing the following information:

- Number of complaints received, number justified, number “no source identified”, number not justified.
- Nature of complaints and responsible activities identified.
- Records of incorporation of “lessons learned”.
- Summary of dust deposition and air quality monitoring conducted during the previous month, with results compared with national air quality standards and guidelines, site trigger levels.

<sup>2</sup> It should be noted that BBC is currently consulting on the revocation of the Bargate Bridge AQMA, as air pollutant concentrations have fallen to a level within the air quality standard. (<https://www.mybostonuk.com/environmental-protection-and-services/local-air-quality/>)



## 8.2 Responsibilities

8.2.1 The Principal Contractor (PC) will be responsible for developing, implementing and monitoring the effectiveness of the Air Quality and Dust Management Plan (AQDMP) for the site. The PC will nominate a suitably qualified and experienced person (SQEP) to be the environmental manager, with an immediate deputy also nominated. These persons will carry the day-to-day responsibility for ensuring that the provisions of the AQDMP are adequately carried out on the site at all times. They will also be responsible for dealing with complaints, liaising with stakeholders and for compiling and submitting the monthly reports.

## 9 Staff Training

9.1.1 The PC will be responsible for ensuring that all site contractors and personnel receive training in the application of the AQDMP mandatory control measures, such that these become standard site procedures. As well as initial induction training, the PC will be responsible for delivering a regular series of refresher “tool-box” talks to all site personnel and for delivering “lessons learned” sessions.

9.1.2 All site personnel will be required to have attended all these training sessions and the PC will maintain personal records of training sessions attended. The nominated environmental manager and deputy will be established as the “go to” persons for site personnel questions about the AQDMP.

## 10 Review and Update of the AQDMP

10.1.1 The AQDMP is a “live document” that will be reviewed regularly and updated as the construction process proceeds and new activities evolve and as experience and incidents dictate. This will be implemented on a weekly basis during the first 6 months of construction and monthly thereafter. The PC will be responsible for these reviews and updates, with final review and approval by the developer.

## Appendix A Schedule of Generic Dust Mitigation Measures as specified by IAQM Guidance 2016

### A1 Dust Management

A1.1.1 All of the required dust mitigation measures included in the IAQM guidance are reproduced below. In the final formulation of the AQDMP, it is possible that some measures may not be relevant or required.

- Develop and implement an AQDMP approved by BBC, which may include measures to control other emissions.
- Record all dust and air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner, and record the measures taken.
- Make the complaints log available to BBC and public, upon request.
- Record any exceptional incidents that cause dust and/or air emissions, either on or offsite, and the action taken to resolve the situation in the log book.
- Carry out daily site inspections to monitor compliance with the AQDMP, record inspection results and make an inspection log available to BBC when asked.
- The Principal Contractor will increase the frequency of site inspections by the person accountable for air quality and dust issues on-site when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions.
- Plan the site layout so that machinery and dust causing activities are located away from receptors, as far as is practicable.
- Erect solid screens or barriers around dusty activities, or the site boundary, that are at least as high as any stockpiles on-site.
- Fully enclose site or specific operations where there is a high potential for dust production and the site is active for an extensive period.
- Take measures to control site runoff of water or mud.
- Keep site fencing, barriers and scaffolding clean using wet methods.
- Remove materials that have a potential to produce dust from site as soon as possible.
- Cover, seed or fence stockpiles to prevent wind whipping.
- Ensure all vehicles switch off engines when stationary - no idling vehicles.
- Avoid the use of diesel or petrol-powered generators and use mains electricity or battery powered equipment where practicable.
- Produce a Construction Traffic Management Plan (CTMP) to manage the sustainable delivery of goods and materials.

- Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems.
- Ensure an adequate water supply on the site for effective dust/particulate matter suppression/mitigation, using non-potable water where possible and appropriate.
- Use enclosed chutes and conveyors and covered skips.
- Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate.
- Ensure equipment is readily available on-site to clean any dry spillages and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods.
- Bonfires and burning of waste materials should not be permitted.

### **A1.2 Measures Specific to Construction**

- Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out, unless this is required for a particular process, in which case ensure that appropriate additional control measures are in place.
- Avoid scabbling (roughening of concrete surfaces) if possible.
- Ensure bulk cement and other fine powder materials are delivered in enclosed tankers and stored in silos with suitable emission control systems to prevent escape of material and overfilling during delivery.
- For smaller supplies of fine powder materials ensure bags are sealed after use and stored appropriately to prevent dust.

### **A1.3 Measures Specific to Trackout**

- Use water-assisted dust sweeper(s) on the access and local roads, to remove, as necessary, any material tracked out of the site.
- Avoid dry sweeping of large areas.
- Ensure loaded vehicles entering and leaving sites are covered to prevent escape of materials during transport.
- Inspect on-site haul routes for integrity and instigate necessary repairs to the surface as soon as reasonably practicable.
- Record all inspections of haul routes and any subsequent action in a site log book.
- Install hard surfaced haul routes, which are regularly damped down with fixed or mobile sprinkler systems, or mobile water bowsers and regularly cleaned.
- Implement a wheel washing system (with rumble grids to dislodge accumulated dust and mud) prior to leaving the site where reasonably practicable.

- Ensure there is an adequate area of hard surfaced road between the wheel wash facility and the site exit, wherever site size and layout permits.
- Locate site access gates at least 10 m from receptors where possible.

#### A1.4 Dust Management

- Undertake daily on-site and off-site inspection, where receptors (including roads) are nearby, to note any dust deposition, record inspection results, and make the log available to BBC when asked.
- Impose and signpost a maximum-speed-limit of 15 mph on surfaced, and 10 mph on unsurfaced, haul roads and work areas.
- Implement the Travel Plan that has been produced for the Facility, which supports and encourages sustainable travel for contractor operatives and staff (public transport, cycling, walking, and car-sharing).

#### A1.5 Measures Specific to Earthworks

- Re-vegetate or cover earthworks and exposed areas/soil stockpiles to stabilise surfaces as soon as practicable.
- Use Hessian, mulches or tackifiers where it is not possible to re-vegetate or cover with topsoil, as soon as practicable.
- Only remove the cover in small areas during work and not all at once.

#### A1.6 Measures Specific to Non-Road Mobile Machinery (NRMM)

A1.6.1 NRMM and plant would be well maintained. If any emissions of dark smoke occur, then the relevant machinery should stop immediately, and any problem rectified. In addition, the following controls should apply to NRMM:

- All NRMM should use fuel equivalent to ultralow sulphur diesel (fuel meeting the specification within EN590:2004).
- All NRMM should comply with regulation (EU) 2016/1628 of the European Parliament and of the Council on requirements relating to gaseous and particulate pollutant emission limits and type-approval for internal combustion engines for non-road mobile machinery.
- All NRMM should be fitted with Diesel Particulate Filters (DPF) conforming to defined and demonstrated filtration efficiency (load/duty cycle permitting).
- The ongoing conformity of plant retrofitted with DPF, to a defined performance standard, should be ensured through a programme of on-site checks.
- Fuel conservation measures should be implemented, including instructions to:
  - throttle down or switch off idle construction equipment;

- switch off the engines of trucks while they are waiting to access the site and while they are being loaded or unloaded; and
- ensure equipment is properly maintained to ensure efficient fuel consumption.

## Appendix B Example Dust Complaint Form

Air Quality/Dust Complaint Form	
Date and time of complaint	
Date and time of incident complained about	
Nature and details of the complaint	Dust Air Quality Smoke Complainant's opinion as to source
Complainant details	Name Address Contact details Location at time of observed incident
Weather conditions at the time of the incident	Wind speed Wind direction General weather conditions
Site activity normal?	Yes No (if no, specify)
Report-back required by complainant?	Yes No (If yes, by telephone or email)
Date and time investigation launched	Date Time
By whom	Name
Outcome of investigation	Details of source/activity and responsible personnel/contractor
Remedial action implemented	
Referral for re-training, "lessons learned" session	

Air Quality/Dust Complaint Form	
Date and time of report back to complainant	Date Time
By whom	Name
Complaint addressed and closed	Yes No
Complaint included in monthly reporting procedures	Yes No