

Silica Developments Limited

**Storage and Transfer Facility for Waste Glass
At**

**Gate 4, Shoreham Port, Brighton Terminal, Basin Road South,
Shoreham, BN41 1WF**

Environmental Management System

Fire Prevention Plan

Reference: EMS-OP-04

October 2024

DOCUMENT CONTROL SHEET

Version Reference	Date	Reason for Change	Issued by
1	24.10.2024	New Application	ISL

CONTENTS

1 INTRODUCTION 3

1.1 Purpose 3

1.2 Scope 3

1.3 Objectives 3

1.4 Site Location 3

1.5 Roles and Responsibilities 4

1.6 Summary of Operation 4

1.7 Waste Delivery 4

1.8 Non-Permitted Waste 5

1.9 Site Plan(s) 5

2 CAUSES OF FIRE 6

2.1 Arson 6

2.2 Plant and Equipment 6

2.3 Electrical Faults including damaged or exposed electrical cables 7

2.4 Discarded Smoking Materials 7

2.5 Hot Works 7

2.6 Industrial Heaters 7

2.7 Hot Exhausts 7

2.8 Ignition Sources 7

2.9 Batteries 7

2.10 Leaks and Spillages 7

2.11 Build-up of Loose Combustible Waste, Dust and Fluff 7

2.12 Reaction between Wastes 8

2.13 Waste Acceptance and Deposited Hot Loads 8

2.14 Hot and Dry Weather 9

3 PREVENT SELF COMBUSTION. 10

3.1 Material Receipt, Treatment and Storage 10

3.2 Fire Walls and Bays 14

3.3 Quarantine Area 15

3.4 Signage 15

3.5 Training, Awareness and Visitors 15

4 FIRE DETECTION AND MANAGEMENT 16

4.1 Detecting and Suppressing Fires 16

4.2 Firefighting strategy 16

4.3 Water Supplies 17

4.4 Managing Fire Water 17

4.5 During and After an Incident 18

EMS-OP-04

Fire Prevention Plan

1 INTRODUCTION

This document provides the Fire Prevention Plan for the bulk storage facility at Shoreham Port.

1.1 Purpose

The primary purpose of this Fire Prevention Plan (FPP) is to guide staff and contractors in the prevention of fire. This FPP also confirms the actions to be taken in the event of fire to minimise any impact on the environment and to control the fire where appropriate.

This FPP will be issued to the Fire Brigade in the event of a fire to aid with firefighting.

1.2 Scope

This FPP has been prepared in accordance with Environment Agency guidance.¹ However, it must be noted that the FPP guidance does not apply to glass. There is no reference to glass as it is non-combustible.

A Fire Prevention Plan has been requested to support an application for an Environmental Permit to store and transfer waste glass, including glass produced at a Material Recycling Facility EWC191205 glass or EWC191212 mixed waste containing glass.

The current operation takes place in accordance with a S2 exemption and following the procedures in RPS292, which does not require operators to consider appropriate measures for fire.

1.3 Objectives

The objectives of the Fire Prevention Plan are:

- To minimise the likelihood of a fire occurring.
- To aim for a fire to be extinguished within 4 hours.
- To minimise the spread of fire within the site and to neighbouring sites.

1.4 Site Location

The site is located at Gate 4, Shoreham Port, Brighton Terminal, Basin Road South, Shoreham, BN41 1WF. The site is centred on NGR TQ 76524 31301.

The site is in Shoreham Port, which is a busy industrial estate for loading / unloading at the dockside.

Road access to the site is via Basin Road South only. The glass is exported using the dockside.

The site is surrounded by other industrial premises within the port. The northern boundary is delineated by the dockside and the basin.

A map of key receptors within 1km is shown in Annex A.

¹ <https://www.gov.uk/government/publications/fire-prevention-plans-environmental-permits/fire-prevention-plans-environmental-permits>

EMS-OP-04

Fire Prevention Plan

1.5 Roles and Responsibilities

The site is Shoreham Port, which is under the control of Shoreham Port Authority (SPA). The SPA has its own procedures for dealing with incidents, including fire.

The Site Manager is responsible for liaising with representatives from SPA and participating in fire drills managed by SPA. The Site Manager is specifically responsible for:

- Ensuring the adequate training of staff and contractors working on site regarding the content of these procedures;
- Ensuring the provision and maintenance of hand held fire extinguishers and other firefighting equipment at the site is adequate.

1.6 Summary of Operation

The site layout is shown on Drawing No. SDL-SBS-FPP-01. This will be a facility for bulk storage and transfer only.

The bulk storage facility has a 6m high concrete wall around three sides, with sub dividing block work forming internal bays. There is also a 2.4m high concrete block wall forming the front barrier, with just an entry point for vehicles to unload / load.

Bay 1 will be used for storing MRF Glass. This will be coded EWC 191205 Glass or 191212 mixed waste containing glass, depending on the classification.

Bay 2 will be used for storing MRF Glass or other glass.

Both bays will have separate sealed drainage. Any surface water within the storage bay will drain to a pipe that will drain into a sealed channel. The sealed channel will be inspected daily and if the water level is at 75% level, arrangements will be made to empty the system.

1.7 Waste Delivery

All waste delivery vehicle drivers will be given directions to Shoreham Ports weighbridge office before they attend site.

All waste delivery vehicles will use the weighbridge located at Gate 3. The weighbridge operator will provide the haulier the directions to the bulk storage bays. Each storage bay will be clearly signposted. Once unloaded, the driver will leave the site via the weighbridge.

The site supervisor will check the waste, removing any clear and obvious non-compliant waste such as plastic sacks. These will be placed in a quarantine container.

The waste is delivered in HGVs throughout the day, with a maximum of 3-4 deliveries in a day. Only one delivery takes place during a one-hour period.

The loading shovel driver will push the waste up in the storage bay, ensuring that all waste remains in the bay and below the 5m height marker.

The waste glass is loaded on to a ship using a crane, operated by SPA. The transfer of glass from the site typically takes place once a month. It can take 8 hours to load a ship. No deliveries take place during this time.

The operation will use the following equipment:

- Loading Shovel
- Crane

EMS-OP-04

Fire Prevention Plan

The plant is managed by SPA. SPA provide the plant and operators for loading ships.

1.8 Non-Permitted Waste

A general waste skip will be used to quarantine any non-permitted waste. The quarantine container is shown on Drawing No. SDL-SBS-FPP-01.

The quarantine containers will be checked daily, and arrangements made to remove the waste as and when required. The quarantine container may be moved around the site.

All staff will receive training to identify non-compliant waste.

1.9 Site Plan(s)

The current site plan is shown on Drawing No SLD-SBS-FPP-01.

EMS-OP-04

Fire Prevention Plan

2 CAUSES OF FIRE

2.1 Arson

The site is located within the security control of Shoreham Port. There is one road onto the port, which has a gated entrance. There is a steel palisade gated entrance which is looked at the end of each working day.

Visitors to the estate must first enter the Shoreham Port offices at Gate 1 and register at the office. This is a photographic ID process confirming the purpose of the visit and car registration details.

CCTV is provided across the port.

Representatives of the operator must sign into the site when visiting.

Security staff patrol the perimeter of the estate out of hours.

Ships access is from the basin, located north of the site.

The entire port is under the control of Shoreham Port Authority which monitors all shipping movements.

The following security features will reduce fire risks, particularly from vandalism and operational risks:

- The site is in the control of SPA which provides gated entrance and night time security.
- CCTV throughout the Port.
- No high value waste (metals) left at the site.
- All functions of security will be checked daily by SPA.

2.2 Plant and Equipment

SPA provide the plant and machinery required to transfer the waste glass. All such plant and equipment has a Planned Preventative Maintenance Programme.

There is more than one type of plant to provide contingency. SPA is responsible for loading / unloading all cargo ships and therefore have sufficient plant and staff to carry out these tasks.

There is not treatment plant at the site.

The plant use is minimal. It is used during waste unloading to ensure the waste is pushed into the bay. It is used to load ships docked alongside.

Neither activity takes place constantly throughout the day. All operations are pre-booked so that arrangements are made with SPA to provide the appropriate plant and operator.

To ensure all permitted waste quantities are adhered to and no amenity issues or increased fire risks are caused, SDL will ensure it has:

- SDL arranges for the transfer of glass to maintain capacity.
- Ships are pre-arranged with advanced notice.

The waste is not subject to seasonality.

In the event of a fire at the site, the SDL will notify any booked deliveries to divert to another waste facility. The Site Manager will maintain a register of alternative sites, including telephone numbers and contact details.

EMS-OP-04

Fire Prevention Plan

2.3 Electrical Faults including damaged or exposed electrical cables

There are no electrical cables within the bulk storage facility.

2.4 Discarded Smoking Materials

No smoking is permitted within the permit boundary. This is reinforced with training and site notices.

2.5 Hot Works

As part of waste operations, hot works will not be needed.

No hot works will take place in the bulk storage facility.

2.6 Industrial Heaters

No industrial heaters are used at the site.

2.7 Hot Exhausts

During operations, banksmen and site operatives will be vigilant for signs of ignition from operational hot exhausts such as those on vehicles used for transport and waste movement. This will include checks at regular intervals during the operational hours.

No vehicles are parked in the permit boundary. Vehicles are used intermittently for loading but do not remain in the permit boundary.

2.8 Ignition Sources

There will be no naked flames, space heaters, furnaces, incinerators or any other sources of ignition on the site.

2.9 Batteries

Batteries will not be accepted at the site.

Any batteries encountered should have been removed at the MRF.

2.10 Leaks and Spillages

The spillage procedure will be implemented in the event of a leak or spillage from site vehicles or waste delivery/collection vehicles. Spill kits will be kept in the SPA office. Any spillage will be managed by SPA.

Further information on the spillage procedure is provided in Annex E.

2.11 Build-up of Loose Combustible Waste, Dust and Fluff

Good housekeeping will be maintained at all times to ensure dust and litter are prevented from accumulating on site.

The waste will be unloaded and stored in a designated bay. The bulk transfer facility comprises of a 6m high concrete wall on three sides, sub-divided into storage bays using legio blocks.

SDL arrange for a full ship load of waste glass to be removed from the site. When a bay has been emptied, it will be cleaned.

EMS-OP-04**Fire Prevention Plan**

As part of the daily checks, signs for litter and debris around the site will be recorded and action taken to remove such materials. The general cleanliness of the site will be checked throughout the working day. The following specific inspections will be carried out:

During any site visit by SDL staff, they will carry out an inspection of the storage areas. This will include checking the perimeter boundary at the amenity monitoring points shown below.



After loading – A bay will be checked and cleaned. SPA staff will report any amenity issues to SDL.

2.12 Reaction between Wastes

The site does not store wastes which are incompatible.

2.13 Waste Acceptance and Deposited Hot Loads

The waste delivery vehicle will arrive directly from the MRF. Therefore no smouldering loads will be loaded on to the vehicle.

The following actions are taken to prevent fire arising from a hot load:

- All drivers will be required to stop at the weighbridge when entering the site.
- If the load is observed to be smouldering, the vehicle will not be allowed to deposit its load. Instead, it will be directed to the quarantine area.
- Using water supplied by a fire hose, the waste will be cooled and if necessary the fire service will be contacted.

EMS-OP-04

Fire Prevention Plan

- If a load is found to be smouldering once it has been deposited within any reception bay, if deemed safe to do so, a load machine will be used to turn the waste glass, using any deposited waste glass to smother the waste. If it is not safe to do so, the material will be hosed with water in situ.
- No more waste will be deposited until the smouldering waste has been dealt with and the Site Manager has confirmed it is cooled and no longer a fire risk.

All staff will be trained to be vigilant for hot loads. All incidents of hot loads will be recorded on the Incident Form.

2.14 Hot and Dry Weather

All waste will be received and stored in a large bulk transfer facility. The facility has 6m high concrete walls on three sides (eastern, southern and western boundaries) which will create shading and reduce any direct sunlight.

Whilst pending the transfer of the waste glass, a machine operator will turn the waste more frequently.

EMS-OP-04

Fire Prevention Plan

3 Prevent Self Combustion.

The site operates in accordance with a management system. Operational Procedures are set out in EMS-OP-01. This provides information on the amount of waste to be processed, including storage areas and storage times.

In addition to the Operational Procedures, the following reasonable actions will be taken to minimise the risk of fire, in accordance with Environment Agency guidelines. However, the guidance does not provide any storage limits for waste glass as it is a non-combustible waste.

3.1 Material Receipt, Treatment and Storage

3.1.1 Waste capacity

The annual throughput will be 100,000 tonnes.

3.1.2 Waste Acceptance (Permitted waste receipt)

The site will only handle waste glass. The following codes will be accepted:

150107	Glass packaging
170202	Glass
191205	Glass
191212	Mixed waste containing Glass
200102	Glass

Site Acceptance Procedures

The company will only accept wastes which are allowed under the permit. The site is a specialist facility and therefore it is unlikely that non permitted wastes will be delivered to the site.

Glass produced at Material Recycling Facilities (MRF)

Before accepting a new contract for the supply of waste glass, a representative of SDL will visit the source site and visually inspect the glass. Samples will be collected for analysis. The mixed glass is typically from large Material Recycling Facilities operated by established, reputable waste management companies (e.g. Biffa, Veolia).

SDL will request the previous 12 months testing data generated at the source site. MRF sites are required to carry out output sampling.

The testing will check the glass by weight. A sample is taken and weighed. It is then hand sorted to remove any incidental material (cardboard, metal, plastic and organic). The separated fractions are all weighed. The average limit for SDL will be 95% glass by weight.

Once these checks have been used to classify the waste and confirm it is permitted, the producer will be registered with SDL for delivering waste glass.

During the first week of deliveries from a new source, each load is visually checked and tested. Thereafter, a sample of glass is taken every 250 tonnes for weight testing.

SDL visually inspect the waste glass stockpile twice per week and maintain a weekly photographic record.

EMS-OP-04

Fire Prevention Plan

Glass produced at MRFs can be classified as 191205 Glass, or 191212 Waste Glass containing other non-hazardous waste. The producer (MRF operator) will be required to classify the waste glass leaving their site.

SDL will carry out compliance checks to confirm the correct code has been used. With reference to the guidance², the decision should be made on a case by case basis.

As part of the classification, SDL will confirm if the source site is a Mixed Dry Recyclable Facility (MRF). This will help to confirm that the input material is non-hazardous waste. SDL will review the site's Waste Acceptance Procedures and check their procedures for removing non-compliant waste such as vapes and batteries.

The waste acceptance procedures at the MRF will be important to ensure that any mixed glass containing non-hazardous waste (EWC191212) is non hazardous. The MRF operators also work with Waste Collection Authorities to inform residents and businesses about the materials that can be placed in the collection bin. This will help reinforce the position that batteries and vapes should not be placed in the recycling bin.

With reference to the Environment Agency guidance, when the composition of the waste and its components is widely understood not to include hazardous substances, and visual inspections would easily identify materials likely to be hazardous, then the waste assessment may not need to include sampling and testing.

Prior to removal from the MRF, the waste producer will carry out periodic sampling to confirm the weight of glass, and other components. At this stage, the visual assessment will allow the operator to remove any non-compliant waste such as batteries and vapes.

The glass will typically be from a dry mixed recyclable input which is mixed with paper, plastics, and metal cans only. The input and output waste are consistent and as such no other testing will be required.

As the waste is unloaded at the bulk storage facility, any incidental items of waste (plastic bags, cardboard) will be placed in a general waste bin.

Single source collected glass

Before accepting a new contract for the supply of single source glass, a representative of SDL will visit the source site to visually inspect the glass and check the procedures for generating it. The single source glass is typically from established, reputable waste management companies (e.g. Biffa, Veolia).

If the visual checks confirm single source glass, the producer will be registered with SDL for delivering waste glass.

During the first week of deliveries from a new source, each load is visually checked. A sample of glass is taken every 250 tonnes for weight testing.

SDL visually inspect the waste glass stockpile twice per week and maintain a weekly photographic record.

Glass generated can be classified as 150107 Glass, or 200102 Waste Glass. The producer will be required to classify the waste glass leaving their site.

2

Glass from waste treatment facilities, Guidance LIT 72733, published 21 May 2024.

EMS-OP-04

Fire Prevention Plan

SDL will carry out compliance checks to confirm the correct code has been used. With reference to the guidance³, the decision should be made on a case by case basis.

SDL will review the site's Waste Acceptance Procedures and check their procedures for removing non-compliant waste such as vapes and batteries. This will help to confirm that the input material is non-hazardous waste.

With reference to the Environment Agency guidance, when the composition of the waste and its components is widely understood not to include hazardous substances, and visual inspections would easily identify materials likely to be hazardous, then the waste assessment may not need to include sampling and testing.

Prior to removal from the supplying site, the waste producer will carry out periodic visual assessments, allowing the operator to remove any non-compliant waste such as batteries and vapes. The input and output waste are consistent and as such no other testing will be required.

For all waste glass streams

All waste delivery vehicle drivers will be given directions to Shoreham Ports weighbridge office before they attend site.

All waste delivery vehicles will use the weighbridge located at Gate 3. The weighbridge operator will provide the haulier the directions to the bulk storage bays. Each storage bay will be clearly signposted. Once unloaded, the driver will leave the site via the weighbridge.

The site supervisor will check the waste, removing any clear and obvious non-compliant waste such as plastic sacks. These will be placed in a quarantine container.

The loading shovel driver will push the waste up in the storage bay, ensuring that all waste remains in the bay and below the 5.5m height marker.

3.1.3 Waste storage times, Stock Management and Rotation

The waste will be received, processed and removed from the site typically within one month. No waste will be kept on site for longer than 3 months.

The waste will be placed in the reception area and the machine loader will rotate the waste prior to loading into the ship. This will ensure that older stock is removed first. The waste will be continually rotated to ensure first in – first out principle is maintained.

SDL maintain accurate inventories for each storage bay and has to pre-arrange collections in advance to notify the shipping company and to arrange SPA to transfer the waste.

During the Daily Checks the site manager will also monitor for any signs of combustion and hotspots. Hotspots are unlikely to occur given that:

- The waste is predominantly glass and is non-combustible; and
- The waste is stored for less than three months.

However, in the event that the Site Manager is aware of localised warming, it will be dissipated by turning the waste or applying a cooling water spray.

3

Glass from waste treatment facilities, Guidance LIT 72733, published 21 May 2024.

EMS-OP-04

Fire Prevention Plan

The site also has height markers around key areas of the site to monitor stockpile heights.

Bay 1

Bay 1 will be used for storing MRF Glass. This is coded 191205 Glass, or EWC191212 Mixed Waste containing glass, depending on its composition. This waste has been derived from Material Recycling Facilities (MRF).

Whilst the MRF is used to separate recyclable wastes, the mixed glass can contain a small amount of other materials such as cardboard, plastic and metal. The composition will determine the EWC, and this will be carried out on a case by case basis.

No more than 6,000 tonnes of waste glass will be stored in Bay 1 at any one time.

Bay 2

Bay 1 could be used for storing MRF Glass from a different source. This is coded EWC191212 Mixed Waste containing glass. This waste has been derived from Material Recycling Facilities (MRF), and whilst the MRF is used to separate recyclable wastes, the mixed glass can contain a small amount of other materials such as cardboard, plastic and metal. This bay may also be used for storing other glass 191205, 200102, 150107.

Either Bay 1 or 2 can also be used for storing general glass. However, no mixing of glass will take place as the contents of each bay will be for a specific destination.

No more than 6,000 tonnes of waste glass will be stored in Bay 2 at any one time.

The total amount of glass that could be stored on site at any one time will be 12,000 tonnes.

There may be occasions when different waste glass streams are contracted for export. In such cases, concrete legio blocks will be used to subdivide the bays into small storage areas. The overall storage limit of 12,000 tonnes will apply.

The site will handle up to 100,000 tonnes of waste glass per annum

Table 1 –Storage

Waste Type	Combustible	Storage Area	Max. Pile Height	Max. Volume	Comment
Bay 1	No	30x30m 900m ²	5m	5,000m ³	Storage bay within bulk transfer storage facility which has 6m high concrete wall on three sides, subdivided with 2.4m high legio block walls.
Bay 2	No	30x30m 900m ²	5m	5,000m ³	

With reference to the FPP guidance, there is no maximum storage limit for waste glass.

The guidance states that “if your waste piles contain a mixture of combustible wastes, you must work out the maximum limits based on the type of the waste that makes up most of the mixed pile.”

EMS-OP-04

Fire Prevention Plan

With the exception of 191212, all waste glass is non-combustible and will not be subject to the requirements of the Fire Prevention Plan.

For waste coded EWC 191212, the pre-acceptance checks require samples of the waste to be tested for constituent materials. SDL will accept the waste containing at least 95% glass. The remainder 5% could be small fragments of cardboard, metals, plastics and paper that have not been removed through the MRF.

As the majority of the mixed waste contains glass, the pile sizes set out in the guidance do not apply in this case.

3.2 Fire Walls and Bays

Regardless of the non-combustibility of glass, the bulk storage facility was designed to store a range of materials. In the past, it was used for storing biomass.

The surrounding 6m high concrete walls provide a fire wall, see Figure 1.

Figure 1 – Existing Concrete Bay Wall



The concrete used meets Class A1 (EN 13501-1). *“The constituent materials (cement and aggregates) which, when chemically combined within concrete, form a material that is essentially inert and, importantly for fire safety design, has relatively poor thermal conductivity. It is this slow rate of conductivity (heat transfer) that enables concrete to act as an effective fire shield not only between adjacent spaces, but also to protect itself from fire damage.”*⁴

The fire resistance of the concrete panels is at least 2 hours, see Appendix F.

The waste glass will be pushed into the confines of the two sided bay wall as indicated on the site plan.

⁴ Concrete and Fire Safety, the Concrete Centre

EMS-OP-04

Fire Prevention Plan

As part of the general amenity management of the site, the storage height will be limited to 5m to provide a freeboard adjacent to the rear and side walls.

The storage limit at the front of each bay will be 1.4m high.

3.2.1 Diesel Tank

No fuel tanks will be provided within the permit boundary. Any fuelling of plant will take place within Shoreham Port.

3.3 Quarantine Area

The waste is not stored in or adjacent to any buildings. It is within the confines of a large bulk storage facility.

Two areas will be kept clear to enable any waste fire to be dragged into a separate area. One area for each storage bay. The area is approximately 4m x 10m. It would hold approximately 150m³ of waste, which is at least 50% of the maximum storage volume of combustible waste.

3.4 Signage

Muster points are within Shoreham Port and have signage.

Other than the site managers visiting to check the site, no staff are based in the permit area.

3.5 Training, Awareness and Visitors

All staff and contractors working on-site will be aware of this FPP and will understand its contents.

Through site inductions and on-going staff awareness and training, SPA will ensure that all relevant staff and contractors will:

- Understand what they must do during a fire.

In addition, SDL staff will take part in any fire drills organised by SPA.

For visitors to the site:

- They will be escorted at all times following signing in.
- They will understand the no smoking policy for the site.
- When signing in, information on the fire exits and muster point will be provided.

EMS-OP-04

Fire Prevention Plan

4 Fire Detection and Management

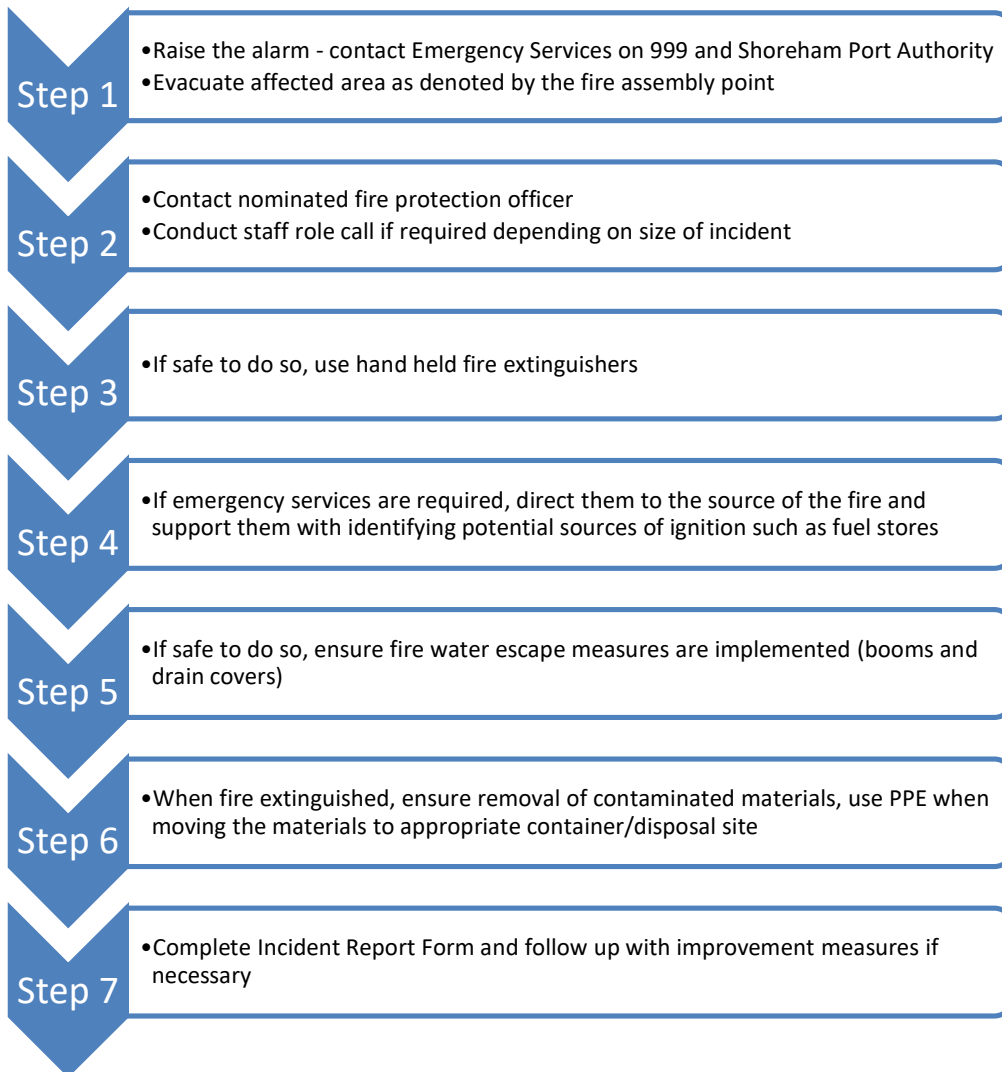
4.1 Detecting and Suppressing Fires

All staff are trained to be vigilant in terms of fire detection. For out of hours, the port has 24/7 monitored CCTV and security guards carrying out patrols. Therefore, if any unauthorised person enters the site, this triggers an alarm to the CCTV system. This in turns notifies the site security and key holders that are able to access the CCTV remotely using their mobile phones.

Fire extinguishers will be available around the site. These will be installed by a certified provider.

4.2 Firefighting strategy

In the event of a fire being detected, the following steps will be taken:



EMS-OP-04

Fire Prevention Plan

All staff are trained in these procedures.

The contact list of emergency numbers in Annex C will be retained in the Site Office and updated as required by the Site Manager.

4.3 Water Supplies

Water supplies for firefighting can come from:

- Local supplies in port.

4.4 Managing Fire Water

In the event of a fire, fire booms will be placed along the dockside to prevent firewater entering the basin.

Staff will be trained in the use of such booms and will be aware of when to deploy them, if safe to do so i.e. if human life will not be put at risk.

Sufficient supplies will be provided around the estate in case any location becomes inaccessible.

Fire water would be generated from within a storage bay. Booms will be placed across the bay entrance to provide a sealed drainage. There are perimeter concrete walls that can be used contain fire water.

The sealed drainage has not been used to provide any capacity for fire water.

All staff will be trained to deploy booms. The implementation will form part of the annual fire drill. It is anticipated that the booms could be deployed within 10 – 15 minutes. The booms will be kept at various locations around the dockside to ensure that they remain accessible.

The Environment Agency provides guidance on managing fire water generated if a pile of combustible waste was on fire. Given that the waste being managed at the site is predominantly non-combustible, the limits provided in the guidance do not directly apply.

As set out, if the site receives any mixed waste containing glass (EWC 191212), it will be classified before arriving on site and will need to contain at least 95% glass, which is non-combustible. Applying the limits to the combustible element of the mixed waste, there could be 250m³ within a bay.

Assuming a scenario in which combustible waste was on fire, the following fire water management would be required:

Litre/min/1m ³ of waste (l) ^a	6.6
Largest combustible pile (m ³)	250
Litre per minute required (l)	1,667
Litres over three hours (l)	300,000
Internal storage volume ^b (l)	312,000

^a Based on EA guidance that 2000l /minute of water is required for a 300m³ stockpile for three hours

EMS-OP-04

Fire Prevention Plan

^b Including 16cm high booms across front of the site giving a floor area approximately 1,950m²

The combined controls set out above demonstrate that fire water would be contained on site. To remove any contained fire water from the site, it will be possible to use a tanker to extract the fire water from the drainage system and containment area.

4.5 During and After an Incident

In the event of an incident, all waste will be diverted to a third party operator. There are other sites which could receive the waste.

Neighbouring properties and businesses will be notified by text. The Site Manager will maintain a contact database for this purpose. This will be a multi contact address, whereby all businesses are notified at the same time by one message. For example, a Whats App group.

Once the fire has been extinguished and the site has been deemed safe to enter, an assessment of the fire damage will be made. Arrangements will be made to tanker away the fire water to allow access to the building. Any fire residues will be loaded into containers and removed from the site for disposal. Fire residues will be tested prior to removal. Any waste that contains POPs will be sent to an incinerator for disposal.

All equipment will be checked by the manufacturer to ensure that it remains fit for purpose. Any repairs will be made by the manufacturer and the commissioning phase will need to be signed off by the manufacturer before waste processing recommences.

The detection and suppression system will also be checked by the installers to ensure that they are fit for purpose. Any repairs will be made in accordance with the manufacturer's recommendations.

The cause of the fire will be investigated to understand what occurred and what measures need to be in place to prevent a recurrence. Advice will be sought from the Fire Service and this Fire Prevention Plan updated accordingly.

Annex A: Location of Key Receptors

The receptors shown below are within 1 km of the site. The receptors list and plan have been derived from the Environmental Risk Assessment and identify all receptors that may be sensitive to a risk.

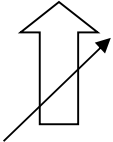
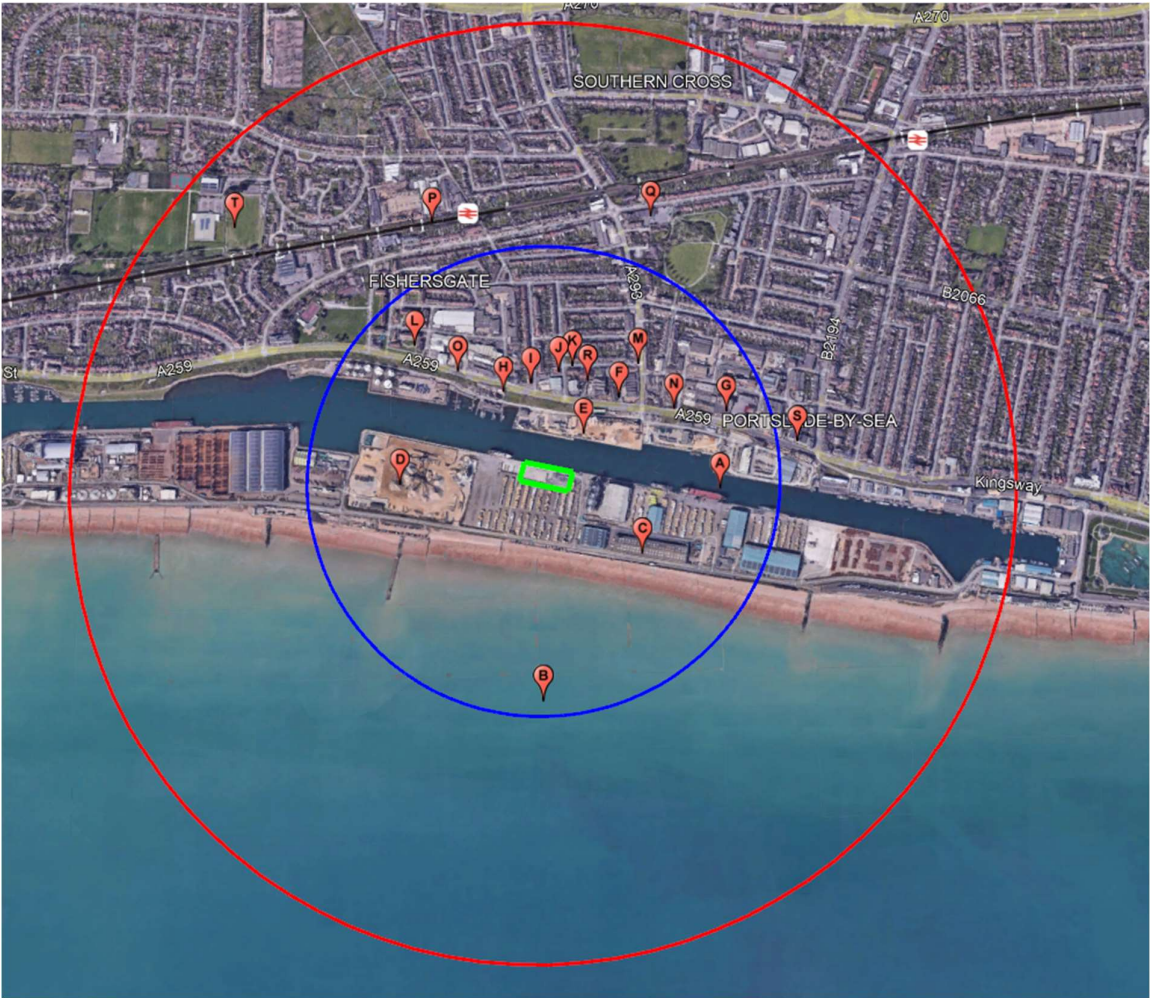
Wind Direction

According to the UK Met Office, the prevailing wind direction in the area is South-Westerly⁵.

Receptor	Legend	Type	Distance and direction from site
River Adur	A	Surface Water	Immediately North
English Channel	B	Surface Water	180m South
Shoreham Port	C	Industrial	Immediately South, East and West
Aggregate Processing	D and E	Industrial	100m West and 70m North
Industrial Estate	F	Industrial	170m North East
Industrial Estate	G	Industrial	270m North East
Fishersgate Terrace	H	Residential	150m North East
St Richards Road	I	Residential	165m North
Brambledean Road	J	Residential	205m North
St Peters Road	K	Residential	205m North
George Street	L	Residential	320m North East
Church Road	M	Residential	265m North West
Middle Street	N	Residential	255m North East
A259	O	Road	140m North
Train line	P	Railway	575m North
St Marys Primary School*	Q	Education	570m North East
St Peter's Primary School	R	Education	190m North
Clarendon Place	S	Residential	440m North East
Southwick Leisure Centre	T	Recreational	735m North West

⁵<http://www.metoffice.gov.uk/climate/uk/regional-climates/so>

Site Setting and Receptors (The permitted site is shown with a green boundary). Blue shows 500m radius from centre point of site. The red line shows 1km radius from the centre of the site.



South Westerly
Wind Direction

Annex C: Emergency Contact Numbers

Name & Address	Telephone Number	Telephone Number
Emergency Services	Fire, Police, Ambulance	999 101 Non Emergency
Environment Agency	General Enquiries: Incident Hotline Reporting:	03708 506 506 0800 80 70 60
Power and Electrical	National Power Cut Helpline UK Power Networks	105 0800 028 0247
Gas	National Gas Emergency Service	0800 111 999
Local Authority Emergency Services	Environmental Health	01273 29 00 00
Nearest Hospital	Worthing Hospital Royal Sussex County	1903205111 01273 696 955

Annex D Site Visit Checks Form (from EMS-FR-04)

Date						
Checked By (Initials)						
Compliance (Y/N)						
External:						
Concrete Bay walls						
Access road (cleanliness)						
Signage condition						
Drainage system						
Litter						
Capacity of Bay 1						
Capacity of Bay 2						
Integrity of concrete floor						
Capacity of Waste Quarantine Area (% full)						
Actions						

Annex E – Spillage Procedure (for SPA)

Potential causes of a spill

Minor spillages may be caused by:

- Machinery and fuel/oil leaks from vehicles
- Leaks from processing system
- Leaks from the diesel tank

Prevention of Spillages

Spillages and impacts from spillages will be prevented by:

- Controlling vehicle manoeuvring
- Regular maintenance of plant and machinery
- Safe storage of chemicals and fluids
- Diesel tank to be double skinned and banded
- Spill kits maintained in site office and workshop

Spillage Procedure

If a spillage of any liquid other than water occurs on site

- Access the nature and volume of the liquid
- Take immediate action to avoid anyone coming into contact with the liquid
- Use spill kit or stored absorbent materials [soils, bagged granules, sand etc]
- Once securely soaked make appropriate arrangements to move the material to a suitable non-drained container
- Clearly mark the container with the contents and isolate it
- Use plant to load larger spillages

Once the immediate spillage is controlled

- Clean or dispose of all equipment which came into contact with the spillage
- Clean the area of the spillage taking care to remove contaminated materials to the isolate container
- Assess the material for suitable disposal options- take samples if necessary and contact the EA for advice
- Ensure the material and container are securely stored on site for the duration of its stay- this may take some time depending upon the sampling/ analysis period and any action to be taken by the EA
- Once the disposal option is decided ensure completion of all appropriate documentation and safe removal of the material

Site management will

- Record all details of the incident using waste assessment form and site diary. Record to include where the material came from and all relevant documentation, notes, emails, correspondence and conversations
- Ensure prompt replacement of contaminated materials and any other items used and disposed of in the course of controlling the incident
- Investigate the incident and implement procedure review to prevent and recurrence. This may include writing to the waste procedure advising them of the incident and the enforcement and commercial implications of it.

Spill Kits

Spill kits will be maintained at the facility in order to respond to any spill incident. The spill kits will include:

- absorbent granules;
- sand;
- sand bags;
- protective overalls;
- chemical/oil resistant gloves;
- chemical/oil resistant goggles; and
- a broom and shovel.

Annex F – Concrete Panels

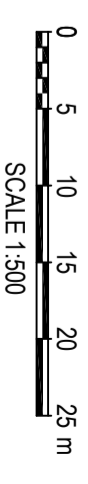
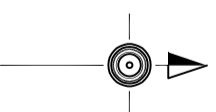
Precast Concrete Fire Wall Panel Performance

The table below gives the fire rating for the various precast concrete panels manufactured by ACP (Concrete) Ltd

Panel Type	Section Thickness	Maximum Length	Fire Rating Hrs
Prestressed	145mm	7.0m	1.5hrs
Prestressed	180mm	7.0m	2.00hrs
Prestressed	280mm	9.0m	4.00hrs
Precast R35	125mm	9.0m	1.00hrs
Precast R35	150mm	10.0m	1.5hrs
Precast R35	180mm	10.0m	2.00hrs
Precast R35	250mm	10.0m	4.00hrs

Key:
 Q - Quarantine Bin/Container
 FQA - Fire Quarantine Area
 No fuel tanks are kept on site.
 No chemicals are kept on site.

 Boom - Kept in SPA office
 Sealed Drainage



Client: Silica Developments Limited

Project: Fire Prevention Plan
 Shoreham Port
 Basin Road South
 Shoreham
 BN41 1WF

INTEGRATED SKILLS LIMITED
 SUITE 3A CHAPEL ALLERTON HOUSE
 11 HARROGATE ROAD
 LEEDS

TEL: 03300888670
 EMAIL: ukinfo@integrated-skills.com
 (www.integrated-skills.com)

Date: Oct 2024

Scale: 1:500@A3
 Dwg: SDL-SBS-FPP-01



6m high concrete wall
 2.4m high concrete wall
 Bulk Storage of Glass
 Heaped up to 5m in this corner
 FQA
 Kept
 Sealed Drainage
 Boom - Kept in SPA office