AGGREGATE INDUSTRIES UK LIMITED

NEW WHARF, BRIGHTON ROAD, SHOREHAM, BN43 6RN

ENVIRONMENTAL MANAGEMENT PLAN

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A member of LafargeHolcim

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1. INTRODUCTION

BACKGROUND

1.1 This Environmental Management Plan (EMP) is a review and update of the EMP currently in place at New Wharf which covers the following matters:

- dust;
- noise;
- vibration, lighting, mud/debris on the highway, surface water management, oil and fuels and general management.

1.2 The site continues to import marine dredged aggregates. These are stockpiled on site prior to the concrete batching operation. The aggregates will be loaded in to a dedicated silo. The cement is loaded into a separate silo. The process of concrete batching is a fully automated system, which provides the correct ratio of raw material depending on the specific demand of concrete required.

1.3 A further short temporary time extension is being sought to allow time for the marine operations to be relocated to a new site that has been secured on the eastern arm of the harbour.

REVIEW OF PREVIOUS ACTIONS

1.4 A visual inspection of weather conditions is made on a daily basis.

1.5 A water sprinkler system is installed and operates on the site and the yard is swept twice weekly to control dust.

1.6 There have been no controlled explosions in the last year but there is a text message system in place to let the neighbouring properties opposite the wharf know when an explosion is to be carried out.

1.7 Following review no further actions have been identified as being required at this time and all existing controls and complaints procedure remain in place as set out in Sections 2 and 3 of this report.

2. ENVIRONMENTAL MANAGEMENT PLAN

DUST

Potential Impacts

2.1 Dust may be generated for general site activities. The importation of marine dredge aggregates is generally a wet process. The aggregates are unloaded from the ship onto the wharf.

2.2 During drier conditions, the aggregates may dry and be exposed to prevailing wind conditions that may result in some off-site dust emissions.

2.3 The concrete batching process is fully enclosed and therefore this process is not likely to cause dust emissions.

2.4 Dust may therefore be generated from storage and loading. Vehicle movements can also cause dust particles to be raised from the ground.

Assessment

2.5 The prevailing wind in this locality is the south westerly. The frequency of wind from the north increases during the winter months, but the south westerly wind remains prevalent throughout the year.

2.6 The process of handling marine dredged aggregates is wet. Any prolonged storage of aggregates may dry out, and during certain conditions may give rise to dust emissions. However this is most likely to occur during the summer periods, when the prevailing wind is the south westerly, with the northerly wind accounting for less than 5% of the wind direction distribution. The likelihood of dust generation during the drier summer period affecting properties south of the site is considered to be low.

Mitigation

2.7 There may be some occasions when stored material becomes dry and dust may be generated through the action of wind whip on the surface of the stockpile. If this occurs when the wind is from the north, then dust particles may escape beyond the site boundary. Typically, such particles would fall out within 100m from the source.

2.8 The following mitigation measures are therefore in place to control dust:

- Damping down stockpiles and the access road during dry conditions using the sprinkler system. During the operation hours, the Site Manager will instigate the use of the sprinkler system when conditions are such that dust may be raised, e.g. dry and windy;
- Daily inspection weather conditions;
- Speed restrictions on vehicles travelling within the site;
- Effective preventative and on-going maintenance of all plant on site;
- Maintenance of wheel washing facilities and sweeping of yard;
- All site vehicles leave via the wheel washing facilities;
- Management of stockpile heights, see below;
- Daily inspections by site manager, details to be recorded in Site Diary; and

- Maintaining the Site Diary with accurate records of any changes in the operations that may give rise to short term dust emissions.

2.9 In terms of stockpile management, the aggregate bays are defined by 3m high concrete walls. These provide the containment for materials such as sand, 10mm aggregates and 20mm aggregates. The nature of storing aggregates within bays could result in a maximum storage height of materials of 4m. This will be within the central part of the bay.

2.10 The aggregates unloaded from the ship are stockpiled adjacent to the berth. The unloading process can store material up to 8m. However this material has been marine dredged and is wet. The material is relocated within the site as soon as practicable and it is continuous process as the material can be replenished on a daily basis.

Complaints

2.11 The complaint procedure set out in Section 3 will apply to any complaints regarding dust

NOISE

Potential Impacts

2.12 Noise may be generated from the following activities:

- Ships discharging marine dredged aggregates;
- Processing of material;
- Loading/unloading material;
- Reversing alarms;
- Vehicle movements;
- General maintenance; and
- Controlled explosions.

Assessment

2.13 The unloading of marine dredged aggregates is subject to tides and therefore takes place between the hours of 07.00 and 2300. However, it must be noted that this is an operational port and therefore unloading of supplies can take place without planning permission at any time.

2.14 The permitted operational hours of the site are as follows:

- 07.00-18.00 Monday to Friday 07.00-12.00 Saturday.

2.15 The use of the aggregate processing plant shall not commence before 08.00 and no working, including the maintenance of plant and machinery shall take place on Sunday or public holidays.

Mitigation

2.16 The following measures will be implemented at the site:

- Operations of plant and machinery only during the permitted operational hours;
- All plant and machinery to be switched off when not in use;

- Regular maintenance of all plant and machinery to ensure continued effective use;
- Speed limit of 5mph will be imposed on all site vehicles;
- Operating plant in a noise sensitive manner (avoiding unnecessary throttling back and acceleration);
- Maintaining the site diary with accurate records of any changes in the operations that may give rise to short term noise emissions; and
- Daily recording of weather conditions.

Controlled Explosions

2.17 Controlled Explosions are carried in the event that ordnance is encountered in the dredged aggregates. There is a specific procedure in place for dealing with ordnance. Kendall's first contact the Police to notify them that ordnance has been found. The police will then contact the Explosive Ordnance Disposal team to undertake a controlled explosion.

2.18 Given that the controlled explosions need to be carried out by expert personnel and at relatively short notice, it is difficult to notify all residents that an explosion will take place, however a text message system in place to let the neighbouring properties opposite the wharf know when an explosion is to be carried out. A review of the contact list will be undertaken as part of the annual review of this plan.

2.19 In addition, a record will be kept of all controlled explosions and confirmation that residents were notified.

Complaints

2.20 The complaint procedure set out in Section 3 will apply to any complaints regarding noise.

OTHER MATTERS

Vibration

2.21 Vibrations are not typically associated with the concrete batching process. However, the process of screening aggregates uses vibrating screens to separate aggregates. Loaded screens do not give rise to discernible vibrations if they are correctly installed and maintained.

2.22 To date, the applicant is not aware of any complaints relating to vibration.

Lighting

2.23 Site lighting is required for operational and safety reasons during the operational hours in darkness. However, the lighting has been designed as the minimum required for operational safety.

2.24 The site is located within a commercial area, beyond which the A259 and other commercial occupants provide lighting.

Vehicle Wheel Cleaning

2.25 Vehicles delivering / collecting aggregates will be required to leave the site with clean wheels. The processing of aggregates is a relatively clean, enclosed operation. However sand and grit may become attached to vehicle wheels which will then leave the site. Also, during dry conditions, the movement of HGVs along the surface may give rise to dust.

2.26 Concrete mixing vehicles are generally clean, as the process of loading concrete is fully enclosed.

2.27 Wheel washing facilities are provided on the site and all vehicles will be checked prior to leaving the site to ensure the wheels are clean.

Surface Water Management

2.28 The site has a concrete surface, which has a natural run toward the wharf front.

2.29 Surface water arising on site may come from a number of sources including aggregate discharged from ships, aggregate processing, dust suppression and concrete batching.

2.30 Marine aggregate cargoes discharged from ships are generally drained of free water before the discharging operation takes place and therefore the amount of retained water in the discharge is limited. The aggregates will continue to drain once stocked on the wharf front with the remaining clean salt water draining back to the sea by the existing drainage points.

2.31 Water for the aggregate process is naturally fresh mains water and is applied to the aggregate process by spray nozzles on the screening decks. It is then recirculated until its chloride value is above the value for further use when it will be returned to the sea.

2.32 Water that is lost from the grading process is drained to a central point from where it is pumped back into the water system for re-use. Water from the stockpile areas will drain back into the sea.

2.33 The concrete batching process does not involve significant quantities of water outside of the mixing process, and typically water is only used for cleaning. The amount of water used is not significant and any such water will be collected for re-use

Maintenance of Access Road

2.34 The access road is of concrete construction and is suitable for the use. It is inspected regularly and repairs are undertaken as necessary.

2.35 The access road is also kept clean to prevent mud and debris being tracked by vehicles.

Trade Effluent

2.36 There will be no trade effluent discharge from the site. The offices are connected to the main foul system.

Oils and Fuels

2.37 Gas oil will be required for site plant. The fuel tank will be sited in a bunded area with 110% storage capacity. The floor and walls of the bund will be impervious to oil and water. All pipes are vented downwards.

2.38 Oil and grease for lubrication will only be held in small volumes in the general storage facility and used oil will be put stored in an appropriate container prior to off-site disposal.

2.39 Any minor spillages will be cleaned straight away using oil absorbent materials or sand and will be stored prior to off-site transports to an appropriate facility.

Plant and Equipment

2.40 All plant and equipment will be maintained in accordance with the manufacture's specification. There is a plant maintenance programme to ensure all plant and machinery remains fit for purpose

ANNUAL REVIEW

2.41 This EMP will be reviewed on an annual basis and updated as necessary to reflect any changes in the operation or changes to neighbouring occupants.

2.42 The implementation of the Complaints Procedure may trigger an earlier review of the EMP if investigations identify a recurring problem on site.

3. COMPLAINTS PROCEDURE

3.1 In order to provide a swift response to any complaints, the site must be made aware of such complaints as soon as possible. Complaints can be made directly to AIUK and the details will be recorded in the Site Diary.

3.2 Complainants may also contact West Sussex County Council (WSCC) directly. In which case, WSCC should notify AIUK in order for the complaint to be logged and investigated.

3.3 In order to provide a swift response to any complaints, the site must be made aware of such complaints as soon as possible. Complaints can be made directly to AIUK and the details noted on the Complaint Form, see below. Complainants may also contact West Sussex County Council directly. In which case, WSCC must notify AIUK in order for the complaint to be logged and investigated.

3.4 To avoid involving numerous parties, all residents will be encouraged to contact WSCC as a primary contact. This EMP will be sent to Shoreham Port Authority and Adur District Council, but is it considered that having one primary contact in the form of WSCC will be the most effective way of ensure complaints are dealt with swiftly.

3.5 To enable the Site Manager to provide appropriate corrective action and correlate any complaint with prevailing weather conditions, an indication of the source of the complainant is necessary. When recording a complaint, the location from which the complaint has been received will be required.

3.6 If the Site Manager identifies that there were possible external sources of dust this will be recorded in the Site Diary and the information reported to WSCC. This will be based on the Site Diary records as well as observed operations occurring external to the site.

3.7 If the Site Manager identifies that the nuisance source was from a site activity and occurred due to poor site practices the Site Manager will initiate additional training to members of staff with regards to nuisance management. This will take the form of a toolbox talk training session with the Site Manager. All staff have a training record and this will be recorded. The member of staff will be notified immediately of the event and of measures to prevent a recurrence. The toolbox talk will be more detailed and will be undertaken within one working week.

3.8 If the nature of the complaint is due to a technical issue, such a breakdown of plant or equipment, the Site Manager will make arrangements for specialist contractors to repair the plant or equipment. If necessary, equipment may be hired if the problem requires significant attention. During this time, staff will be asked to be more vigilant regarding matters that may give rise to nuisance such as dust or noise.

3.9 The complaint investigation procedure is provided below.

Complaints Investigation Procedure

This complaints procedure must be completed following the receipt of a complaint from a member of the public or a representative of the council. You must report any complaint to the Site Manager.

IDENTIFICATION Name of person in receipt of complaint: .....

Job title: ..... Date Complaint Received: .....

Inform complainant that details will remain confidential

Name of Complainant (including job title and company):

Contact Details:

INVESTIGATION REPORTING

Any follow up work required: Yes/No

If yes, please describe:

Report Findings to Complaint - Date.....

DECLARATION OF INVESTIGATION COMPLETE

Name of Notifier: ..... Name of Site Manager.....
Signature: ..... Signature.....
Date: ..... Date: .....

Description of Complaint (use continuation sheet as necessary) including time, date of occurrence and nature:

Description of Investigation, Outcome and any Corrective Action (use continuation sheet as necessary):