

Document Details

Document title	Reliance Street MTR, TLS and HWRC 1.3 Environmental Risk Assessment
Version	1
Date	April 2026
Prepared by	Ellyn Church – Environment & Industrial Risk Manager
Reviewed by	Michael Singleton MTR Manager Adam Hince HWRC Manager Steve Westerman Environment Permit Manager
Approved by	Ellyn Church – Environment & Industrial Risk Manager Howard Turner Regional Manager
Distribution	SUEZ - Site Copy SUEZ - EIR Department Environment Agency

Document Review History

Date	Description	Summary of Changes
April 2026	Version 1	Original document produced as part of permit variation application.

Contents

1. Introduction
2. Risk Assessment Methodology
3. Source of Risk
4. Site Settings and Receptors
5. Risk Assessment and Management Measures
6. Conclusion

Table 1 – Sensitive Receptors

Table 2 – Odour Risk Assessment

Table 3 – Noise Risk Assessment

Table 4 – Fugitive Emissions Risk Assessment

Table 5 – Summary of Environmental Risk

Figures

Figure 1 Reliance Street MTR, TLS and HWRC – Permit Boundary and site location plan

Figure 2 Reliance Street MTR, TLS and HWRC - Receptors location

Appendices

Appendix A Risk Assessment Definitions and Risk Estimation Matrix

1. Introduction

- 1.1 This Environmental Risk Assessment (ERA) has been prepared to support an application for the variation of an environmental permit (EPR/HB30001GV) at Reliance Street Mechanical Treatment Reception (MTR), Transfer Loading Station (TLS) and Household Waste Recycling Centre (HWRC) (the site) only and remove the mechanical biological treatment (MBT) and anaerobic digestion processes that are currently permitted at the facility.
- 1.2 Further details of the site operations are contained in the Operations Management Plan (Document Reference 1.2).
- 1.3 This ERA is an assessment of the risks to the environment and human health from odour, noise, and fugitive emissions that may be associated with the site activities. The site also has a separate Accident Prevention and Management Plan (Document reference 1.4) that covers an assessment of reasonably foreseeable accidents on site.

2. Risk Assessment Methodology

- 2.1 This assessment follows the methodology set out in 'Risk assessments for your environmental permit' at: <https://www.gov.uk/guidance/risk-assessments-for-your-environmental-permit>.
- 2.2 The ERA methodology for a bespoke permit requires:
 - identification of the potential risks associated with the activity (Section 3)
 - the receptors that may be at risk (Section 4 and Table 1)
 - the possible pathways from the sources of the risk to the receptors (Tables 2 - 5)
 - if identified risks are considered too high, control measures are required (Tables 2 - 5)
- 2.3 The aim of the assessment is to identify any significant risks and demonstrate that the risk of pollution or harm will be acceptable by taking the appropriate measures to manage these risks.
- 2.4 Environment Agency (EA) guidance requires all receptors that are near the site and that could reasonably be affected by the proposed activities, to be identified and considered as part of the assessment.
- 2.5 For the purposes of this assessment a 1km radius has been adopted in reviewing potential receptors of ecological importance along with receptors such as sites of cultural and natural heritage, residential, commercial, industrial, agricultural and surface water.
- 2.6 The risk is determined by the probability of a hazard occurring and the likely consequences of any impact. The assessment of risk considers the residual risk that remains after implementation of the preventative measures.

2.7 Risk assessment definitions and the risk estimation matrix are presented in Appendix A.

3 Source of Risk

3.1 The site will be permitted MTR, TLS and HWRC with annual tonnages as below::

- A Mechanical Treatment and Reception (MTR) facility for non-hazardous Household, Commercial and Industrial waste with an annual waste acceptance limit of 180,000 tonnes.
- A non-hazardous Household, Commercial and Industrial Transfer Loading Station (TLS) and Household Waste Recycling Centre (HWRC) with waste acceptance limits of 70,000 and 30,000 tonnes respectively.

3.2 The proposal comprises the acceptance of waste streams that are permitted to be accepted at the site but are limited to specific waste codes.

3.3 It is important to note that the permit variation is not seeking to change the activities at the site or increase the site annual tonnage (it is to remove activities which are no longer carried out). Therefore, it is considered very unlikely that the proposed variation will result in any increased risk associated from these alterations and the additional waste codes.

3.4 The Waste Storage Plan for the site details the types of waste and manner in which they are stored.

3.5 The potential risk odour, noise and fugitive emissions from the site activities have been considered in Section 5 and are detailed in Tables 2 to 4.

4 Site Setting and Receptors

4.1 Site Setting

4.1.1 The site is located at Reliance Street, Newton Heath, Manchester M40 3EZ at National Grid Reference (NGR) SD88141 01015. The permit boundary and site layout are presented in Figure 1 and 2 respectively.

4.1.2 The site is located approximately 880m south west from the town centre of Failsworth. Access to the site is achieved via Reliance Street which is located to the west of the site. The site bounded by commercial/industrial estates to the east (Failsworth Industrial Estate) and west (Reliance Enterprise Park). The south of the site is bounded by a railway line and the north is bounded by deciduous woodland. The closest residential area is Lilmore Avenue which is located approximately 40m south of the site.

4.1.3 A search of the Multi-Agency Geographic Information for the Countryside (MAGIC) website confirms that there is one European site of ecological significance (i.e., Special Protection Area of Conservation or Ramsar sites) within 2km of the site. Both sites relate to the Rochdale Canal which is located approximately 680m east from the site and is a Special Area of Conservation (SAC). The site is also

designated as a Site of Special Scientific Interest (SSSI). The site is included in the receptor list that's detailed in Table 1 below.

4.1 Receptors

4.2.1 The nearest sensitive receptors to the site are identified in Figure 3. The distance of these receptors to the site boundary and their direction relative to the site is detailed in Table 1 below.

Table 1 – Sensitive Receptors

No.	Receptor	Category	Distance (m)	Direction from site
1	Rochdale Canal	SAC, SSSI, Surface Water	1000	South East
2	Moston Fairway Nature Reserve	Local Nature Reserve, Local Wildlife Site	455	North East
3	Reliance Trading Estate	Industrial	45	South
4	Reliance Enterprise Park	Commercial	15	West
5	Commercial units between the Rochdale Canal and the A62	Commercial	500	South
6	Failsworth Industrial Estate	Industrial	300	East
7	Residential areas in Newton Heath	Residential	500	South
8	Residential area in Moston	Residential	1000	South
9	Residential area in Failsworth	Residential	245	East
10	Co-op Academy Broadhurst	Educational	185	North
11	All Saints Primary School	Educational	576	South
12	Christ the King RC Junior & Infants School	Educational	770	South
13	St Wilfrid's Primary School	Educational	955	South East
14	Spring Brook Upper School	Educational	715	North East
15	Mather Street Primary School	Educational	830	North East
16	St Dunstan's RC Primary School	Educational	865	Norths West
17	Oxford Road Community Park	Recreational	820	South

18	Brookdale Park	Recreational	1000	South East
19	Allotment Gardens	Allotment Gardens	320	North West
20	Newton Heath Rail workshops	Railway Infrastructure	230	West
21	Industrial units	Commercial	Adjacent	East
22	Railway line north of the site	Railway Infrastructure	440	North
23	Broadway	Public Highway	550	East
24	Deciduous Woodland	Priority Habitat	Adjacent	North
25	Deciduous Woodland	Priority Habitat	220	North West
26	Deciduous Woodland	Priority Habitat	320	North West
27	Deciduous Woodland	Priority Habitat	165	North East
28	Deciduous Woodland	Priority Habitat	445	North
29	Deciduous Woodland	Priority Habitat	480	South West
30	Deciduous Woodland	Priority Habitat	790	South East
31	Rochdale Canal - Lock at Scowcroft Farm to Stott's Lane	Local Wildlife Site	325	South
32	Rochdale Canal Stott's Lane – Ducie Street Basin	Local Wildlife Site	325	South
33	Broadhurst Clough	Local Wildlife Site	320	North West
34	Moston Brook	Surface Water	40	North
35	Groundwater (Principal)	Groundwater	-	Beneath site

5 Risk Assessment and Management Measures

5.1 The risk assessment and management measures are detailed in Tables 2 to 4 below. This assessment considers potential risks associated with:

- Odour
- Noise
- Fugitive emissions, specifically
 - To air – including dust and particulates
 - To water – including contaminated surface water run-off
 - Pests
 - Mud and litter

Table 2 – Odour Risk Assessment

What do you do that can harm and what could be harmed			Managing the Risk	Assessing the Risk		
Hazard	Receptor	Pathway	Risk Management	Probability of Exposure	Consequence	What is the overall risk?
What is the agent or process with the potential to cause harm?	What is at risk? What do I wish to protect?	How can the hazard come into contact with the receptor?	What measures are taken to reduce the risk? If it occurs who is responsible for what?	How likely is this contact?	What is the harm that can be caused?	What is the risk that still remains? The balance of probability and consequence
Odour from storage of putrescible waste	Receptors 3 to 17	Air	Wastes that are delivered to the MTR and TLS will solely be stored within a building where the doors will be closed unless there are vehicles or pedestrian movements. The MTR is connected to the site's odour control system to minimise the risk of odour from the storage of putrescible waste streams. The storage of putrescible waste is limited to 48 hours (72 hours over a weekend of bank holiday). The First in-first out principle is adopted on site to ensure that putrescible wastes are not stored for longer than these periods. IMS site inspections within the SUEZ Vision App include a daily requirement for site staff to qualitatively assess odour; if perceived to be	Low – the management procedures should prevent emissions of odour.	Medium/Low - Nuisance	Low – The management procedures employed will reduce the likelihood of impact.



			excessive, measures will be taken to identify the source of any malodorous wastes and take appropriate remedial action. All complaints received associated with odour will be recorded and investigated in line with company procedures.			
--	--	--	--	--	--	--

Table 3 – Noise Risk Assessment

What do you do that can harm and what could be harmed			Managing the Risk	Assessing the Risk		
Hazard	Receptor	Pathway	Risk Management	Probability of Exposure	Consequence	What is the overall risk?
What is the agent or process with the potential to cause harm?	What is at risk? What do I wish to protect?	How can the hazard come into contact with the receptor?	What measures are taken to reduce the risk? If it occurs who is responsible for what?	How likely is this contact?	What is the harm that can be caused?	What is the risk that still remains? The balance of probability and consequence
Noise and vibration from site mobile plant and vehicles delivering waste to the site Noise and vibration caused by the operation of plant and machinery	Receptors 3 to 17	Noise through the air and vibration through the ground	H&S Legislation is in place to ensure SUEZ protects its employees from the effects of noise. Operations on site will be confined to the hours that are stipulated within the planning permission, with the exception of emergency repairs. The HWRC will comprise a one-way traffic management system the risk of noise generated from reversing beacons is therefore low. The delivery and loading of waste will take place in a controlled manner to keep noise/vibration to a minimum. All plant will be regularly and effectively maintained in accordance with the maintenance plan to prevent noise/vibration increases indicative of potential mechanical failure.	Low – operations occur during the day time as stipulated in the Planning Permission.	Medium/Low – Nuisance	Low – The management procedures employed will reduce the likelihood of impact.

			A maximum speed limit of 5 mph is set for vehicles operating onsite. This will minimise the generation of excessive noise arising from higher vehicle speeds. Clear signage will be established across the site to reinforce the vehicle speed limit. Plant onsite is fitted with 'white noise' reversing beacons which minimise the intrusive nature of safety measures. IMS site inspection checks within the SUEZ Vision App include a daily requirement for site staff to qualitatively assess noise; if perceived to be excessive, measures will be taken to identify the source of any noise and take appropriate remedial action. All complaints received associated with noise will be recorded and investigated in line with company procedures.			
--	--	--	---	--	--	--

Table 4 – Fugitive Emissions Risk Assessment

What do you do that can harm and what could be harmed			Managing the Risk	Assessing the Risk		
Hazard	Receptor	Pathway	Risk Management	Probability of Exposure	Consequence	What is the overall risk?
What is the agent or process with the potential to cause harm?	What is at risk? What do I wish to protect?	How can the hazard come into contact with the receptor?	What measures are taken to reduce the risk? If it occurs who is responsible for what?	How likely is this contact?	What is the harm that can be caused?	What is the risk that still remains? The balance of probability and consequence
To Air						
Dust and particulates during waste handling and treatment operations. Dust and particulates from the storage of waste.	Receptors 2 to 33	Air transport and deposition	Maintenance/cleaning of hard surfaced areas to ensure they remain free of dust generating materials. Dampening down of surfaces with water during dry conditions. A maximum speed limit of 5 mph is set for vehicles operating on site. Vehicles removing waste from the site will be sheeted or netted where possible to minimise the risk of dust emissions whilst the waste is in transit. Tipping and loading operations in the MTR and TLS will only occur within the building to minimise the potential for dust release.	Low – the management actions should prevent emissions of dust	Low – human health risk in immediate vicinity, nuisance risk to nearby vehicles and property.	Negligible

			Any waste that's accepted as part of the HWRC will be stored in containers or bays that comprise a hardstanding surface. Any waste storage containers from which dust emanating will be covered to minimise the risk of dust generated from waste. The delivery and loading of waste will be undertaken in a controlled manner to keep dust generation to a minimum. Further dust suppression measures will be identified and implemented if there is any risk identified of dust emanating past the site boundary, with attention to meteorological conditions which may exacerbate potential dust issues. The IMS site inspection check within the SUEZ Vision App includes a daily requirement for site staff to qualitatively assess dust; if perceived to be excessive measures will be taken to identify the source of any dust/particulates and take appropriate remedial action.			
To Water						
Contaminated rainwater from contact with wastes (waste oil)	Receptor 1, 32, 33, 34 and 35	Run off of contaminated water	Waste that are delivered to the MTR and TLS will solely be stored within the building and therefore minimises the risk of harmful discharge from contact with rainwater.	Low – The engineered systems and infrastructure are designed to prevent any discharge of	Medium – contamination of local water bodies and/or groundwater	Low - due to the design of the site
Storage of oil, fuel or hydraulic fluid spillage			In terms of the HWRC, wastes with the potential to create harmful discharges from contact with rainwater will be stored in appropriate containers. All oil storage on site will take place in accordance with relevant legislation and in suitably bunded containers.			

onto site surfacing			All waste oil that's accepted at the site will be stored in a double skinned container that will be capable of containing 110% of the waste oil volume. The site is provided with impermeable concrete surfaces to prevent the transmission of potentially contaminated liquids into groundwater beneath the site. Emergency spillage procedures are in place to ensure any oil, hydraulic fluids etc, are dealt with before they enter the drainage system. A supply of spill kits will be located around the site. Interceptors and drainage system are cleaned at suitable intervals to maintain their effectiveness. Weekly checks include a requirement for site staff to undertake visual inspections of the status of the drainage. If damage or other problems identified, they are rectified as soon as possible.	contaminated rainwater run off		
Pests						
Scavenging birds or animals attracted to site and carrying waste off site.	Receptors 1 to 34	Air – waste dropped by birds. Land – waste removed from site by	Wastes that are delivered to the MTR and TLS will solely be stored within a building where the door will be closed unless there are vehicles or pedestrian movements. This will minimise the risk of pests from being attracted to the site.	Low – The management actions should reduce the risk	Medium - Nuisance, property damage and risk of vermin spread infections.	Low – the management procedures in place will reduce the likelihood of impact.

Flies and vermin breeding in waste stockpiles.		scavenging animals.	The TLS building is emptied once per week and cleaned to prevent build up decaying waste and minimise the risk of flies and vermin breeding in waste stockpiles. The majority of wastes that are delivered to the HWRC will be stored in containers to minimise the risk of pest infestation. Waste storage times for wastes likely to attract pests and vermin are limited to 48 hours (72 hours over a weekend or bank holiday). The First in-first out principal is adopted on site to ensure that wastes that are likely to attract pests and vermin and not stored for longer than 48 hours during the week or 72 hours over the weekend or bank holiday. Routine inspections are undertaken as required by our IMS and appropriate action will be taken in the event that the inspections indicate the presence of any pests or vermin. A pest control contractor will be appointed to attend the site at regular intervals (to be determined) by the contractor in accordance with IMS procedures. Additionally, the pest control contractor will be called to site to deal with any vermin/pest related problems that may arise between scheduled visits.			
Mud/Litter						

Litter, debris and mud on the public highway.	Receptors 1 to 34	Debris, mud and litter tracked onto local highways by vehicles leaving the site.	The site benefits from impermeable surfacing and therefore it is unlikely that any vehicle will track over any mud while they are onsite. Vehicles will be sheeted/netted if necessary, when entering/leaving the site to prevent fugitive emissions of litter/waste materials onto the public highways if necessary. Site staff will undertake spot checks to ensure compliance. Any vehicle not achieving the required standard of cleanliness will be manually cleaned off before leaving the site. Daily checks include a requirement for staff to carry out visual checks on the state of the highway, should litter be observed, road sweeping, or litter picking will be undertaken. IMS procedures require that all vehicles leaving the site are inspected for cleanliness, any vehicles not reaching the required standard will be manually cleaned before leaving site to prevent material being tracked onto local highways. A street sweeping vehicle will be contracted in to attend to any specific instances of mud/debris being tracked onto local highways and site staff will regularly undertake litter picking as required.	Low – the management actions should prevent materials being tracked/dropped onto local highways	Medium - Nuisance and potential health and safety hazard caused by waste on the highway.	Low – The management procedures in place will reduce the likelihood of impact.
---	-------------------	--	--	--	---	---

6 Conclusion

- 6.1 The risk assessments in Tables 2 to 4 identify appropriate mitigation measures to control the potential environmental risks from the proposed activities. All identified risk mitigation measures will be incorporated within the management system for the site.
- 6.2 The environmental risk assessment indicates that provided the risk mitigation measures identified in the tables above are implemented, the overall environmental risks can be summarised in Table 5 below.

Table 5 - Summary of Environmental Risk

Hazard	Overall Risk	Detailed Management Plan Required?
Odour	Low	Yes
Noise	Low	No
Pests	Low	Yes
Dust	Low	Yes
Mud/Litter	Low	No



Figures



Figure 1

Reliance Street MTR, TLS and HWRC – Permit Boundary and Site Location Plan



Figure 2

Reliance Street MTR, TLS and HWRC - Receptors Location



Appendix A

Risk Assessment Definitions and Risk Estimation Matrix

Risk Assessment Definitions

Hazard: A property or situation that in particular circumstances could lead to harm.

Probability: The chance that a hazard will evolve and that the hazard will follow a pathway to a receptor:

Probability	Definition
High (H)	Will definitely occur
High/Medium (H/M)	High possibility of occurrence
Medium (M)	Likely to occur
Medium/Low (M/L)	Low possibility of occurrence
Low (L)	Very unlikely to occur

Consequence: The adverse effects or impacts of a hazard being realised upon a receptor:

Consequence	Definition
High (H)	Possible irreparable damage to environmental resources and or human life
High/Medium (H/M)	Possible irreparable damage to environmental resources
Medium (M)	Possible damage to environmental resources which are limited within a regional context
Medium/Low (M/L)	Possible effects might be transient damage to environmental resources which are common place on a regional basis and alternative resources are readily available
Low (L)	The effects are negligible or might cause very slight temporary deterioration in the current environmental resource quality.

Risk: A combination of the probability, or frequency of occurrence of a defined hazard and the consequence and magnitude of impact. The general High (H), High/Medium (H/M), Medium (M), Medium/Low(M/L) and Low (L) ratings listed in the risk assessment tables are for use as a guide only based on:

Matrix for the Estimation of the Risk					
	Consequence				
Probability of the Risk	High	High/Medium	Medium	Medium/Low	Low
High	High	High	High/Medium	Medium	Medium
High/Medium	High	High/Medium	Medium	Medium	Medium
Medium	High/Medium	Medium	Medium	Medium	Medium/Low
Medium/Low	Medium	Medium	Medium	Medium/Low	Low
Low	Low	Low	Low	Low	Negligible