

Appendix 8B

Dust Minimisation Plan

A dust minimisation plan will be formulated for the construction phase of the project, as construction activities are likely to generate some dust emissions. This dust minimisation plan will be incorporated into the site-specific CEMP. The potential for dust to be emitted depends on the type of construction activity being carried out in conjunction with environmental factors including levels of rainfall, wind speeds and wind direction. The potential for impact from dust depends on the distance to potentially sensitive locations and whether the wind can carry the dust to these locations. The majority of any dust produced will be deposited close to the potential source and any impacts from dust deposition will typically be within several hundred metres of the construction area.

In order to ensure that no dust nuisance occurs, a series of measures will be implemented. Site roads shall be regularly cleaned and maintained as appropriate. Hard surface roads shall be swept to remove mud and aggregate materials from their surface while any un-surfaced roads shall be restricted to essential site traffic only. Furthermore, any road that has the potential to give rise to fugitive dust must be regularly watered, as appropriate, during dry and/or windy conditions.

Vehicles using site roads shall have their speed restricted, and this speed restriction must be enforced rigidly. Indeed, on any un-surfaced site road, this shall be 20 km per hour, and on hard surfaced roads as site management dictates. Vehicles delivering material with dust potential shall be enclosed or covered with tarpaulin at all times to restrict the escape of dust.

All vehicles exiting the site shall make use of a wheel wash facility, preferably automatic, prior to entering onto public roads, to ensure mud and other wastes are not tracked onto public roads. Public roads outside the site shall be regularly inspected for cleanliness and cleaned as necessary.

Material handling systems and site stockpiling of materials shall be designed and laid out to minimise exposure to wind. Water misting or sprays shall be used as required if particularly dusty activities are necessary during dry or windy periods.

Furthermore, during movement of the soil both on and off-site, trucks will be stringently covered with tarpaulin at all times. Before entrance onto public roads, trucks will be adequately inspected to ensure no potential for dust emissions.

At all times, the procedures put in place will be strictly monitored and assessed. In the event of dust nuisance occurring outside the site boundary, significant dust producing activities will be immediately terminated and satisfactory procedures implemented to rectify the problem before the resumption of the operations.

The dust minimisation plan shall be reviewed at regular intervals during the construction phase to ensure the effectiveness of the procedures in place and to maintain the goal of minimisation of dust through the use of best practise and procedures.

It is recommended that dust deposition monitoring be put in place to ensure dust mitigation measures are adequately controlling emissions. Dust monitoring should be conducted using the Bergerhoff method in accordance with the requirements of the German Standard VDI 2119. The Bergerhoff Gauge consists of a collecting vessel and a stand with a protecting gauge. The collecting vessel is secured to the stand with the opening of the collecting vessel located approximately 2m above ground level. The TA Luft limit value is 350 mg/(m²*day) during the monitoring period which is between 28 - 32 days.