

**Phase 3 Billingshurst Business Park
Air Quality Addendum
April 2026
Our Ref: 29444-ENV-0405**

Introduction

MEC Consulting Group Ltd (MEC) have been commissioned by Dunmore Group, to prepare an Air Quality Addendum, to accompany the planning application for a proposed commercial development (Phase 3) that forms part of the Billingshurst Business Park (hereafter referred to as 'the Site').

Existing Site

The Site is located approximately 750 metres to the north of Billingshurst Village Centre. The Site is located within the Billingshurst Business Park and is bound to the north by greenfields and existing commercial units; to the east by greenfield; to the south by the A272, with existing residential beyond; and to the west by existing commercial units.

The Site forms an extension to the Billingshurst Trade and Business Park with access provided via the A20 (Stane Street) / New Road roundabout.

A hybrid planning application (Planning Ref. DC/18/2122) was approved in June 2019 for up to 4,998sqm of B1c, B2 and B8 use, and an outline planning for up to 14,075sqm of B1c, B2 and B8 use floorspace alongside a petrol filling station. An updated application with minor variation was approved in March 2022 (Planning Ref. DC/21/1107). The 4,998sqm of floor space is known as Phase 1 and the 14,075sqm of floor space is known as Phase 2.

An approximate redline boundary is presented in Figure 1.

Figure 1: Approximate Redline Boundary



Development Proposals

The development description is as follows:

“Outline permission for erection of buildings for Eg(iii)/B2/B8 use with associated yard areas, vehicle parking and access. All matters except access.”

A proposed block plan is provided in **Appendix A**.

Project Background

A previous air quality assessment has been undertaken (report reference: 29444-ENV-0402 Rev A and 29444-ENV-0404), to accompany a planning application for Phases 2 and 3.

The air quality assessment was undertaken in accordance with Defra’s LAQM¹, the EPUK² and Sussex Air³ (SA) guidance. The assessment examined the impact of development traffic on the nearest sensitive receptors located off Stane Street. The assessment included traffic data for 2030 without and with development flows and was undertaken using dispersion modelling software ADMS-Roads. The assessment showed that in 2030 all concentrations would remain below the relevant objective level for NO₂, PM₁₀ and PM_{2.5}. The impact significance in accordance with the EPUK/IAQM guidance indicates that for all receptors, impact due to development is classed as ‘Negligible’, for all pollutants. In accordance with Sussex Air, an emissions mitigation statement was provided, determining mitigation measures in order to offset the impacts of the development and reduce incremental creep in pollutant concentrations.

Air Quality Assessment

Background Air Quality

The Site is located within Horsham District Council (HDC), which has two declared Air Quality Management Areas (AQMAs), both of which are located approximately 12km from the Site and thus are not likely to impact or be impacted by the Site.

The nearest monitoring location is No. 28, located within Billingshurst approximately 0.9km to the south of the Site. In 2024, it recorded a NO₂ concentration of 15.6 µg/m³, which is well below the Air quality objective level of 40 µg/m³. The latest 2025 Annual Status Report (ASR) shows that there were no exceedances of the air quality objective level recorded at any location within the council’s administrative area.

With regard to existing pollutant concentrations at the Site, background concentrations of NO₂, PM₁₀ and PM_{2.5} have been obtained from the 2021-based maps available on the Defra website (<https://uk-air.defra.gov.uk/data/laqm-background-maps?year=>), and relevant concentrations to the Site are provided in Table 1.

Table 1: Defra 2025 Background Concentrations µg/m³

OS Co-ordinates	NO ₂	PM ₁₀	PM _{2.5}
508500, 126500	6.73	10.55	6.20
509500, 126500*	6.67	10.26	6.09
510500, 126500	6.60	10.41	6.02

*1 x 1 km grid square encompassing the Site

The main pollutant source would comprise road traffic using Hilland Road, alongside vehicle movement on the existing Billingshurst Business Park. Analysis of the background pollutant concentrations in Table 1 demonstrate that levels lie well below the current objective levels, including the PM_{2.5} future 2040 target level of 10 µg/m³.

Based on this and the air quality assessment work undertaken to date, the impact due to development traffic will be ‘Negligible’ in accordance within relevant guidance, and PM_{2.5} concentrations would continue to lie below all target levels.

¹ Local Air Quality Management Technical Guidance 2022.

² Environmental Protection UK (EPUK) and the Institute of Air Quality Management (IAQM) – Land-Use Planning & Development Control: Planning for Air Quality 2017.

³ Sussex Air – Air Quality and emissions mitigation guidance for Sussex’.

Traffic data

The previous air quality assessment used traffic data from both Phase 2 and 3, with a combined development AADT of 1,064. In comparison, Phase 3 on its own is forecast to generate only 206 AADT. This is considerably lower than the combined flows assessed previously. Therefore, the standalone Phase 3 development would lead to a much smaller increase in vehicle movement along Stane Street. Based on the findings of the previous assessment, which concluded a 'negligible' impact, despite higher development flows, it is therefore reasonable to conclude that Phase 3 on its own would also give rise to a 'Negligible' impact on existing air quality.

Dust Risk Assessment

There is no specific guidance relating to the assessment of construction dust nuisance within Government documents such as the DMRB. Consequently, guidance from relevant national bodies provides the best advice for establishing the potential impacts from dust. Research carried out by the Buildings Research Establishment (BRE) indicates that the likelihood of complaints concerning dust nuisance is related to the distance of receptors from a construction site and the duration of dust raising activities. This relationship is shown in Table 2.

Table 2: Likelihood of dust Complaints by Distance.

Duration of Dust raising activity onsite	Distance from site			
	<20	20-50m	50-100m	100-150m
	Likelihood of complaint			
>12 months	Very Likely	Very Likely	Likely	Potential likelihood
6-12 months	Very Likely	Likely	Likely	Potential likelihood
<6 months	Very Likely	Likely	Potential Likelihood	Not Likely
Note: Beyond 150m dust nuisance is considered largely unlikely (Upton & Kukadia 2002, Measurements of PM ₁₀ from a Construction Site: A Case study, prepared by BRE Environment for National Society for Clean Air).				

Further empirically derived measures of the maximum distance from a source of airborne dust within which significant adverse effects are likely to be observed, are presented in Table 3. These values reflect qualitative estimates derived from historical data presented within environmental assessment reports and expert evidence.

Table 3: Qualitative Construction Dust Assessment Criteria

Source Descriptors		Zone for Potentially Significant Effects (Distance from Source)	
Source	Duration	Soiling	PM ₁₀ *
Large construction sites	1 year or more	100 m	25-50 m
Moderate sized construction sites	Months	50 m	15-30 m
Minor construction sites	Weeks	25 m	10-20 m
*Based on 35 permitted exceedances of 50 µg/m ³ in a year, as defined in the Air Quality (England) regulations. Source: Adapted from Thames Gateway Bridge- Environmental Statement (Laxen, 2004).			

The Institute of Air Quality Management (IAQM) Guidance on the assessment of dust from demolition and construction, January 2024, provides a framework for the assessment of risk. The guidance divides activities on construction sites into four types to reflect their different potential impacts. These are:

- Demolition;
- Earthworks;
- Construction; and
- Trackout.

The assessment methodology considers the following three separate dust effects, with account being taken of the distance of the receptors that may experience these effects.

- Annoyance due to dust soiling;
- Harm to ecological receptors; and
- The risk of health effects due to a significant increase in exposure to PM₁₀.

The assessment procedures and risk categories for each of the four phases of construction where the potential for dust is high, i.e., those listed above, are summarised in **Appendix B**.

Nuisance dust impacts are likely to be temporary and episodic (most noticeable during dry windy conditions) and would not persist beyond completion of construction.

Where dust raising activities are present for 12 months or more, dust complaints are considered to be very likely for those closest receptors to the Site that lie within 20m of the Site boundary.

In addition, the qualitative dust assessment criteria in Table 3 indicates that existing premises adjacent to the Site will lie within the zone for potentially significant effects for soiling and ambient concentrations of PM₁₀.

Applying IAQM risk assessment procedures as set out in **Appendix B** requires an assessment where there are sensitive receptors within 250m of the Site boundary of the works and/or within 100m of the routes used by construction vehicles on the public highway up to 500m from the Site entrance. Existing premises fall within 250m zone which triggers the initial screening criterion.

The stages considered by the dust risk assessment are presented in Table 4. The assessments and conclusions are based upon the classifications of 'Small' construction site, because the total working area for the various activities meets the relevant threshold. There are no demolition requirements for the Site, and no known ecological areas within 50m of the works.

Table 4: Dust Risk Assessment

Step	Consideration	Demolition	Earthworks	Construction	Track-out
2a	Scale/nature of works	-	Small	Small	Small
2b	Sensitivity of area:				
	To dust soiling	-	Medium	Medium	Medium
	To PM ₁₀ health effects	-	Low	Low	Low
	To ecological effects	-	-	-	-
2c	Risk of Dust Impacts	-	Low Risk	Low Risk	Low Risk

The assessments in Table 5 and the IAQM matrices have been used to define the Site-specific mitigation requirements for the construction phases and the overall risk assessment for dust from the construction works is summarised in Table 5.

Table 5: Summary of Dust Risk Table to Define Site-Specific Mitigation

Source	Dust Soiling Effects	PM ₁₀ Effects	Ecological Effects
Demolition	-	-	-
Earthworks	Low Risk	Negligible	-
Construction	Low Risk	Negligible	-
Track-out	Low Risk	Negligible	-

With regard to dust soiling, the risk assessment indicates that on the basis of no mitigation being present, all phases would present a 'Low Risk'.

With regard to PM₁₀ effects, the risk assessment indicates that on the basis of no mitigation being present, all phases would present a 'Negligible' risk to health.

Emission Mitigation Statement

General

The Site is classified as a 'Major' development in accordance with SA guidance. In addition to the mitigation measures shown in Table 2 of the SA guidance, an Emissions Mitigation Statement is required, to include damage cost analysis to quantify pollutant contributions from the Site, and identify off-setting measures to prevent incremental creep in pollutant concentrations.

Such measures would be in addition to those required by national policy as outlined below:

- Electric vehicle charging – in accordance with Approved Document S 'Infrastructure for charging electric vehicles';
- Site-wide Travel Plan; and
- Low NO_x heating and boilers.

Damage Cost Analysis

To identify the pollutant damage costs associated with the Site, calculation has been undertaken to estimate the additional pollutant emissions from proposed development traffic, using the methodology provided by Defra's 'Air Quality appraisal: damage cost methodology' (<https://www.gov.uk/government/publications/assess-the-impact-of-air-quality>).

The calculation process is summarised below:

- Development AADT – 208;
- Development %HGV – 11;
- Price base year – 2025;
- Emission years – 2030 to 2034;
- Calculation of the additional emissions (kg/annum) for the pollutants of concern (NO_x and PM_{2.5}) using the latest Defra Emissions Factor Toolkit (v13.0.1), assuming an average distance of 10km per trip and an average speed of 50kph; and
- Estimate damage cost using DEFRA's Damage Cost Appraisal Toolkit, 2023.

The estimated damage cost to offset vehicle emissions associated with the Site are presented in **Appendix C**, and summarised below in Table 6.

Table 6: Estimated Damage Cost

Central Present Total 5-year Value (2030 – 2034)		
NO _x	PM _{2.5}	Total
£3,244	£4,354	£7,598

The total cost associated with development generated road traffic from the Site is £7,598. This value can be used as a measure against the proposed sustainable mitigation measures that do not constitute national or local requirements.

It should be noted that this is an outline planning application, so detailed mitigation options costs have not been finalised. Nevertheless, this matter can be determined at reserved matters stage, through the imposition of a suitably worded planning condition.

Construction Dust Mitigation

It is recommended that the relevant mitigation presented in **Appendix D**, appropriate for a 'Low Risk' site, should be routinely included in the Site's dust management plan for the relevant phase of construction. Key measures known to minimize dust emissions and represent good practice guidance are summarised in Table 7.

Table 7: Key Dust Mitigation Measures

Aspect	Mitigation Measures
Site Planning	No bonfires
	Plan site layout – machinery and dust causing activities should be located away from sensitive receptors
Construction Traffic	All vehicles should switch off engines when not in active use – no idling vehicles
	Wash or clean all vehicles effectively before leaving the site if close to sensitive receptors
	All loads entering and leaving site to be covered
	No site runoff of water or mud
	All non-road mobile machinery (NRMM) to use ultra low sulphur tax-exempt diesel (ULSD) where available
Site Activities	To employ best practicable means in the control of dust
	Minimise dust generation activities
	Use water as dust suppressant where possible
	Keep stockpiles for the shortest possible times
Site Management	Appointment of a site agent whose contact details are provided to the LPA's Environmental Health Department and local residents prior to construction works starting.
	Agent to provide immediate response to any complaints by logging details of complaint and investigating source of complaint to establish whether routine mitigation measures have been properly implemented. If necessary, appropriate steps to be taken to mitigate against any adverse effects, and details of actions to be logged.

Conclusion

In conclusion, the existing air quality at the Site is suitable for the proposed development and will not result in future receptors being exposed to elevated pollutant concentrations. A previous air quality assessment covering the combined Phase 2 and Phase 3 scheme demonstrated, in accordance within the EPUK/IAQM guidance, that the resulting changes in pollutant levels would give rise to a 'Negligible' impact at all assessed receptors. As Phase 3 on its own, will generate considerably less traffic than the combined scenario, the associated air quality impact would be smaller. It is therefore reasonable to conclude that the standalone Phase 3 development would also result in a 'Negligible' impact on existing air quality.

Nevertheless, mitigation measures proportionate to the scale of development have been proposed to minimise the potential effects associated with increased air pollutant concentrations.

With regard to construction dust soiling, the risk assessment indicates that on the basis of no mitigation being present, all phases would present a 'Low Risk'.

With regard to PM₁₀ effects, the risk assessment indicates that on the basis of no mitigation being present, all phases would present a 'Negligible' risk to health.

The relevant mitigation measures presented in the IAQM guidance for a 'Low Risk' site should be routinely included in the Site's dust management plan for the relevant phases.

REGISTRATION OF AMENDMENTS

Date	Rev	Comment	Prepared By	Checked By	Approved By
April 2026	-	First issue	Daniel Newbery BSc (Hons) MEnvSc AIAQM Senior Acoustics & Air Quality Consultant	Neil S Forsdyke MIOA Associate Acoustics & Air Quality Consultant	Tim Rose BA (Hons) MCIHT, MTPS Director

Appendices

- A. Proposed Block Plan
- B. Dust Assessment Procedure
- C. Damage Cost Analysis
- D. Construction Dust Mitigation Measures

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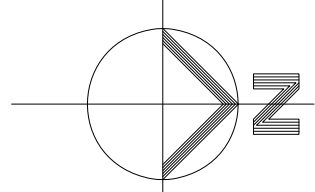
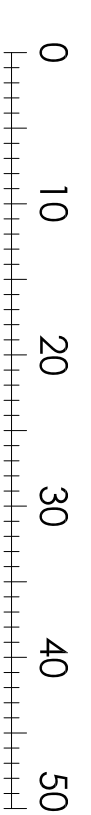
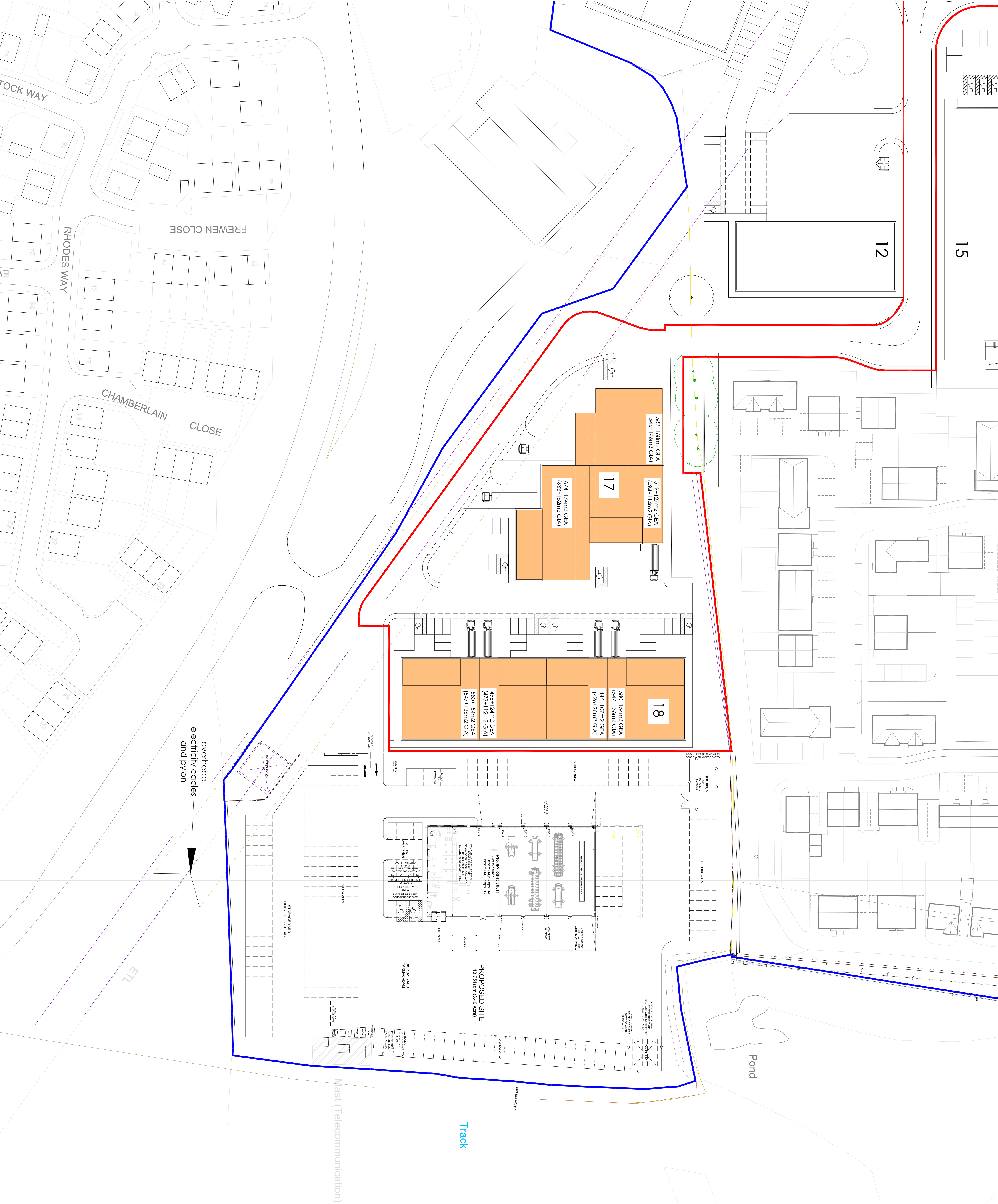


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APPENDICES

Appendix A





Rev D
Rev C
Rev B
Rev A

Notes:
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Job
Billingshurst Trade Park
Dunmore Group

Title
Phase III
Proposed Block Plan

Dwg No	D-101-Ph 3-TP-PBP-01
Date	1-2026
Scale	1:250 (A1)
Rev	-
Drawn	Checked
Planning	drawing

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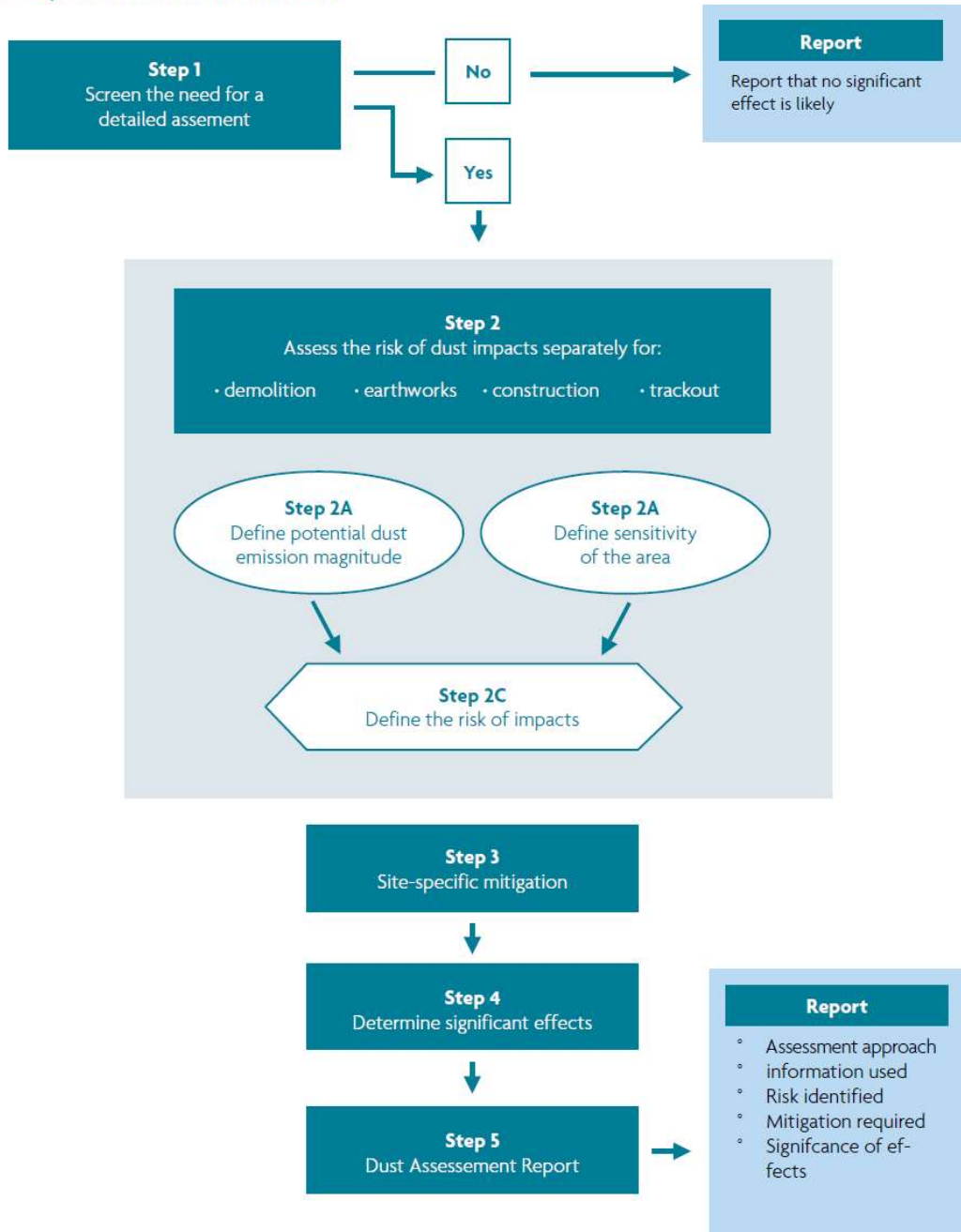
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Appendix B



Figure 1: Steps to Perform a Dust Assessment



Demolition

Examples:

- **Large:** Total building volume $>75,000\text{m}^3$, potentially dusty construction material (e.g. concrete), on-site crushing and screening, demolition activities $>12\text{m}$ above ground level;
- **Medium:** Total building volume $12,000\text{ m}^3 - 75,000\text{ m}^3$, potentially dusty construction material, demolition activities 6-12 m above ground level; and
- **Small:** Total building volume $<12,000\text{ m}^3$, construction material with low potential for dust release (e.g. metal cladding or timber), demolition activities ,6 m above ground, demolition during wetter months.

Earthworks

Examples:

- **Large:** Total site area $>110,00\text{ m}^2$, potentially dusty soil type (e.g. clay, which will be prone to suspension when dry due to small particle size), > 10 heavy earth moving vehicles active at any one time, formation of bunds .6 in height;
- **Medium:** Total site area $18,000\text{ m}^2 - 110,000\text{ m}^2$, moderately dusty soil type (e.g. silt), 5-10 heavy earth moving vehicles active at any one time, formation of bunds 3m – 6m in height; and
- **Small:** Total site area $<18,000\text{ m}^2$, soil type with large grain size (e.g. sand), <5 heavy earth moving vehicles active at any one time, formation of bunds $<3\text{m}$ in height.

Construction

Examples:

- **Large:** Total building volume $>75,000\text{ m}^3$, on site concrete batching sandblasting;
- **Medium:** Total building volume $12,000\text{ m}^3 - 75,000\text{ m}^3$, potentially dusty construction material (e.g. concrete), on site concrete batching; and
- **Small:** Total building volume $<12,000\text{ m}^3$, construction material with low potential for dust release (e.g. metal cladding or timber)

Trackout

Examples:

- **Large:** >50 HDV ($>3.5\text{t}$) outward movements in any one day, potentially dusty surface material (e.g. high clay content), unpaved road length $>100\text{m}$;
- **Medium:** 20-50 HDV ($>3.5\text{t}$) outward movements in any one day, moderately dusty surface material (e.g. high clay content), unpaved road lengths 50m-100m;
- **Small:** <20 HDV ($>3.5\text{t}$) outward movements in any one day, surface material with low potential for dust release, unpaved road length $<50\text{m}$.

These numbers are for vehicles that leave the site after moving over unpaved ground, where they will accumulate mud and dirt that can be tracked out onto the public highway.

Sensitivity of the Area to Dust Soiling Effects on People and Property ^{ab}

Receptor Sensitivity	Number of Receptors	Distance from the Source (m) ^c			
		<20	<50	<100	<250
High	>100	High	High	Medium	Low
	10-100	High	Medium	Low	Low
	1-10	Medium	Low	Low	Low
Medium	>1	Medium	Low	Low	Low
Low	>1	Low	Low	Low	Low

^a The sensitivity of the area should be derived for each of the four activities: demolition, construction, earthworks and trackout. See **STEP 2B, Box 6** and **Box 9**.

^b Estimate the total number of receptors within the stated distance. Only the highest level of area sensitivity from the table needs to be considered. For example, if there are 7 high sensitivity receptors <20m of the source and 95 high sensitivity receptors between 20 and 50 m, then the total of number of receptors <50 m is 102. The sensitivity of the area in this case would be high.

^c For trackout, the distance should be measured from the side of the roads used by construction traffic. The impact declines with distance from the site, and it is only necessary to consider trackout impacts up to 50 m from the edge of the road.

Sensitivity of the Area to Human Health Impacts ^{ab}

Receptor Sensitivity	Annual Mean PM ₁₀ concentration ^c	Number of Receptors	Distance from the Source (m) ^c			
			<20	<50	<100	<250
High	>32 µg/m ³ (>18 µg/m ³ in Scotland)	>100	High	High	High	Low
		10-100	High	High	Medium	Low
		1-10	High	Medium	Low	Low
	28-32 µg/m ³ (16-18 µg/m ³ in Scotland)	>100	High	High	Medium	Low
		10-100	High	Medium	Low	Low
		1-10	High	Medium	Low	Low
	24-28 µg/m ³ (14-16 µg/m ³ in Scotland)	>100	High	Medium	Low	Low
		10-100	High	Medium	Low	Low
		1-10	Medium	Low	Low	Low
	<24 µg/m ³ (<14 µg/m ³ in Scotland)	>100	Medium	Low	Low	Low
		10-100	Low	Low	Low	Low
		1-10	Low	Low	Low	Low
Medium	>32 µg/m ³ (>18 µg/m ³ in Scotland)	>100	High	Medium	Low	Low
		10-100	Medium	Low	Low	Low
		1-10	Medium	Low	Low	Low
	28-32 µg/m ³ (16-18 µg/m ³ in Scotland)	>100	Low	Low	Low	Low
		10-100	Low	Low	Low	Low
		1-10	Low	Low	Low	Low
	24-28 µg/m ³ (14-16 µg/m ³ in Scotland)	>100	Low	Low	Low	Low
		10-100	Low	Low	Low	Low
		1-10	Low	Low	Low	Low
	<24 µg/m ³ (<14 µg/m ³ in Scotland)	>100	Low	Low	Low	Low
		10-100	Low	Low	Low	Low
		1-10	Low	Low	Low	Low
Low	-	>1	Low	Low	Low	Low

^a The sensitivity of the area should be derived for each of the four activities: demolition, construction, earthworks and trackout. See **STEP 2B, Box 7** and **Box 9**.

^b Estimate the total within the stated distance (e.g. the total within 250m and not the number between 100 and 250 m), noting that only the highest level of area sensitivity from the table needs to be considered. For example, if there are 7 high sensitivity receptor <20m of the source and 95 high sensitivity receptors between 20 and 50 m, then the total of number of receptors <50 m is 102. If annual mean PM₁₀ concentrations is 29 µg/m³, the sensitivity of the area would be high.

^c Most straightforwardly taken from the national background maps, but should also take account of local sources. The values are based on 32 µg/m³ being the annual mean concentration at which an exceedance of the 14-hour objective is likely in England, Wales and Northern Ireland. In Scotland there is an annual mean objective of 18µg/m³

^d In the case of high sensitivity receptors with high occupancy (such as schools or hospitals) approximate the number of people likely to be present. In the case of residential dwellings, just include the number of properties.

^e For trackout, the distance should be measured from the side of the roads used by construction traffic. The impact declines with distance from the site, and it is only necessary to consider trackout impacts up to 50 m from the edge of the road.

Sensitivity of the Area to Ecological Impacts ^{ab}

Receptor Sensitivity	Distance from the Source (m) ^c	
	<20	<50
High	High	Medium
Medium	Medium	Low
Low	Low	Low

^a The sensitivity of the area should be derived for each of the four activities: demolition, construction, earthworks and trackout and for each designated site. See **STEP 2B, Box 8** and **Box 9**.

^b Only the highest level of area sensitivity from the table needs to be considered.

^c For trackout, the distances should be measured from the side of the roads used by construction traffic. The impact declines with distance from the site.



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Appendix C



NOx Road Transport

Year	2030	2031	2032	2033	2034
Reduction in emissions (tonnes)	0.1027	0.0911	0.0815	0.0736	0.0673

Central Damage Costs (£)	8002	8002	8002	8002	8002
Central Benefit (£)	822	729	652	589	539
Discounted Central Benefit (£)	822	719	633	563	507
Central Present Value	£3,244				

Low Sensitivity Damage Costs (£)	1594	1594	1594	1594	1594
Low Sensitivity Benefit (£)	164	145	130	117	107
Discounted Low Sensitivity Benefit (£)	164	143	126	112	101
Low Sensitivity Present Value	£646				

High Sensitivity Damage Costs (£)	29464	29464	29464	29464	29464
High Sensitivity Benefit (£)	3027	2686	2402	2168	1983
Discounted High Sensitivity Benefit (£)	3027	2646	2332	2073	1868
High Sensitivity Present Value	£11,946				

PM_{2.5} Road Transport

Year	2030	2031	2032	2033	2034
Reduction in emissions (tonnes)	0.0165	0.0163	0.0162	0.0161	0.0160

Central Damage Costs (£)	55269	55269	55269	55269	55269
Central Benefit (£)	911	902	896	890	885
Discounted Central Benefit (£)	911	889	869	851	834
Central Present Value	£4,354				

Low Sensitivity Damage Costs (£)	21914	21914	21914	21914	21914
Low Sensitivity Benefit (£)	361	358	355	353	351
Discounted Low Sensitivity Benefit (£)	361	352	345	337	330
Low Sensitivity Present Value	£1,726				

High Sensitivity Damage Costs (£)	158160	158160	158160	158160	158160
High Sensitivity Benefit (£)	2607	2582	2563	2546	2532
Discounted High Sensitivity Benefit (£)	2607	2544	2487	2435	2385
High Sensitivity Present Value	£12,459				



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Appendix D



Mitigation for all sites: Communications

Mitigation measure	Low Risk	Medium Risk	High Risk
1. Develop and implement a stakeholder communications plan that includes community engagement before work commences on site.	N	H	H
2. Display the name and contact details of person(s) accountable for air quality and dust issues on the site boundary. This may be the environment manager/engineer or the site manager.	H	H	H
3. Display the head or regional office contact information	H	H	H

Mitigation for all sites: Dust Management

Mitigation measure	Low Risk	Medium Risk	High Risk
4. Develop and implement a Dust Management Plan (DMP), which may include measures to control other emissions, approved by the Local Authority. The level of detail will depend on the risk, and should include as a minimum the highly recommended measures in this document. The desirable measures should be included as appropriate for the site. In London additional measures may be required to ensure compliance with the Mayor of London's guidance. The DMP may include monitoring of dust deposition, dust flux, real-time PM10 continuous monitoring and/or visual inspections.	D	H	H
Site Management			
5. 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.	H	H	H
6. Make the complaints log available to the local authority when asked.	H	H	H
7. Record any exceptional incidents that cause dust and/or air emissions, either on- or off-site, and the action taken to resolve the situation in the log book.	H	H	H
8. Hold regular liaison meetings with other high risk construction sites within 500m of the site boundary, to ensure plans are co-ordinated and dust and particulate matter emissions are minimised. It is important to understand the interactions of the off-site transport/deliveries which might be using the same strategic road network routes.	N	N	H
Monitoring			
9. Undertake daily on-site and off-site inspection, where receptors (including roads) are nearby, to monitor dust, record inspection results, and make the log available to the local authority when asked. This should include regular dust soiling checks of surfaces such as street furniture, cars and window sills within 100m of site boundary, with cleaning to be provided if necessary.	D	D	H
10. Carry out regular site inspections to monitor compliance with the DMP, record inspection results, and make an inspection log available to the local authority when asked	H	H	H
11. 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.	H	H	H
12. Agree dust deposition, dust flux, or real-time PM ₁₀ continuous monitoring locations with the Local Authority. Where possible commence baseline monitoring at least three months before work commences on site or, if it a large site, before work on a phase commences. Further guidance is provided by IAQM on monitoring during demolition, earthworks and construction.	N	H	H
Preparing and maintaining the site			
13. Plan site layout so that machinery and dust causing activities are located away from receptors, as far as is possible.	H	H	H
14. Erect solid screens or barriers around dusty activities or the site boundary that are at least as high as any stockpiles on site.	H	H	H
15. Fully enclose site or specific operations where there is a high potential for dust production and the site is active for an extensive period	D	H	H
16. Avoid site runoff of water or mud.	H	H	H
17. Keep site fencing, barriers and scaffolding clean using wet methods.	D	H	H

Mitigation measure	Low Risk	Medium Risk	High Risk
18. Remove materials that have a potential to produce dust from site as soon as possible, unless being re-used on site. If they are being re-used on-site cover as described below.	D	H	H
19. Cover, seed or fence stockpiles to prevent wind whipping.	D	H	H
Operating vehicle/machinery and sustainable travel			
20. Ensure all on-road vehicles comply with the requirements of the London Low Emission Zone and the London NRMM standards, where applicable	H	H	H
21. Ensure all vehicles switch off engines when stationary - no idling vehicles.	H	H	H
22. Avoid the use of diesel or petrol powered generators and use mains electricity or battery powered equipment where practicable.	H	H	H
23. Impose and signpost a maximum-speed-limit of 15 mph on surfaced and 10 mph on unsurfaced haul roads and work areas (if long haul routes are required these speeds may be increased with suitable additional control measures provided, subject to the approval of the nominated undertaker and with the agreement of the local authority, where appropriate)	D	D	H
24. Produce a Construction Logistics Plan to manage the sustainable delivery of goods and materials.	N	H	H
25. Implement a Travel Plan that supports and encourages sustainable travel (public transport, cycling, walking, and car-sharing)	N	D	H
Operations			
26. 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.	H	H	H
27. Ensure an adequate water supply on the site for effective dust/particulate matter suppression/mitigation, using non-potable water where possible and appropriate.	H	H	H
28. Use enclosed chutes and conveyors and covered skips.	H	H	H
29. Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate.	H	H	H
30. 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.	D	H	H
Waste management			
31. Avoid bonfires and burning of waste materials.	H	H	H

Measures specific to demolition

Mitigation measure	Low Risk	Medium Risk	High Risk
32. Soft strip inside buildings before demolition (retaining walls and windows in the rest of the building where possible, to provide a screen against dust).	D	D	H
33. Ensure effective water suppression is used during demolition operations. Hand held sprays are more effective than hoses attached to equipment as the water can be directed to where it is needed. In addition high volume water suppression systems, manually controlled, can produce fine water droplets that effectively bring the dust particles to the ground.	H	H	H
34. Avoid explosive blasting, using appropriate manual or mechanical alternatives.	H	H	H
35. Bag and remove any biological debris or damp down such material before demolition.	H	H	H

Measures specific to earthworks

Mitigation measure	Low Risk	Medium Risk	High Risk
36. Re-vegetate earthworks and exposed areas/soil stockpiles to stabilise surfaces as soon as practicable..	N	D	H
37. Use Hessian, mulches or trackifiers where it is not possible to re-vegetate or cover with topsoil, as soon as practicable	N	D	H
38. Only remove the cover in small areas during work and not all at once	N	D	H

Measures specific to construction

Mitigation measure	Low Risk	Medium Risk	High Risk
39. Avoid scabbling (roughening of concrete surfaces) if possible	D	D	H
40. 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.	D	H	H
41. 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.	N	D	H
42. For smaller supplies of fine power materials ensure bags are sealed after use and stored appropriately to prevent dust.	N	D	D

Measures specific to trackout

Mitigation measure	Low Risk	Medium Risk	High Risk
43. Use water-assisted dust sweeper(s) on the access and local roads, to remove, as necessary, any material tracked out of the site. This may require the sweeper being continuously in use.	D	H	H
44. Avoid dry sweeping of large areas.	D	H	H
45. Ensure vehicles entering and leaving sites are covered to prevent escape of materials during transport.	D	H	H
46. Inspect on-site haul routes for integrity and instigate necessary repairs to the surface as soon as reasonably practicable.	N	H	H
47. Record all inspections of haul routes and any subsequent action in a site log book.	D	H	H
48. Install hard surfaced haul routes, which are regularly damped down with fixed or mobile sprinkler systems, or mobile water bowsers and regularly cleaned.	N	H	H
49. Implement a wheel washing system (with rumble grids to dislodge accumulated dust and mud prior to leaving the site where reasonably practicable).	D	H	H
50. 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.	N	H	H
51. Access gates to be located at least 10m from receptors where possible.	N	H	H

Key to Tables:

H	Highly recommended
D	Desirable
N	Not required



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CIVIL ENGINEERING



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FLOOD RISK & DRAINAGE



STRUCTURES



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ACOUSTIC AIR



UTILITIES



GEOMATICS



LIGHTING



EXPERT WITNESS