

Amey

Habitats Regulations Stage 1 Screening Assessment

Erskine Bridge Marine Licence Application

27/03/2024



Document Control Sheet

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1. Introduction

1.1. Purpose of this Report

Amey Consulting was commissioned by Marine Scotland to undertake a Habitats Regulations Appraisal (HRA) Stage 1 Screening in order to support the Marine Licence for the Erskine Bridge structure (hereafter referred to as 'the Bridge'). The Marine Licence will cover the proposed and planned maintenance works required to the Bridge over a provisional 10-year period. The Bridge is a 1,322m long road bridge which carries the A898 carriageway over the River Clyde, between the following Latitude and Longitude co-ordinates (WGS84) Latitude 55°55.173'N, Longitude 4°27.877'W (western extents, northbound lane), Latitude 55°55.160'N Longitude 4°27.859'W (western extents, southbound lane) and Latitude 55°55.255'N, Longitude 4°27.664'W (eastern extents, northbound lane), Latitude 55°55.242'N, Longitude 4°27.646'W (eastern extents, southbound lane), connecting Renfrewshire (southern extent) with West Dunbartonshire (northern extent) within the greater Glasgow area. The Bridge consists of cable-stayed steel box girders supporting a concrete deck, with 15 spans across its length.

The proposed works being assessed entail the structural maintenance of the Erskine Bridge structure over a proposed 10-year period from 2025-2035. These works are essential to ensuring the ongoing operation of the carriageway upon the structure within Transport Scotland's South-West trunk road network and ensuring its structural integrity. The proposed works will be confined to the bridge deck and will consist of general maintenance activities including external painting; nosing joint replacement; surfacing patching; cable re-tensioning; tower top saddle replacement; carriageway resurfacing; concrete repairs; internal electrical maintenance; dehumidification and structural health monitoring.

The aim of the HRA screening exercise was to determine if the proposed works have potential to have likely significant effects (LSE) on European designated sites, as required under the Conservation (Natural Habitats, &c.) Regulations 1994 (as amended). It has been undertaken in accordance with Design Manual for Roads and Bridges (DMRB) LA 115 guidance note¹ and Amey's Habitats Regulations Appraisal Procedure (NMC-ENV-PR-003). This report comprises the Stage 1 Screening (the initial screening of the proposed works) of the HRA process.

2. Stage 1 – Screening

2.1. Screening Matrix

Project:		Erskine Bridge Marine Licence Application
European Sites under consideration:		Inner Clyde Special Protection Area (SPA): ID 8514; Inner Clyde Ramsar: ID 8429
Date:	Author (Name/Organisation):	Verified (Name/Organisation):
31/01/2024	Kristian Wade / Amey Consulting	Melanie Roxburgh / Amey Consulting
Description of project		
Describe any likely direct, indirect, or secondary impacts of the project (either alone or in combination with other plans or projects) on the European Site by virtue of:		
Size and scale (road type and probable traffic volume)	The proposed works will include general construction activities along the full 1,322m length of the Bridge, which carries the A898 carriageway over the River Clyde, between WGS84 Latitude 55°55.173'N, Longitude 4°27.877'W (western extents, northbound lane), Latitude 55°55.160'N Longitude 4°27.859'W (western extents, southbound lane) and Latitude 55°55.255'N, Longitude 4°27.664'W (eastern extents, northbound lane), Latitude 55°55.242'N, Longitude 4°27.646'W (eastern extents,	

¹ Design Manual for Roads and Bridges (2020). LA 115 Habitats Regulations Assessment. Available at: <https://www.standardsforhighways.co.uk>

	<p>southbound lane). The Bridge is the only crossing point over the River Clyde west of Glasgow, meaning that the A898 dual carriageway represents an important commuting and access route between Renfrewshire with West Dunbartonshire.</p> <p>The Bridge itself has 15 spans across its length, and approximately 265m of the Bridge spans the Mean High-Water Springs (MHWS) of the River Clyde. The horizontal bridge deck is situated approximately 40m vertically above the MHWS of the River Clyde.</p> <p>The Annual Average Daily Flow (AADF) as of 2022 for the A898 over the Bridge consisted of 46,259 vehicles, with an average of 4.3% being Heavy Goods Vehicles (HGVs).</p>
Land-take	<p>No permanent land take will be required outside of the boundaries of the existing bridge structure.</p> <p>All proposed construction activities are due to take place on or around the existing bridge deck, with no works anticipated to the piers and abutments and no requirement for works within the channel of the River Clyde.</p> <p>The bridge deck will be accessed from the existing A898 carriageway, therefore no access to adjacent land will be required.</p> <p>No loss of vegetation is required to facilitate the works.</p>
Distance from the European Sites or key features of the sites (from edge of the project assessment corridor)	<p>The boundaries of the Inner Clyde SPA and Inner Clyde Ramsar extend along both the northern and southern banks of the River Clyde.</p> <p>The proposed works area therefore lies directly above the European Sites, with two disjunct sections at the northern and southern extents of the bridge being situated within the boundaries of the SPA and Ramsar.</p>
Resource requirements (from the European Sites or from areas in proximity to the sites, where of relevance to consideration of impacts)	<p>There are no resource requirements from the European Sites.</p>
Emissions (e.g., polluted surface water runoff – both soluble and insoluble pollutants, atmospheric pollution)	<p>Surface water pollution is possible during construction, arising from mobilised pollution, dust, or debris from the proposed works.</p> <p>Air pollution is possible during construction. This will be limited to a small increase in greenhouse gas emissions and dust.</p>
Excavation requirements (e.g., impacts of local hydrogeology)	<p>The proposed works are currently anticipated to be confined to the bridge deck and associated structures. No works are anticipated to the piers and/or abutments. Therefore, there are no excavation requirements and no impacts to local hydrogeology are anticipated.</p>
Transportation requirements	<p>Transportation requirements will include Traffic Management (TM) vehicles and HGV vehicle movements transporting plant/machinery.</p> <p>Plant/machinery requirements will be specific to the construction activity. The construction activities will be associated with the following plant/machinery/materials:</p> <ul style="list-style-type: none"> ▪ External painting: blast pot compressors; dehumidifiers; heaters; mixers; paint can crushers; paint spraying equipment; vacuum and surveying equipment. ▪ Nosing joint replacement and surfacing patching: milling machine; welding gear; burning gear;

	<p>waterproofing material; colbond 50 bond coat; aggregate; primer and stone mastic asphalt.</p> <ul style="list-style-type: none"> ▪ Cable re-tensioning: cable jacking equipment. ▪ Trough to deck welds: metal weld; chargers; container; drill; gas products; heat gun; impact wrench; sander; shear wrench; small tools; surveying equipment; testing kit; ventilation; weld set and gas monitors. ▪ Inspection and servicing of access equipment: hand tools; Non-Destructive Testing (NDT) equipment; metal weld; charger; container; drill; gas products; heat gun; impact wrench; sander; shear wrench; small tools; surveying equipment; testing kit; ventilation; weld set and gas monitors. ▪ Carriageway resurfacing: milling machine; planer; waterproofing; colbond 50 bond coat; aggregate; ZED 594 primer and TS2010 stone mastic asphalt. ▪ Concrete repairs: hand tools; corrosion inhibiting silla ferrogard 03+; siloxane water repellent sikagard 750L; concrete reinstatement sika monotop 612 and class R4 low shrinkage mortar.
Duration of construction, operation, etc.	<p>A Marine Licence is currently being applied for in order to facilitate the works, and is planned be in operation for 10 years, spanning between 2025 and 2035. Construction activities will occur intermittently and as required throughout this period.</p> <p>Each individual construction activity will require its own works-specific TM including (but not limited to): lane closures, hard shoulder closures, pedestrian footway closures/diversions and temporary traffic lights/contraflow. Suites of works are anticipated to take place during both day-time and night-time during the course of the 10 years.</p>
Other	N/A
Description of avoidance and/or mitigation measures	
Describe any assumed (plainly established and uncontroversial) mitigation measures, including information on:	
Nature of proposals	Standard mitigation and best practice measures are considered sufficient to reduce the effects of the proposed works. These are set out in Appendix A in full.
Location	Mitigation measures will be at the point of works.
Evidence for effectiveness	Standard measures following recognised industry best practice guidance.
Mechanism for delivery (legal conditions, restrictions, or other legally enforceable obligations)	None.
Characteristics of European Site(s)	
A brief description of the European Site to be produced, including information on:	
Name of European Sites and their EU codes	Inner Clyde SPA: ID 8514; Inner Clyde Ramsar: ID 8429
European Site size	Approximately 1,825Ha
Key features of the European Sites including the primary reasons for selection and any other qualifying interests	The Inner Clyde SPA and Ramsar cover the same area, spanning much of the lower course of the River Clyde and extending into the Firth of Clyde. The European Sites encompass significant portions of both the northern and

	<p>southern banks, as well as further areas of tidal mudflat within the middle of the channel.</p> <p>Both European Sites are designated for their non-breeding population of Annex II species common redshank (<i>Tringa tetanus</i>)².</p> <p>The common redshank is a wading bird distributed widely across Eurasia. The species is partially migratory, with the UK breeding population swelling in winter with migrants from Iceland, Scandinavia, and Russia. In winter, they congregate in large flocks, often as part of wider wading bird and waterfowl assemblages, in coastal habitats such as mudflats and saltmarshes.</p> <p>The Inner Clyde regularly supports an internationally important wintering population of common redshank, with a winter peak mean between 1992-1997 of 2,107 individuals. This represents approximately 1% of the Eastern Atlantic Flyway and 2% of the British population.</p> <p>As of 2007, the non-breeding population of common redshank on the Inner Clyde was assessed as favourable, maintained, with mean peak winter populations being maintained above an earlier minimum.</p>
<p>Vulnerability of the European Sites – any information available from the standard data forms on potential effect pathways</p>	<p>The status of the Annex II species common redshank within the European Sites was assessed as Favourable, maintained during the latest assessment in 2007.</p> <p>The main pressures faced by common redshank in the Inner Clyde are threats to their favoured habitats, including coastal squeeze and dredging, which can reduce the availability of suitable foraging and roosting habitat. Additionally, disturbance is another potential pressure, which can arise from recreational use of the Inner Clyde and game management.</p>
<p>European Sites conservation objectives – where these are readily available</p>	<ul style="list-style-type: none"> ▪ To maintain the extent and condition of saltmarsh habitat by ensuring protection from damaging impacts. ▪ To maintain the extent and forage value of intertidal sand and mudflats by minimising or avoiding mechanical damage and harmful pollution. ▪ To maintain or increase the populations of wintering waterfowl and waders by minimising disturbance from development or inappropriate recreational use of adjoining land.
<p>Assessment criteria</p>	
<p>Describe the individual elements of the project (either alone or in combination with other plans or projects) likely to give rise to impacts on the European Sites.</p>	
<p>The proposed works are scheduled to occur over a prolonged period of 10 years. However, individual construction activities will occur intermittently within this timeframe, meaning that potential impacts from specific works will be short-term and restricted to the construction phase. The proposed works will be localised in scale, occurring exclusively within the existing boundaries of the Bridge deck and associated infrastructure, with no works required within the channel or MHWS of the River Clyde. Construction activities required that may have potential impacts on the SPA and/or Ramsar are as follows:</p> <ul style="list-style-type: none"> ▪ External Painting; ▪ Nosing joint replacement and surfacing trial/patching; ▪ Cable re-tensioning; ▪ Trough to deck welds (remedial works); ▪ Inspection and servicing of access equipment; ▪ Tower top saddle replacement; 	

² Inner Clyde SPA and Ramsar https://www.inverclyde.gov.uk/assets/attach/8960/SPA_RAMRSAR-2018.pdf

- Carriageway resurfacing;
- Concrete repairs;
- Internal electrical maintenance & Principal, General and Safety Inspections;
- Dehumidification/fire protection; and
- Structural health monitoring.

The noise and vibration assessment undertaken by Amey states:

Noise-heavy works pertaining to construction activities including surfacing trials, welding, carriageway resurfacing and concrete repairs will be required intermittently within the 10year period. These activities may result in a small, temporary increase in noise and vibration levels compared to baseline levels during construction only. However, as baseline noise levels would normally be influenced by vehicular traffic along the A898 carriageway, noise levels are not anticipated to be significantly increased above baseline.

The biodiversity assessment undertaken by Amey states:

The Inner Clyde contains two European sites (Inner Clyde SPA and Inner Clyde Ramsar) which are both located directly beneath the Bridge along the banks of the River Clyde. Both European sites are designated for their non-breeding population of common redshank.

Construction effects on biodiversity will be localised and short-term due to the relatively small scale and isolated nature of the individual, specific construction activities.

Within the Inner Clyde, common redshank typically occupy the raised sandbanks and mudflats within the central portion of the channel and the banks further to the west of the Bridge. The banks immediately beneath the Bridge are rocky with little exposed shoreline suitable for large numbers of foraging and/or roosting common redshank. Additionally, the shoreline beneath the Bridge receives considerable recreational disturbance. Suitable habitat is present in large quantities approximately 630m to the west, where sandbanks/mudflats extend into the channel.

The presence of significant numbers of feeding or roosting common redshank within close proximity can be scoped out. At this distance, noise and/or visual disturbance as a result of the proposed works will not be significant.

The geology and soils assessment undertaken by Amey states:

No adverse impacts are anticipated with regards to geological features as the proposed construction activities will be confined to the existing Bridge structure.

The road drainage assessment undertaken by Amey states:

The River Clyde channel flows directly beneath the Bridge, with construction activities occurring over the MHWS of the river. There is the potential for adverse impacts on water quality at nearby watercourses through sedimentation and pollution during the construction phase. If not adequately controlled, debris and runoff from the works could enter surrounding surface water environment. In the event of a flooding incident, this debris may be mobilised and could enter the road drainage system, thus having a detrimental effect on the surrounding local water environment. There is also the potential for spills, leaks or seepage of fuels and oils associated with plant to escape and reach drainage systems and watercourses if not controlled, including alkaline concrete wash water which may negatively affect the surrounding water environment.

Any mobilised pollution within the River Clyde or its tributaries could negatively impact upon the qualifying species (common redshank) within the European sites. Pollution incidents could increase the mortality of invertebrate prey of common redshank, reducing the suitability of the European sites for foraging.

However, these potential impacts will be appropriately mitigated against via standard water pollution measures (see Appendix A). The likelihood of pollution arising from the proposed construction activities is therefore not significant.

The air quality assessment undertaken by Amey states:

The proposed works are scheduled to occur within a heavily industrialised area, where baseline air quality is impacted by emissions from local traffic and industry. Further impacts on air quality that may arise as a result of the proposed works include:

- Onsite construction activities have the potential to produce airborne particulate matter and to generate emissions and dust that may have a temporary impact on local air quality levels.
- TM being implemented during the scheme may result in an increase in associated vehicle emissions through idling vehicles, prolonged journeys, and increased congestion.

The impacts identified will be temporary for the duration of individual construction works only and therefore no long-term change is predicted on air quality. Standard mitigation measures will be implemented (see Appendix A).

Initial Assessment

The key characteristics of the site and the details of the European Sites to be considered in identifying potential impacts. Describe any likely changes to the sites arising as a result of:

Reduction of habitat area	The proposed works will not result in any reduction in habitat area. All works will be confined to within the boundaries of the existing Bridge structure.
Disturbance to key species	<p>The proposed works are unlikely to cause significant disturbance to common redshank, the qualifying interest of the European sites, due to the likely physical separation and lack of functional linkage between the proposed works area and habitat suitable for large numbers of foraging/roosting common redshank.</p> <p>The narrow shoreline between the Bridge and suitable foraging/roosting areas for foraging common redshank may support occasional individuals, though these numbers will not be significant in the context of the wider population utilising the European sites.</p> <p>Additionally, the A898 carriageway passing over the Bridge will likely act as an acclimating buffer between the proposed works area and the designated sites, as baseline noise levels would otherwise be heavily influenced by commuting traffic along the A898. All proposed works will be limited to the bridge deck. The vertical height of the bridge (approximately 40m) will provide a further acclimating buffer between any potentially noise-heavy works and habitats which may occasionally be used by small numbers of common redshank.</p> <p>Standard mitigation measures will prevent against any residual noise pollution and vibration as a result of works activities which could otherwise impact the SPA, Ramsar and common redshank. Best practice avoidance measures are recommended, as per Appendix A.</p>
Habitat or species fragmentation	The proposed works will not lead to habitat or species fragmentation. Works will be confined to the existing bridge structure, and the immediate habitats surrounding the bridge are not optimal for common redshank. Therefore, significant numbers of common redshank are unlikely to be present within close proximity of the proposed works area.
Reduction in species density	The proposed works will not reduce species density, as the proposed works are confined to the existing bridge structure and the bridge is not functionally linked to habitats suitable for significant numbers of foraging/roosting common redshank.
Changes in key indicators of conservation value (water quality, etc)	Potential changes in water quality or air quality will be addressed by standard mitigation measures as part of the proposed scheme.
Climate change	The works will not impact climate change in any significant manner, though there will be minor emissions as a result of the proposed works.
Describe any likely impacts on the European Sites as a whole in terms of	
Interference with the key relationships that	N/A

define the structure of the sites	
Interference with key relationships that define the function of the sites	N/A
Indicate the significance as a result of the identification of impacts set out above in terms of:	
Reduction of habitat area	The proposed works will not result in any decrease in habitat area.
Disturbance to key species	<p>The works are unlikely to result in significant disturbance to non-breeding common redshank. The physical separation between the proposed works area and habitats suitable for large numbers of foraging and/or roosting common redshank within the SPA/Ramsar boundaries means that noise and visual disturbance will not be significant.</p> <p>The proposed works may result in a temporary increase in artificial light levels during night works. However, this increase is not considered to be significant given the urban and industrial surroundings which will contribute to baseline light pollution.</p>
Habitat or species fragmentation	<p>There will be no fragmentation of habitats comprising the European Sites and no fragmentation of common redshank populations.</p> <p>The immediate surroundings of the proposed works area beneath the Bridge are highly unlikely to be utilised by large numbers of common redshank.</p>
Loss	The works will not lead to a loss of key habitat or species populations.
Disruption	The proposed works area has limited functional linkage to habitats suitable for significant numbers of common redshank. The isolated scale of the proposed works and physical separation (both vertical and lateral) from habitats likely to be utilised by the qualifying interest means that the significant disruption to common redshank is not anticipated.
Change to key elements of the sites (e.g., water quality, hydrological regime etc.)	The proposed works will not impact key elements of the European sites once standard pollution and noise controls are in place, and are unlikely to cause significant impacts due to the relatively isolated scale of the works and physical separation from the European Sites and their qualifying interest. Pollution controls will be implemented as standard to minimise the risk of pollution on watercourses, regardless of their European designation.
Describe from the above those elements of the project, or combination of elements, where the above impacts are likely to be significant or where the scale or magnitude of impacts is not known.	
There are no likely significant effects as potential impacts on noise, water and air are controlled by standard mitigation measures and the proposed works are sufficiently physically separated from habitats considered likely to be utilised by large numbers of common redshank.	
Outcome of screening stage	No Likely Significant Effects Identified
Are the appropriate statutory environmental bodies in agreement with this conclusion (delete as appropriate and attach relevant correspondence).	N/A (none consulted)

3. References

Design Manual for Roads and Bridges (2020). LA 115 Habitats Regulations Assessment. Available at:
<https://www.standardsforhighways.co.uk/search/e2fdab58-d293-4af7-b737-b55e08e045ae>

Inner Clyde SPA and Ramsar https://www.inverclyde.gov.uk/assets/attach/8960/SPA_RAMSAR-2018.pdf

<https://www.netregs.org.uk/environmental-topics/guidance-for-pollution-prevention-gpp-documents/>

<https://iaqm.co.uk/text/guidance/construction-dust-2014.pdf>

Appendix A: Best practice mitigation measures

Noise and vibration control measures

- Where night-time working is required, the noisiest works should be completed before 23:00 where feasible.
- Plant/machinery should be fitted with silencers/mufflers.
- No plant, vehicles or machinery should be left idling when not in use.
- Use rubber linings in, for example, chutes and dumpers to reduce impact noise.
- The use of a soft start to the works, whereby plant/machinery is turned on sequentially as opposed to simultaneously should be utilised.
- The Amey Noise and Vibration briefing should be delivered to all site operatives before works start.
- Operatives should avoid extraneous noise whilst on site.

Protected species control measures

- Site operatives will be made aware of the sensitivity of the Inner Clyde SPA and Ramsar prior to any construction activities.
- All works and storage of plant, machinery, vehicles, and equipment will be restricted to the boundaries of the carriageway.
- On-site light sources should be kept to a minimum, and only used as required.
- When in use, any artificial light should be directional and directed at the area of works as far as reasonably practicable, reducing any light spill into the wider surroundings, and potentially sensitive habitat.
- In the unlikely event a protected species is encountered or move on site, works will be temporarily halted until the animal has moved on, or until Amey's Environmental Team can provide advice.
- Amey's Environmental Team will be contacted for any guidance if required, and the control room will be contacted for environmental record.
- Should any vegetation cutback be identified as a requirement during any scheme, a member of the Amey Environmental Team will be contacted to determine any risks at the design phase.
- Please refer to the Noise and Vibration section for additional noise mitigation.
- Please refer to the Road Drainage and the Water Environment section for additional pollution control mitigation.

Geology and soils control measures

- Vehicles and materials should not be stored or parked on grass verges where possible.
- Spill kits should be present on site and all operatives should be fully trained in their use. Any fuels or chemicals required for use should be stored securely with dip trays used appropriately and stored under any chemical or fuel containers.
- See additional pollution mitigation measures in the Road Drainage and the Water Environment section below.
- Dust suppression systems, such as dampening down or use of collection vacuums, must be used when cutting concrete near exposed soils.
- Weather reports should be monitored prior to the works, with all construction activities temporarily halting in the event of predicted high rainfall or wind.

Road drainage and water environment control measures

- All debris which has the potential to be suspended in surface water and wash into the local water environment should be cleaned from the site both during and following the works.
- Debris and dust generated as a result of the works must be prevented from entering the drainage system. This can be via the use of drain covers or similar.
- Appropriate measures should be implemented onsite to prevent any potential pollution to the natural water environment (e.g., debris, dust, and hazardous substances). This should include spill kits being present onsite at all times, and the use of funnels and drip trays when transferring fuel etc.

- Visual pollution inspections of the working area must be conducted frequently, especially during heavy rainfall and wind.
- Weather reports should be monitored prior and during all construction activities. In the event of adverse weather/flooding events, all activities should temporarily stop, and only reconvene when deemed safe to do so, and run-off/drainage can be adequately controlled to prevent pollution.
- All storage areas should be located away from areas that see high vehicular movement to prevent accidental damage.
- All oils and fuels will be returned to storage area after use.
- Bunds to be provided around drums up to 205 litres with a buffer of 25% of their capacity.
- Bunds to be provided around bulk storage to a capacity of 110% of the stored fuel/oil.
- All operatives should be briefed on the Scottish Environment Protection Agency's (SEPA's) Guidance for Pollution Prevention (GPP)³ documents (namely, GPP 1, GPP 2, GPP 5, PPG 6, GPP 8 and GPP 22).
- In the event of a 'serious incident', SEPA will be notified without delay.
- If the mixing of concrete on site is required, site operatives should apply suitable controls to prevent the mixture escaping to the surrounding environment:
 - All mixing should take place a minimum of 10m away from watercourses and drains where possible.
 - No washout from concrete mixing should be allowed to enter the water environment and taken off site for appropriate treatment.
- The Amey Water Pollution Prevention briefing should be delivered to all site operatives before works start.
- All water generated from hydro-demolition will be contained. Given the location the best option would be to remove the water off site for treatment. Alternatively, a silt/pH buster could be used on site to treat the water and it could be disposed of into the foul water drainage system. Permission will be obtained by Scottish Water prior to discharging into the foul water drainage system. Contractor method statements and risk assessment will be reviewed prior to these works. No concrete contaminated water, even treated with a silt/pH buster must enter the surface water drainage system.
- A Marine Policy Assessment has been undertaken as part of this application, please see the relevant supporting document for full details.

Air quality control measures

- Best practice and measures as outlined in the 'Guidance on the assessment of dust from demolition and construction (January 2024)⁴ published by the IAQM, which includes the following mitigation relevant to this scheme should be followed:
 - Plan site layout (including plant, vehicles and non-road mobile machinery (NRMM)) so that machinery and dust causing activities are located away from receptors, as far as reasonably practicable;
 - Remove materials that have a potential to produce dust from site as soon as possible, unless being re-used on site (cover or fence stockpiles to prevent wind whipping);
 - 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;
 - Minimise drop heights from conveyors and other loading or handling equipment;
 - Ensure vehicles entering and leaving the work area are covered to prevent escape of materials during transport;
 - 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; and

³ <https://www.netregs.org.uk/environmental-topics/guidance-for-pollution-prevention-gpp-documents/> (Accessed 18 March 2024)

⁴ [Construction-Dust-Guidance-Jan-2024.pdf \(iaqm.co.uk\)](https://www.iaqm.co.uk/construction-dust-guidance-jan-2024.pdf) (Accessed 18 March 2024)

- When not in use, plant, vehicles and NRMMS will be switched off and there should be no idling vehicles.
- All plant and fuel-requiring equipment utilised during construction should be well-maintained in order to minimise emissions.
- Surfaces should be swept where loose material remains following planing.
- Green driving techniques should be adopted, and effective route preparation and planning should be undertaken prior to works.
- Ensure any solvents, liquids and hazardous materials are sealed completely.