



Havant Thicket Reservoir – Main Pipeline works

**HTR-WAB-PI-ZZ-RP-W-0017_Control of Construction Near
Schools**

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For Construction

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Issue and Revision Record

Havant Thicket Reservoir – Main Pipeline Works

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1 Introduction

The objective of the Havant Thicket Reservoir Project is to provide a new resource to supply drinking water in the water-stressed Southeast of England while maximising the community and environmental benefits of a new raw water reservoir. Ward and Burke Construction Limited (WBCL) have been appointed by Portsmouth Water Limited (PW) to design, construct, and commission a new pipeline connecting Bedhampton Pumping Station to Havant Thicket Reservoir, including an emergency discharge structure at the Hermitage Stream, culvert upgrades and an Under Track Crossing.

1.1 Works Background

Portsmouth Water has outlined seven strategic drivers for this project to ensure continued focus on meeting the Project's objectives.

These project drivers are:

- **Quality:** Quality in procurement, design and delivery to deliver an exemplary project to serve Customers in the short, medium and long term,
- **Timeliness:** In service and operating by 2029 to support a major bulk transfer to Southern Water,
- **Innovation:** Develop best practices in the largest new reservoir project in the southeast for decades. Capture learning from companies working in partnership to deliver better value for Customers,
- **Flexibility:** Create a project that offers multiple uses and enables Portsmouth Water to be a strategic water supplier for the South over the medium and long term,
- **Responsibility:** Realise and build upon our health, safety and well-being goals,
- **Connectivity:** Positive connection for all stakeholders – Customers, the local community, regulators, staff, contractors, shareholders, commercial partners, environmental groups and individuals with a passion for the environment, and
- **Environment:** A positive contribution to local and internationally important habitats. Direct support for the Government's objective to reduce the damaging abstraction of water from rivers.

1.2 Scope of Document

This document is required to discharge Condition 30 of permission reference HBC APP/24/00405. The requirements of Condition 30 and where within this document the requirements are addressed are set out in Table 1.1 below.

Table 1.1 – Condition 30 of APP/24/00405

Condition 30 – Control of Construction Near Schools	
<p>No Phase of the development shall commence until the following details have been submitted to and approved in writing by the Local Planning Authority</p> <p>i. That the construction of the open cut pipeline adjacent to school(s) is carried out only during the school summer holidays and the dates are to be agreed prior to any works commencing.</p> <p>ii. Details of noise attenuation methods adjacent to schools.</p> <p>iii. Details of dust suppression techniques and methods.</p> <p>iv. That in either method of construction pre-start and post construction surveys are conducted, of the schools buildings adjacent to the school's boundaries to monitor for any damage caused as a result of the construction methods used.</p> <p>v. Details of noise construction limits are set in consultation with the Council's Environmental Health Officers and that Officers monitor should these noise limits be exceeded during the construction adjacent to the school.</p> <p>vi. Details of Construction Traffic Management arrangements in the interests of pedestrian and vehicle safety near the schools.</p> <p>The development shall be carried out in accordance with the approved details and retained thereafter.</p> <p>Reason: To ensure that the impact of the proposed construction does not impact on the health and well-being of students and staff, parents at nearby schools. To accord with policies DM10 & CS15 (Havant Borough Local Plan (Core Strategy) 2011), and the National Planning Policy Framework (2024).</p>	
Detail	Addressed
Construction of open-cut pipeline adjacent to school(s) to take place during school summer holidays	Section 2.1
Noise attenuation methods adjacent to schools	Section 2.2 Appendix A
Dust suppression techniques and methods	Section 2.4 Appendix B
Pre and post construction surveys of school buildings adjacent to school boundaries	Section 2.5
Noise construction limits	Section 2.3
Construction traffic management arrangements	Section 2.6

The relevant phase/s of the condition (listed in Table 1.1) this document revision seeks to address are specified in Table 1.2 below. Previously discharged phases of the condition, as well as those to be discharged in future submissions, are also listed.

Table 1.2 – Phase Submission Checklist

Phase Ref	Elements Covered	Discharge in this Submission
1	Pipeline Section P0 [FUW] (Bedhampton, associated infra.)	
2a	Pipeline Section P0 [WAB] Shaft W1 works (ex. Shaft)	
2b	Pipeline Sections P1/P2 Shafts W2/W3	✓
3	Pipeline Sections P3/P4 Shafts W3/W4/ED	✓
4	Pipeline Sections P5/P6 Shafts ED/W5/W6	
5	Pipeline Sections P7/P8 Shafts W6/W7/W8	
6	Pipeline Section P9	
7	Pipeline Section P10 [FUW] (Reservoir, associated infra.)	
8	Purbrook Way Culvert	
9	Dunsbury Way Culvert	
10	Middle Park Way Culvert	
N/A	Shaft W1 (<i>subject of separate Reserved Matters Application APP/24/00204 linked to original outline planning permission APP/20/00991</i>)	✓ (Previously Discharged)

2 Condition Requirements

The main condition requirements listed i) to vi) in Table 1.1 are to be detailed individually in the following subheadings. This single document is to be read independently and seeks to sufficiently cover the relevant areas relating to the impact/s on schools and their stakeholders as a result of the pipeline works (including both open-cut and tunnelling methodologies). Other relevant documents are listed and referenced as appropriate but are not required to be read separately or in their entirety to satisfy the condition listed.

The content and measures (to be approved by the LPA and relevant consultees) detailed within this document are to be implemented and followed for the duration of the relevant phases of the scheme. These measures are to prevent impacts to the health and well-being of students, staff, and parents.

Reference documents are as follows:

- [1] HTR-WAB-PI-ZZ-RP-W-0012_Dust Management Plan
- [2] HTR-WAB-PI-ZZ-RP-W-0015_S61 Construction Noise & Vibration Assessment
- [3] HTR-WAB-PI-ZZ-RP-W-0018_Site Compound Details
- [4] HTR-WAB-PI-W2-PL-W-0001_Construction Traffic Management Plan W2-W3
- [5] HTR-WAB-PI-ZZ-TN-W-0006_Pipeline Construction Traffic Management Plan Strategy (Work Areas Summary)
- [6] HTR-ATK-XX-XX-RP-Z-0077_Framework Construction Traffic Management Plan

2.1 School Term Constraints

Construction of the open-cut pipeline (section P2) where adjacent to school/s is only to be carried out during the school summer holidays, outside of term time. The exact dates and durations of general and specific (e.g. open-cut pipework installation) construction works are to be agreed with the Local Planning Authority prior to any works commencing. The school properties nearest to the P2 open-cut pipeline works belong to St Thomas More's Catholic Primary School and Pre-School.

Shaft construction, tunnelling works, and all other works required at the Shaft W2, Shaft W3 and Shaft W4 work areas are permitted to take place year-round. This is provided any agreed measures listed within this document are followed, and with regular dialogue with the nearby schools that will potentially be affected. The nearest school properties to the following work areas belong to:

- Shaft W2 work area: Bidbury Junior and Infant Schools and Bidbury Pre-school.
- Shaft W3 work area: St Thomas More's Catholic Primary School and Pre-school.
- Shaft W4 work area: Trostant Federation of schools.

Term dates for the schools in proximity to the works are as follows:

Table 2.1 - School term dates

School (Relevant Work Areas)	Summer Holiday Period		
	2026	2027	2028
Bidbury (W2, P1, P2)	23/07 to 31/08	22/07 to 31/08	24/07 to 03/09
Thomas More's (W2, W3, P2)	23/07 to 31/08	22/07 to 31/08	24/07 to 03/09
Trostant Federation of Schools (W4)	23/07 to 31/08	22/07 to 31/08	24/07 to 03/09

Source: (<https://www.hants.gov.uk/educationandlearning/schoolholidays>)

2.2 Noise Attenuation Methods

Details of proposed noise attenuation methods are listed within the Section 61 Construction Noise & Vibration Assessment [2] which has been produced in consultation with the Havant Borough Council (HBC) Environmental Health Officer (EHO). This document sets out allowable noise and vibration limits for receptors as a result of the construction works, as well as the mitigation and best practice measures to be in place during the works.

The following table is extracted from Section 6.3 of [2], with sections relevant to school areas included:

Table 2.2 - S61 Mitigation extract (Section 6.3 Table 4)

Project Specific Noise Mitigation	
Mitigation measure	Description
Works boundary noise barriers	<p>Temporary noise barriers will be implemented at all works areas to contain construction noise emissions at source (insofar as is practicable).</p> <p>For all shaft locations, noise barriers will be implemented in the form of fixed, solid hoarding. The site hoarding will be 2.4m tall for security purposes, encompassing the full perimeter of each shaft area. Hoarding will be formed from a solid and imperforate plywood panelling with a minimum density of 10 kg/m²; where acoustic control is identified as a priority near noise sensitive locations (including but not limited to residential premises, hospitals, schools), the site hoarding will be enhanced to achieve a mass not less than 17 kg/m². The edging and joints between hoarding panels will be sealed to ensure full acoustic integrity.</p> <p>For Section P2 (open cut), temporary noise barriers will be utilised throughout the opencut trench works along the eastern and northern boundaries of the works area; in particular, care will be taken to ensure temporary screening is provided during works near St Thomas More's School and Bidbury School. Noise barriers will be no less than 2.0m tall, formed from proprietary acoustic blankets with a minimum superficial density of 7 kg/m². The extent of the temporary screening will be sufficient such that noise leakage around the edges of the barrier does not contribute to the screening offered by the barrier. To this end, temporary barriers will extend no less than 5m past the active works area in a direction perpendicular to the direction of the surrounding sound sensitive receptors.</p>
Equipment noise barriers	<p>Local acoustic barriers will be erected around fixed noisy plant within the works areas where possible (comprising scaffold frames and suspended acoustic blankets) to remove the line of sight between plant and receptors. These barriers will be installed primarily to the tunnelling centrifuge pumps, screening and separation plant.</p>

As stated, the shaft area site hoarding at sensitive locations (at shaft compound boundaries facing the school/s and residences) is to be enhanced to achieve a greater minimum density, the extent of which can be identified in HTR-WAB-PI-ZZ-RP-W-0018_Site Compound Details [3]. The site compound layout drawing detailing the shaft hoarding arrangement/s (standard and enhanced) at Shaft Area W2 (closest to Bidbury and St Thomas More's) can be found in Appendix A.

Best practicable means for limiting disruption due to noise are to be employed throughout construction works at *all* sites (not limited to those near schools), the full details of which can be found within Section 6.2 of [2].

2.3 Noise and Vibration Construction Limits set with EHO

Predicted construction noise and vibration levels and associated monitoring thresholds are listed within the Section 61 Construction Noise & Vibration Assessment [2], which has been produced in consultation with the Havant Borough Council (HBC) Environmental Health Officer (EHO). Thresholds for both noise and vibration have been determined using BS 5228 and are to be fully agreed as part of the S61 approval process to be undertaken by the EHO prior to commencement of works.

The following commitments are extracted from Section 10 of [2]:

“The remotely accessible monitoring system for each noise and vibration logger will be configured to provide real time viewing and alerts to W&B. As per consultation undertaken with HBC to support this S61 application, a ‘viewer only’ profile will be configured for representatives at HBC.

Following alerts of ‘red’ threshold exceedances (as defined below), W&B will produce a written notification for submission to HBC detailing the time and magnitude of the alert and any actions taken. This notification will be provided within 24-hours of each ‘red’ alert received.

Further to this, a weekly report will be produced and issued to HBC for record keeping purposes presenting the full time-history of each noise and vibration logger for that period, and a summary of any alerts received, and actions taken”

The following extract from Section 10.1 also details the proposed monitoring arrangements, including those to be located at the shaft compound boundaries, and during open-cut works:

“Noise monitoring will be undertaken during the works at each shaft location and along the boundary of the open cut works at Section P2 and Section P9.

A single monitor will be installed per shaft location at the site boundary closest to a noise sensitive receptor; at least two monitors will be installed at each open cut works area, representative of the closest noise sensitive receptors.

Monitoring will be undertaken at each works area for the full period when that area is active, as below. Furthermore, where programme and logistics allow, monitoring will begin one week prior to commencement of the works in order to quantify an up-to-date baseline condition in the area. . .

. . . To this end, the monitors will be set up to provide real time alerts to W&B where significant adverse impacts may occur as defined in BS 5228-1 (‘amber’ thresholds), and where the eligibility threshold for off-site mitigation is exceeded (‘red’ threshold).”

2.4 Dust Suppression

Dust suppression techniques and methods throughout the construction works are detailed within the Dust Management Plan [1]. General and common control measures are to be in place at all sites, with bespoke mitigation measures stipulated at Shaft Area W2 and Pipeline section P2 due to their proximity to sensitive receptors (schools):

Extracted from Section 6.3.1 of [1]:

“Where possible, undertake potentially dusty activities outside of school hours and/or in school holidays . . . In addition, a regular and clear communication strategy between contractor and schools is required, such that the schedule of activities can be discussed accordingly.”

The specific dust management plan and recommended mitigation measures for P2 and W2 (inc. P1 tunnelling works from W2) from [1] are included within Appendix B: Dust Management Plan (P2, W2).

2.5 Condition Surveys

Prior to works commencing (at Work Area W2, tunnelled pipeline section P1 and open-cut pipeline section P2), photographic pre-construction condition surveys are to be carried out on those buildings adjacent to school boundaries closest to the proposed works, at both Bidbury School/s and St Thomas More’s School/s.

On completion of the relevant sections of works in relation to the buildings initially surveyed, a post construction survey is to be carried out within 3 months. These surveys are to assess for any possible damage attributed to the works, and to agree and action reasonable and practicable remediation measures if this is deemed to be the case.

2.6 Construction Traffic Management Requirements

Construction traffic management measures for the scheme are detailed within the Framework Construction Traffic Management Plan [6], Pipeline Construction Traffic Management Plan Strategy (Work Areas Summary) [5] and phase specific CTMP’s for each work area (e.g. Construction Traffic Management Plan W2-W3 [4]).

These documents have been produced in consultation with Hampshire County Council (HCC) Highways, and are required to ensure the safe and efficient operation of the highway network and to safeguard residential amenity. The proximity to sensitive receptors (including schools) is recognised and considered within these documents. The key measures specific to pedestrian and vehicles safety at these receptors are listed in the subheadings below.

The key interface with pedestrians is where the site entrance/s cross footpaths/join the public highway. The proposed road alterations are to provide a new road access to the Shaft Area W2, Shaft Area W3, and Shaft Area W4 sites, with the public footpath crossing the new site entrances. The site compounds themselves are to be secure and hoarded on all sides, with intermediate areas (such as haul roads) to be securely fenced and supported to prevent unauthorised access.

This section uses examples of the traffic measures proposed for the W2 and W3 work areas, with a similar phased CTMP for the W4 work area to include identical measures such as provision of crossing points and communication with key stakeholders.

Extracts from [4] are as follows:

2.6.1 Regarding Footpaths and PRow

Section 7 a):

“For the duration of the works at Shaft W2 and Shaft W3, the existing east west PRow across grassland at the northern end of the playing fields is to be temporarily diverted. Pedestrians will be directed across the site entrances on the tarmacked public footpath, and onto/along Hooks Lane, an existing hard surfaced track.”

Section 7 b):

“Hooks Lane will be suitable for those previously unable to utilise the PRow across grassland (e.g. wheelchair users). Hooks Lane is a surfaced track and will be able to be used to travel from Hooks Farm Way to the end of Hooks Lane, along the northern edge of the playing fields. The removal of the knee rail at the eastern end of Hooks Lane, and improved surfacing as part of the site entrance works, will ensure this path is sufficiently wide and navigable.”

Section 7 f):

“Upon completion of the new site access, where existing footpaths cross or interface with construction traffic (i.e. at the site entrances) warning signage and designated points will be formed to allow pedestrians to safely cross. The site entrance will be signed in both directions warning vehicular traffic of the pedestrian risk, also warning pedestrians of the risk of construction traffic. The site entrance will be manned, and this interface/crossing managed, during site operating hours.”

Pedestrians are to take priority over vehicle movements when using the site entrance crossing point/s.

2.6.2 Regarding Communication

[4] Section 8 c):

“Engagement with these key stakeholders (including but not limited to regular updates, clear communication and actioning of issues and concerns, safety briefings, visits to schools, clear and effective signing and messaging) is to take place prior to works commencing, as well as throughout the full construction period.”

Section 8 d):

“Appropriate public facing safety signage is to feature at the site boundaries to clearly communicate the general risks of construction works (and specifically construction traffic) to members of the public, including users of the play area located to the northwest of the access road to and from the Shaft W3 compound area.”

Section 8 e):

“The site management team will deal with any urgent issues on a day-to-day basis, and a dedicated person will be a point of contact on site. Any traffic marshals or gate person at the site access point/s will be the first point of contact with any member of the public during site operating hours, with any items raised to be recorded and subsequently reported to site management and the Portsmouth Water Communications staff.”

2.6.3 Regarding Vehicle numbers

Vehicles are to follow pre-approved routing plans to gain access to site, agreed in consultation with HCC Highways as per the Pipeline Construction Traffic Management Plan Strategy (Work Areas Summary) [5].

Heavy goods vehicle (HGV) number limits and monitoring has been agreed for the approved routes with HCC Highways [5], and are also repeated within the phase specific CTMP's for each area, for example with the below table presented in [4] for the W2/W3 work areas.

Section 10 d):

“For vehicles serving the W2 and W3 Compounds, daily HGV movements will be limited to those indicated in Table 2.3 below, plus a buffer factor of 10%. Approval will be sought for any increases required for specific ad-hoc activities.”

Table 2.3 – Daily Pipeline Construction Trip HGV Numbers (W2 & W3)

Route Element	Average HGV trips (two-way)	85 th Percentile HGV trips (two-way)	Maximum HGV trips (two-way)	Duration of peak (Days)
RE1	10	22	40	22
RE2	12	26	50	22
RE3	12	26	50	22
RE4	12	26	50	22
RE1 (T&T)	2	6	10	22

2.6.4 Regarding HGV and site timings

[4] Section 11 d):

“HGV deliveries will avoid peak times 08:00-09:00 & 17:00-18:00. Deliveries will also avoid peak times 12:00-13:00 on Saturdays”

Section 11 e) and f):

“Nearby school pick-up and drop-off times are as follows: Bidbury Infant and Junior School (08:40 and 15:10), St Thomas More’s Catholic School (08:45 and 15:15) . . . HGV deliveries are not to travel to site in a 1-hour window around these times (between 08:10-09:15 & 14:40-15:45).”

As a result of these commitments, HGV’s will not undertake any deliveries to site between the hours of 08:00 – 09:15, 14:40-15:45, and 17:00-18:00.

No construction is to take place outside the hours of 08:00-18:00 Monday to Friday or 08:00-13:00 on Saturday, with no Sunday or Public Holiday working (with the exception of Specific works agreed in writing with the Local Planning Authority. The majority of the workforce and associated vehicles will arrive to and depart from site working areas outside of school drop-off times.

2.6.5 Other

[4] Section 13 a) and b)

“Car parking will be provided on site for approximately 12Nr. vehicles total across both the Shaft W2 and Shaft W3 compounds. This provides for site staff for this section of works only . . . Vehicle sharing will be carried out to ensure that site staff are not using the surrounding public roads to park, with parking only permitted within the site compound”.

Appendix A: Site Compound Layout (W2)



DETAIL "A"

HOOK'S FARM WAY

ACCESS TO HAUL ROAD FROM LANE OFF HOOK'S FARM WAY

HAUL ROAD, CONSTRUCTED WITH TYPE 1, PERMEABLE SURFACE

SHAFT W3 SITE COMPOUND
(SEE HTR-WAB-PI-W3-DR-T-0001)

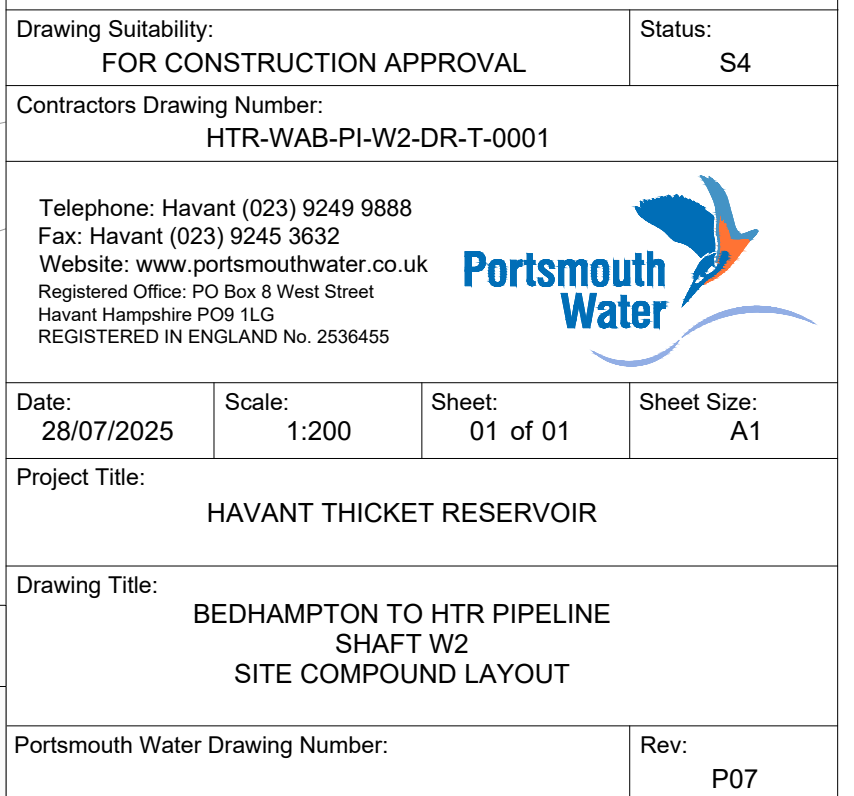
PITCH 3

MOBILE NOISE BARRIERS TO BE IN PLACE DURING OPEN-CUT PIPEWORK INSTALLATION BETWEEN NOISE SOURCES AND SCHOOLS

PITCH 2

PITCH 4

SHAFT W2 SITE COMPOUND



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Appendix B: Dust Management Plan (P2, W2)

Appendix L – Dust Management Plan for Stage P2

The recommended mitigation measures as per the construction dust assessment following IAQM guidance for stage P2 is presented below and separated by likely site operations. Mitigation recommended for this stage is based on highly recommended and desirable mitigation in line with IAQM guidance (2024). For reference, all recommended IAQM mitigation measures are the same as section W7, P7 & P8 and stage ED, despite having slightly different risks. This stage also includes bespoke mitigation for stage which is not included in section W7, P7 & P8 and stage ED.

Communication

- Develop and implement a stakeholder communications plan that includes community engagement before work commences on site.
- 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
- Display the head or regional office contact information
- 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. The DMP may include monitoring of dust deposition, dust flux, real time PM₁₀ continuous monitoring and/or visual inspections

Specific Mitigation required for P2 as recommended by assessment for communication

- A regular and clear communication strategy between contractor and St Thomas More's Roman Catholic Primary School is required, such that schedule of activities can be discussed accordingly.

Site Management

- 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 the local authority when asked.
- 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.
- Hold regular liaison meetings with other high risk construction sites within 250 m 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.

Monitoring

- 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 100 m of site boundary, with cleaning to be provided if necessary
- 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.
- 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
- As per Table 12 of the main Construction Dust Assessment & Management Plan report (May 2025), undertake a baseline passive dust deposition (e.g. frisbee gauges) and real-

time monitoring survey (PM_{2.5}, PM₁₀, TSP) for a minimum of three months and an operational monitoring survey using the same methods during the scheduled programme of works.

- Monitoring should be focussed on the adjacent St. Thomas More's School.
- Appropriate trigger levels will be derived for the construction stage, which if met will require works to stop on site until the monitored levels drop below the trigger level and/or additional mitigation is applied to reduce construction dust emissions. The trigger levels will be derived based on the baseline monitoring and to protect human health.

Preparing and maintaining the site

- Plan site layout so that machinery and dust causing activities are located away from receptors, as far as is possible
- 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
- Avoid 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, unless being re-used on site. If they are being re-used on-site cover as described below
- Cover, seed or fence stockpiles to prevent wind whipping.

Operating vehicle/machinery and sustainable travel

- 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.
- 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).
- Produce a Construction Logistics Plan to manage the sustainable delivery of goods and materials.
- Implement a Travel Plan that supports and encourages sustainable travel (public transport, cycling, walking, and car-sharing)

Operations

- 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.

Waste Management

- Avoid bonfires and burning of waste materials

Earthworks

- Re-vegetate earthworks and exposed areas/soil stockpiles to stabilise surfaces as soon as practicable.
- Use Hessian, mulches or trackifiers 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

Construction

- Avoid scabbling (roughening of concrete surfaces) if possible
- 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
- 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.

Trackout

- 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
- Avoid dry sweeping of large areas
- Ensure 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 logbook
- 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.
- Access gates to be located at least 10 m from receptors where possible.

Specific Mitigation required for P2 as recommended by assessment

- Consider performing the most dusty tasks outside of school hours and in school holidays. The assessment notes that currently this stage is scheduled to take place when Easter and summer holidays are occurring in addition to the summer term.

Appendix D – Dust Management Plan for Section W2 & P1

The recommended mitigation measures as per the construction dust assessment following IAQM guidance for section W2 & P1 is presented below and separated by likely site operations. Mitigation recommended for this section is based on highly recommended and desirable mitigation in line with IAQM guidance (2024).

Communication

- 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
- Display the head or regional office contact information
- 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. The DMP may include monitoring of dust deposition, dust flux, real time PM₁₀ continuous monitoring and/or visual inspections

Specific Mitigation required for W2 as recommended by assessment for communication

- A regular and clear communication strategy between contractor and Bidbury Infant School and Bidbury Junior School is required, such that schedule of activities can be discussed accordingly.

Site Management

- 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 the local authority when asked.
- 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.

Monitoring

- 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 100 m of site boundary, with cleaning to be provided if necessary
- 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.
- 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
- As per Table 12 of the main Construction Dust Assessment & Management Plan report (May 2025), undertake a baseline real-time monitoring survey (PM_{2.5}, PM₁₀, TSP) for a minimum of three months and an operational monitoring survey during scheduled programme of works.
- Monitoring should be focussed on the adjacent Bidbury Infant & Junior Schools.
- Appropriate trigger levels will be derived for the construction stage, which if met will require works to stop on site until the monitored levels drop below the trigger level and/or additional mitigation is applied to reduce construction dust emissions. The trigger levels will be derived based on the baseline monitoring and to protect human health.

Preparing and maintaining the site

- Plan site layout so that machinery and dust causing activities are located away from receptors, as far as is possible
- 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
- Avoid 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, unless being re-used on site. If they are being re-used on-site cover as described below
- Cover, seed or fence stockpiles to prevent wind whipping.

Operating vehicle/machinery and sustainable travel

- 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.
- 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).

Operations

- 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.

Waste Management

- Avoid bonfires and burning of waste materials

Specific Mitigation required for W2 & P1 as recommended by assessment

- Where possible, undertake potentially dusty activities outside of school hours and/or in school holidays due to the proximity of Bidbury Infant School and Bidbury Junior School.