



KRONOSPAN, CHIRK

**PLANNING PERMISSION FOR THE ERECTION OF 2
NO. RAW MATERIAL SILOS, AN EXTENSION TO THE
EXISTING CHIP PREPARATION BUILDING, THE
ERECTION OF 3 NO. SILOS ASSOCIATED WITH THE
CHIP PREPARATION BUILDING, AND ASSOCIATED
WORKS**

CONSTRUCTION DUST MANAGEMENT PLAN

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1.0 CONSTRUCTION DUST MANAGEMENT PLAN

1.1 Background

- 1.1.1 This Construction Dust Management Plan (DMP) has been produced in accordance with planning condition 5 of planning permission (reference P/2022/0765) (erection of 2 no. raw material silos, an extension to the existing chip preparation building, the erection of 3 no. silos associated with the chip preparation building, and associated works, hereafter referred to as the 'Proposed Development').

1.2 Site Location

Application Site

- 1.2.1 The Proposed Development is within the existing Kronospan Facility, which is on land adjacent to Holyhead Road (the B5070).
- 1.2.2 The Proposed Development would be at the western extent of the existing Kronospan Facility and would be sited where existing hardstanding, which is used as open storage.

1.3 Construction Dust Management Plan

Background

- 1.3.1 The migration of dust and odour beyond the site boundary is a potential source of statutory nuisance and can lead to complaints being received. As well as the potential for causing complaints, dust can also have an impact on human health and local ecology.
- 1.3.2 Dust which is raised by site operations may be carried to nearby residential areas and if present in sufficient quantities has the potential to cause a nuisance by settling on clean surfaces.
- 1.3.3 Dust contains particles in a range of sizes. The finer fraction of the dust particle range is more likely to become airborne and to travel beyond the boundary of a site. The fine particles can become suspended and entrained in air and, as such they can disperse from a source. They will progressively fall out of the air stream with most dust particles settling close to the source.

Fugitive dust is that which escapes from the immediate vicinity of the source and may affect the area surrounding the site.

- 1.3.4 Where mud from a development site is allowed to spread onto local roads, it can form a secondary source of dust. The mechanical action of wheels on the mud deposited on the road surface will reduce the particle sizes by crushing and as a result the potential for emission of dust from these roads can be quite high. As vehicles pass along the road, dust is re-suspended into the turbulent air stream both beneath and behind the vehicle and this can become entrained into a moving air flow. The effect of road traffic depends on the number and size of wheels, the vehicle speeds and the moisture content of the surface material.
- 1.3.5 There would be the potential for short-term air quality effects to occur during the construction phase of the project, mainly in the form of dust emissions generated by groundworks activities (breaking of existing concrete hardstanding areas and installation of new foundations).

Potential Dust Sources

- 1.3.6 Potential dust and odour sources during the construction phase would be:
- Site clearance
 - Groundworks (breaking of existing concrete hardstanding areas and installation of new foundations)
 - Vehicle movements
 - Mud on public roads
 - Uncontained/uncovered equipment (e.g. crushers, conveyors)
 - Re-suspension of particulates from construction vehicle movements on site during dry periods
 - Wind blowing across the site during dry periods
 - Storage of waste
 - Stockpiling of excavated material
 - Cutting, grinding and drilling operations
 - Accidental spillage and loss of load from vehicles carrying loose material
 - Tipping (from height)

- Emissions from site vehicles and plant

Mitigation

General

- 1.3.7 Mitigation measures will be implemented to ensure effective control of dust and odour emissions from the construction works. The measures to be employed are industry best practices and are proven, well established, techniques to mitigate nuisance dust emissions.
- 1.3.8 The following general mitigation measures (best practicable means) would be adopted:
- Vehicles carrying loose material offsite shall be covered if loss of material from the vehicle is likely.
 - Wheel wash facility will be provided if material deposition on the local road network arises. It is not anticipated that this will be required as there are no unmade surfaces within the existing Kronospan Facility to be used by Heavy Goods Vehicles (HGVs).
 - Material stockpiles shall be damped down during dry and windy periods as necessary.
 - Mobile bowzers shall be deployed on site to damp down areas where there is potential for fugitive dust to be raised during dry and windy conditions.
 - Inspection for dust impacts shall be increased during dry and windy periods to determine if additional mitigation measures need to be employed.
 - Bonfires shall be forbidden on the site.
 - No vehicles or plant shall be left idling unnecessarily.
 - Non-road mobile machinery shall be well maintained. Should any emissions of dark smoke occur (except during start up) then the relevant machinery will be stopped immediately and any problem rectified before being used.
 - Engines and exhaust systems shall be regularly serviced according to manufacturer's recommendations and maintained to meet statutory limits/opacity tests.

- All site personnel shall receive full training.
- The Site Environmental Manager shall record any significant dust events and shall record all dust related complaints.
- All excess or waste material will be stored and safely removed from site according to appropriate legislation. Waste will not be stored long term on site and the burning of waste materials will be prohibited.

Material Handling

1.3.9 A wide range of materials will be handled during the construction phases of the Proposed Development and the handling of these materials has the potential to create dust emissions. The following precautions will be implemented to minimise dust emissions arising from materials handling:

- Material drop heights will be minimised.
- Damping down will be used to reduce dust emissions. In dry, hot weather damping down frequency will be increased.
- Heights of material stockpiles will be restricted to mitigate airborne dust potential and securely sheeted where required.
- Skips will be enclosed or covered.
- Lorries will be covered where windblown loss of material is likely and closed tankers will be used for transporting fine powdery materials.
- Materials delivered to site will be left wrapped until needed.
- The site will be regularly inspected for spillages and wet handling methods for cleaning up spillages such as cement powder will be used.

Inspection and Monitoring

- 1.3.10 The daily site log will be used to record any dust or odour complaints received by the site management. The daily site log will also be used to record any notable dust events that occur on-site and any measures adopted to mitigate these events.
- 1.3.11 During the period when dust emissions are likely to be at their highest i.e. during the groundworks stage, daily site inspections of working areas and

observations of work activities will be carried out by the Environmental Site Supervisor, to include:

- logging of any observed visible dust during work activities;
- recording of weather conditions and wind direction;
- recording of any other local activities that could give rise to dust or odour complaints e.g. harvesting of crops, other construction works.
- daily logged inspection of on-site areas, particularly surfaces (e.g. vehicles, any surfaces and vegetation) close to the boundary for deposited dust;
- cleanliness of surfaced haul routes; and
- general perceived effectiveness of mitigation.

1.3.12 Where visible dust is observed, or conditions likely to increase the risk of dust generation, for example prolonged dry weather conditions, mitigation may be increased e.g. use of mobile sprinklers.

1.3.13 Any complaints received will be recorded along with mitigation measures proposed to resolve issues identified. All complaint logs and corrective action reports shall be made available for inspection within five days of receiving a request to review such information.