Fire Prevention Plan

Portico Shipping Limited

14th November 2025

Project No.: SOL_24_P049_POR

...consulting sustainability

sol environment

Document Details	
Document Title	Fire Prevention Plan
Document Subtitle	Portico Shipping Limited
Project No.	SOL_24_P049_POR
Date	14th November 2025
Version	QMS_7.5.38_TEM – Template – Report Long Form – New Style (Perm) v5
Author	Charlie Holmes, Rhys Morgan
Client Name	Portico Shipping Limited

Document History				
Version	Comments	Date	Author Initials	Reviewer Initials
I1	First Submission to Environment Agency	14/11/2025	RM	EH

Signature Page

14th November 2025

Fire Prevention Plan

Portico Shipping Limited

Charlie Holmes

Sustainability Consultant

Emily Hingston

Client & Project Manager

This report has been prepared by Sol Environment with all reasonable skill, care, and diligence, and taking account of the Services and the Terms agreed between Sol Environment Ltd and the Client. This report is confidential to the client, and Sol Environment accepts no responsibility whatsoever to third parties to whom this report, or any part thereof, is made known, unless formally agreed by Sol Environment Ltd beforehand. Any such party relies upon the report at their own risk.

Sol Environment disclaims any responsibility to the Client and others in respect of any matters outside the agreed scope of the Services

CONTENTS

List of Tables

List of Figures

1. INTRODUCTION

This document has been prepared by Sol Environment Ltd on behalf of Portico Shipping Limited ("PSL" hereafter) for the operation of a waste transfer facility at Portico House, Portsmouth, PO1 4QY.

PSL intends to operate a waste transfer facility for non-hazardous waste with an annual throughput of approximately 190,000 tonnes per annum of baled (RDF), shredded wood, shredded tyre and soils. Waste will be received, stored and exported off site via shipment or HGV.

The document provides a structured framework approach in effectively preventing potential fires associated with the waste reception and storage operations at the site.

This Fire Prevention Plan document (referred hereafter as the 'FPP') has been produced in accordance with the Environment Agency's Fire Prevention Plans Guidance (published 29th July 2016, updated 4th May 2018, 9th January 2020 and 11th January 2021).

This FPP has been produced as part of a bespoke permit application to store non-hazardous waste fuels in preparation to be exported abroad.

This Fire Prevention Plan meets the fundamental objective of the FPP Guidance as it demonstrates that the site can:

- Minimise the likelihood of a fire happening;
- Aim for fire to be extinguished within 4 hours; and
- Minimise the spread of fire within the site and to neighbouring sites.

1.1 Structure of the Fire Prevention Plan

This FPP has been structured in accordance with the EA's Fire Prevention Plan Guidance and considers the following relevant aspects of the facility:

- Managing Common Causes of Fire;
- Preventing Self Combustion;
- Managing Waste Piles;
- Preventing Fire Spreading;
- Quarantine Area;
- Detecting Fires;
- Supressing Fires;
- Firefighting Techniques;
- Water Supplies;
- Managing Fire Water; and
- During and after an Incident.

1.2 Status of the Fire Prevention Plan

The FPP is a “live” document and will form part of the key environmental management document for the facility. All monitoring procedures, responsibilities and compliance actions will be updated as and when required.

2. SITE DETAILS

2.1 Site Location

The site is located at Portico House, 2 Prospect Road, Portsmouth PO1 4QY, within Portsmouth International Port.

2.2 Site Boundary

The site boundary plan can be found below in Error! Reference source not found..

2.3 Site Context

The following sections outline the site context, including the proposed boundary and layout, the surrounding site setting and any nearby sensitive receptors.

2.3.1 Site Setting

The surrounding area is predominantly industrial, with residential properties across the A3 highway approximately 125m east of the site at the closest point. The closest water feature is the harbour located immediately to the west of the site boundary.

Table 2.1 outlines the surrounding site setting in greater detail, including features in the immediate vicinity, within 500m and beyond 500m of the proposed site.

Table 2.1 - Site Setting

Direction	Description
North	Immediate Vicinity: Portsmouth Port Terminal Within 500m: Portsmouth Port, HGV Ferry Check-In, The Ship and Castle pub, VIVID housing association, Fountaion Lake Angling Club, M275 Beyond 500m: Residential housing, Stamshaw Lake Angling Club, Stamshaw Park and Playground
East	Immediate Vicinity: M275, A3, Norman House, ML (UK) Ltd Within 500m: Residential housing, Ferry House Lodge, Ruckland Park, The Flying Bull Academy, Buckland Community Centre, The Busy Bobbins Alerations Beyond 500m: Residential housing, Place of Worship (Empower Centre)
South	Immediate Vicinity: H&S Metals, Brett Aggregates and Brett Concrete Within 500m: Industrial Units (Access Self Storage Portsmouth, HMNB Portsmouth Trafalgar Gate Pass) Charles Dickens Birthplace Museum, Morrisons, Pitt St Skatepark Beyond 500m: St John's Cathedral, Cascades Shopping Centre, Commercial Units (Primark, Argos, Evans Cycles), Victoria Park
West	Immediate Vicinity: Portsmouth Harbour Within 500m: Portsmouth Harbour, Fountain Road, Beyond 500m: North West Wall Jetty, Whale Island Boat Station, Navy Command HQ (NW)

2.3.2 Nearby Sensitive Receptors

The nearest residential areas to the site are on Estella Road, located approximately 125m east of the site boundary. Table 2.2 details the identified human receptors relevant to the site.

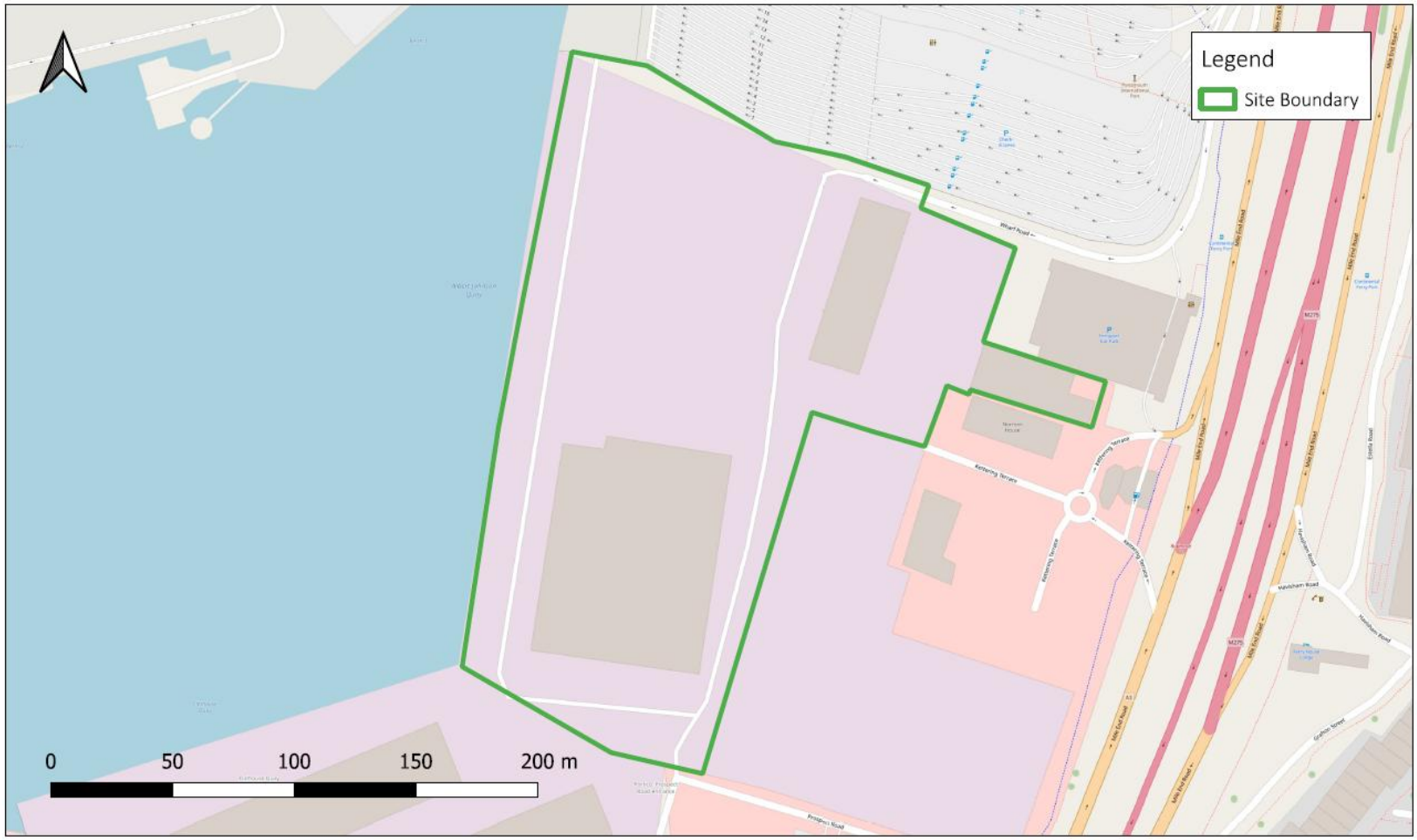
Table 2.2 - Sensitive Human Receptors

Receptor	Type	Distance
Portsmouth International Port	Commercial	103m North
Ship and Castle Pub	Commercial	280m North
Shurguard Self Storage Portsmouth	Commercial	280m North
Fountain Lake Angling Club	Amenity	495m North
Stamshaw Lake Angling Club	Amenity	660m North
Stamshaw Park and Playground	Amenity	750m North
Stamshaw and Tipner Community Centre	Amenity	920m North
Sea Juicer Fishing Charters	Amenity	800m North
A3 highway	Infrastructure	130m NE
M275 highway	Infrastructure	150m NE
Residential housing (beginning on Centaur St)	Residential	230m+ NE
Buckland Community Centre	Amenity	400m NE
Place of Worship (Al-Noor Mosque)	Amenity	550m NE
Residential Housing	Residential	500m+ NE
New Horizon Primary	School	855m NE
Norman House	Government Building	Adjacent
Shell Petrol Station	Commercial	14m E
Residential Housing beginning on Estella Rd	Residential	125-1000m+ E
The Flying Bull Academy	School	225m E
Ferry House Lodge	Commercial	230m E
Buckland Park	Amenity	370m E
Commercial Premise (H&S Metals)	Commercial	25m SE
Charles Dickens Birthplace Museum	Tourist Attraction	250m SE
Charles Dickens Community Centre	Amenity	700m SE
Manor Infant School	School	990m SE
Brett Aggregates and Brett Concrete	Commercial	20m S
HMNB Portsmouth	Naval base	85m S
Morrisons	Commercial	260m S
All Saints Church	Amenity	493m S
Pitt St Skatepark	Amenity	500m S
Commercial Premises	Commercial	500m+ S
Cascades Shopping Centre	Commercial	790m S
Victoria Park	Amenity	995m S
HMNB Portsmouth	Naval base	Extends up over 1km SW
St John's Cathedral	Amenity	990m SW
Portsmouth Harbour	Dock	Adjacent W
North West Wall Jetty	Landmark	1000m W
Whale Island Boat Station	Amenity	710m NW
YMCA Little Whale Nursery	School	660m NW

HMS Excellent Main Gate	Government Building	560m NW

The nearest designated ecological receptor is an area of Portsmouth Harbour, approximately 536m NW, designated as an SPA, Ramsar and SSSI. Figure 2.3 shows the sensitive ecological receptors identified as relevant to the site.

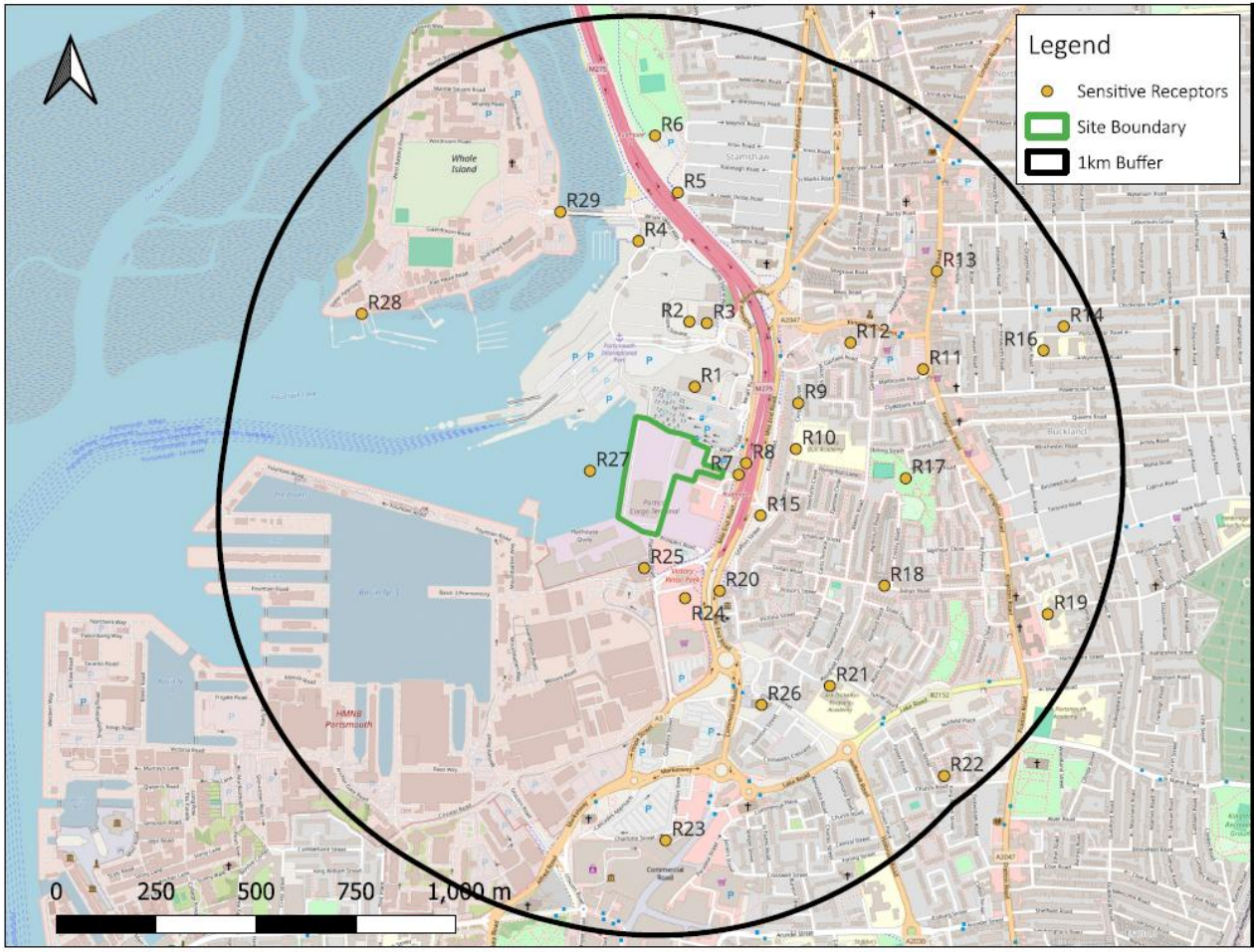
Due to the proximity of the site to human and ecological receptors, the site could be considered to be moderately sensitive in relation to potential emissions, such as odour. However, numerous operational measures for the control and mitigation of emissions have been applied to site to ensure that all potential releases are prevented, therefore reducing this risk.



Project Number: SOL_24_P049_POR Map Title: Site Boundary Date: 11/09/2025 Drawn by: RM Checked by: EH	Site Address: Portico Shipping Limited Portico House 2 Prospect Road Portsmouth PO1 4QY	1. Do not scale off this drawing 2. All dimensions to be confirmed on site 3. This drawing is copyright of Sol Environment Ltd 4. This drawing is to be read in conjunction with relevant consultant drawings and specifications 5. QMS Reference: QMS_7.5.39_TEM - Template - GIS Drawing - Horizontal v1

sol environment
a: Unit 5.3 The Paintworks, Bath Road, Bristol, BS4 3EH
w: www.sol-environment.co.uk
e: enquiries@sol-environment.co.uk
t: 01684 572727

Figure 2.1 - Site Boundary

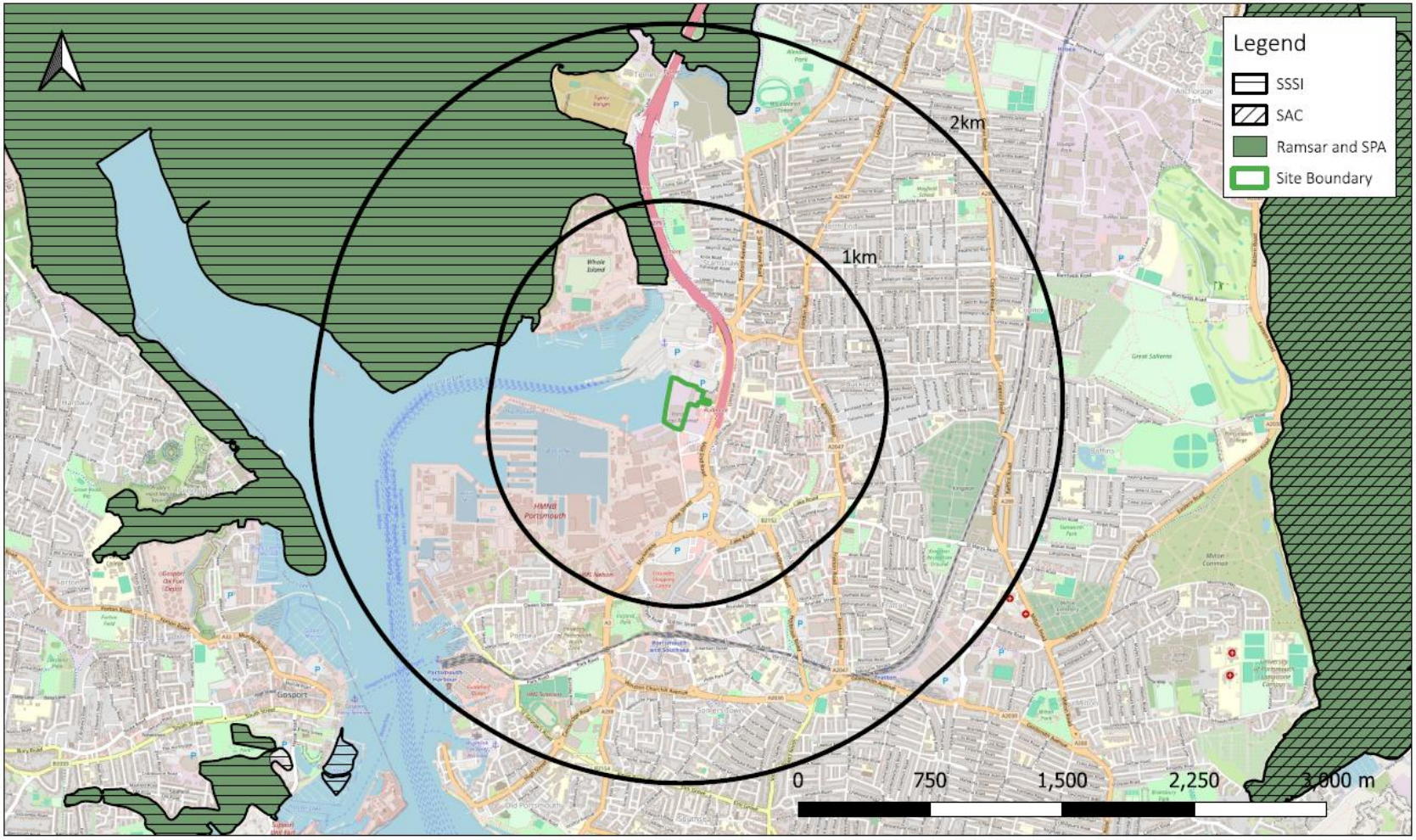


ID	Name
R1	Portsmouth International Port
R2	Ship and Castle Pub
R3	Shurguard Self Storage Portsmouth
R4	Fountain Lake Angling Club
R5	Stamshaw Lake Angling Club
R6	Stamshaw Park and Playground
R7	A3 Highway
R8	M275 Highway
R9	Residential Properties
R10	The Flying Bull Academy
R11	Place of Worship (Al-Noor Mosque)
R12	Commercial Units
R13	Commercial Units
R14	Residential Housing
R15	Ferry House Lodge
R16	New Horizons Primary
R17	Buckland Park
R18	Residential Housing
R19	Manor Infant and Nursery School
R20	Charles Dickens Birthplace Museum
R21	Ark Dickens Primary Academy
R22	Residential Housing
R23	Cascades Shopping Centre
R24	Victoria Retail Park
R25	HMNB Portsmouth
R26	Place of Worship (All Saints Porsmouth)
R27	Portsmouth Harbour
R28	Whale Island Boat Station
R29	HMS Excellent Main Gate

Project Number: SOL_24_P049_POR Map Title: Sensitive Human Receptors within 1km Date: 11/09/2025 Drawn by: RM Checked by: EH	Site Address: Portico Shipping Limited Portico House 2 Prospect Road Portsmouth PO1 4QY	1. Do not scale off this drawing 2. All dimensions to be confirmed on site 3. This drawing is copyright of Sol Environment Ltd 4. This drawing is to be read in conjunction with relevant consultant drawings and specifications 5. QMS Reference: QMS_7.5.39_TEM - Template - GIS Drawing - Horizontal v1

sol environment
a: Unit 5.3 The Paintworks, Bath Road, Bristol, BS4 3EH
w: www.sol-environment.co.uk
e: enquiries@sol-environment.co.uk
t: 01684 572727

Figure 2.2 - Sensitive Human Receptors within 1km



Project Number: SOL_24_P049_POR Map Title: Sensitive Ecological Receptors within 2km Date: 11/09/2025 Drawn by: RM Checked by: EH	Site Address: Portico Shipping Limited Portico House 2 Prospect Road Portsmouth PO1 4QY	1. Do not scale off this drawing 2. All dimensions to be confirmed on site 3. This drawing is copyright of Sol Environment Ltd 4. This drawing is to be read in conjunction with relevant consultant drawings and specifications 5. QMS Reference: QMS_7.5.39_TEM - Template - GIS Drawing - Horizontal v1

sol environment
a: Unit 5.3 The Paintworks, Bath Road, Bristol, BS4 3EH
w: www.sol-environment.co.uk
e: enquiries@sol-environment.co.uk
t: 01684 572727

Figure 2.3 - Sensitive Ecological Receptors within 2km

2.3.3 Wind Direction

The estimated wind direction for the proposed site comes from a predominantly westerly direction, based on historic wind direction recordings taken from Southampton Airport located approximately 24.3km northeast of the site.

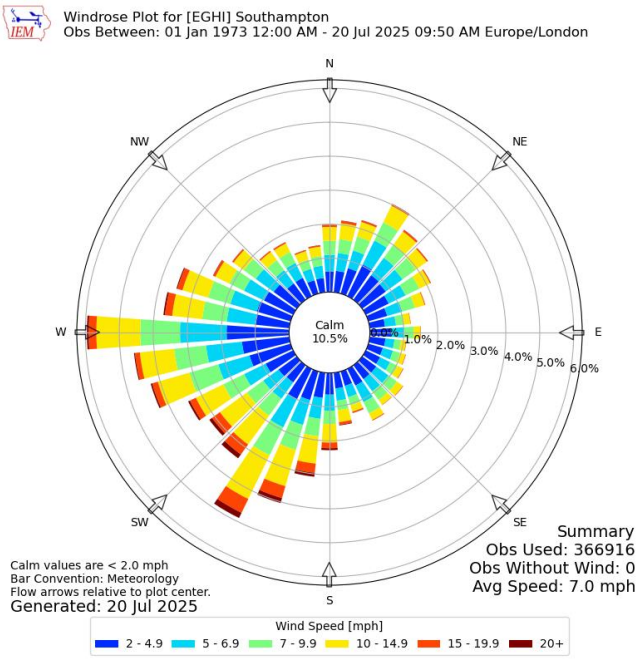


Figure 2.4 - Wind Rose for Southampton Airport

2.3.4 Flood Risk

The site is located within Flood Zone 3, meaning the site has a high probability (3.3%) of flooding from rivers and the sea each year under projected modelling. Under current day, there is a 1% probability of flooding per year.

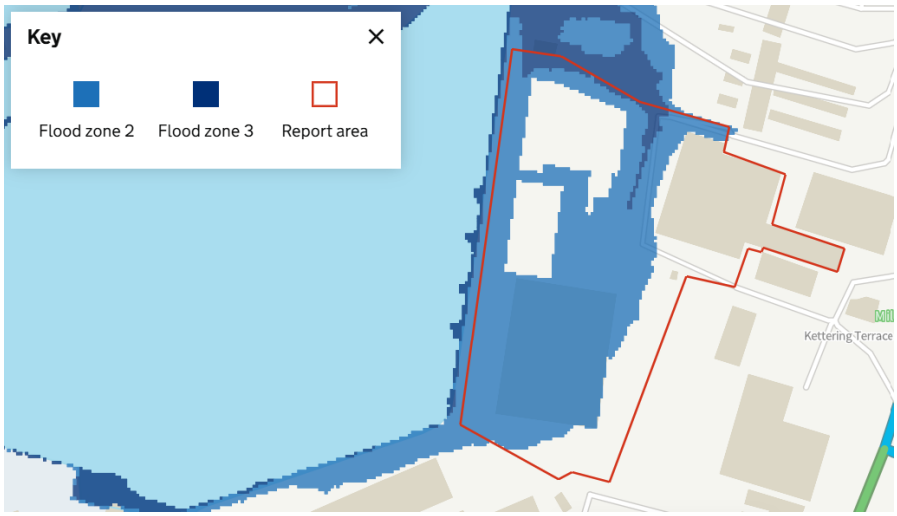


Figure 2.5 - Flood Zone

2.4 Infrastructure and Design

2.4.1 Site Boundary

The proposed boundary of the site can be seen below in Figure 2.5.

2.4.2 Site Layout and Design

The proposed site area covers approximately 3.75 ha and consists of a mixture of warehouses and hardstanding used for storage with Albert Johnson Quay. The multi-use bulk cargo building (Shed 14) and temporary storage bays on Albert Johnson Quay will be the designated waste storage areas.

The Albert Johnson Quay storage area layout is to remain flexible to accommodate the varied needs of the site. External storage will either take place within piles separated by a 6m separation distance or within designated bays. Designated bays for the external storage of waste will be constructed periodically when a waste shipment is due in. The layout of the bays will be flexible to allow optimisation based on volumes and types for each shipment, but will always be located within the Albert Johnson Quay Storage Area.

Though flexible, PSL will ensure strict adherence to the parameters outlined in this FPP. The waste storage areas can be seen below in Figure 2.6.

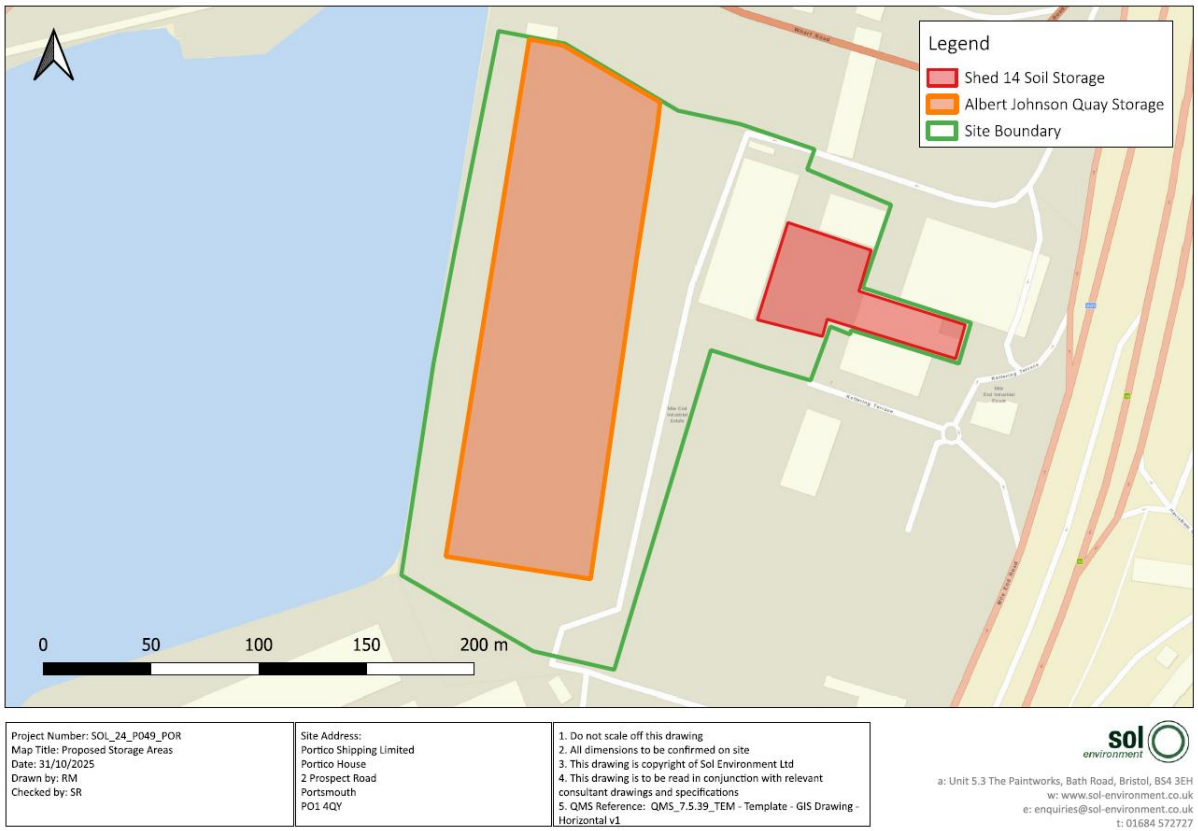


Figure 2.6 - Proposed Waste Storage Areas

2.4.3 Drainage

The entire site is constructed on sealed impermeable hardstanding which has been designed to attenuate, contain and control all surface water runoff. The Site Drainage Plan is provided in Appendix B.

All uncontaminated surface water run-off from the site will be directed to the fully enclosed drainage system comprised of penstock valves and an interceptor located beneath the Albert Johnson storage area. The drainage design incorporates collection chambers and interceptors (active protection measures) to ensure that any particulate, solid contaminants and trace hydrocarbon materials are contained and captured on site.

Surface water coming from Shed 14 is on a downward western sloped gradient which allows for any surface water to drain toward drains in the west that ultimately connect to the Albert Johnson Quay interceptor.

Due to the gradient of the external waste storage areas, all run-off will be directed to the drainage system.

During periods when waste is present in the external storage areas, the drainage system penstock valves will be closed, preventing any potentially contaminated surface water run-off from discharge. During this time, all potentially contaminated surface water run-off will be contained onsite and then tankered offsite for disposal.

In the event of a fire, all firewater will be contained as above, in the drainage system through the use of penstock valves.

3. FIRE PREVENTION PLAN

This Fire Prevention Plan has been developed to include an assessment of fire risk on site and the measures in place to prevent, detect, suppress, mitigate and contain fires.

This plan forms part of Portico Shipping Limited's management system and sets out the fire prevention measures and procedures that will be put in place and used on site.

All staff and contractors working on site will understand the contents of the Fire Prevention Plan and what they must do during a fire.

The Fire Prevention Plan will be kept in the Site Office and all staff will be aware of where it is kept.

Regular exercises will be carried out to test how well the plan works and that staff understand what to do. These exercises will take place every quarter.

3.1 Responsibility for Implementation of the Fire Prevention Plan

The primary responsibility for implementing the Fire Prevention Plan lies with the Site Manager, as appointed by PSL. The Site Manager will be suitably trained in fire and fire prevention and hold a full working knowledge of this FPP.

The Site Manager is responsible for ensuring that all staff and site operatives working on site are trained in the FPP and know the measures/actions to be undertaken should a fire event occur on site.

3.2 Combustible Wastes

PSL will store the following potentially combustible waste materials:

- Baled RDF;
- Shredded tyre ;
- Shredded wood.

At present, one site location has been identified for the intended use of storing this waste, namely, Albert Johnson Quay. This storage area will consist either of purposely constructed bays or piles with 6m separation distances, which will comply with the Fire Prevention Plan Guidance.

The soils stored within Shed 14 are not considered further due to being non-combustible in nature.

3.3 Persistent Organic Pollutants

There will be no storage of POPs containing wastes onsite.

3.4 Other Combustible Materials

Other materials stored at the PSL site that are considered combustible include:

- Diesel Fuel Tank (30,000 litres);
- Compressed gas and other fuels – within a warehouse.

3.5 Managing Common Causes of Fire

The following table identifies common causes of fire and the measures that PSL take to reduce the risk.

Table 3.1 - Control of Potential Sources of Fire

Potential Source of Fire	Proposed Management Control	Residual Risk
Arson	The site benefits from a security boundary fence and CCTV which can be accessed remotely. There is 24 hour security presence on site and access gates can only be strictly accessed via issued pass cards.	VERY LOW
Plant and Equipment	The site has a regular inspection and maintenance programme conducted by in-house engineers, which identifies any electrical or mechanical machinery faults which could result in a machinery fire. Due care will be undertaken with equipment on site and all vehicles are isolated when not in use and are parked in a designated area away from waste storage locations, or hazardous cargos. Larger vehicles such as the Port mobile cranes and the bob cat have fire extinguishers and suppression systems fitted. This will help prevent accidental ignition from plant/equipment and help prevent potential fire spread from plant/equipment to material. All machinery is visually inspected on a daily basis as part of the Daily Site Log and the Machinery and Plant Check Lists.	VERY LOW
Electrical faults including damaged or exposed electrical cables	The risk of damaged or exposed electrical cables is controlled via the regular inspection and maintenance programme (every three years). Portable Appliance Testing is completed annually and all electrical power tools are inspected prior to use. Any electrics on site are fully certified by a qualified electrician.	VERY LOW
Discarded Smoking Materials	The site has a strict no smoking policy in the areas of active operation. Smoking is only permitted in designated areas, away from any waste storage. All staff and visitors to site are informed of this policy during site induction and it is clearly signed on entrance to site.	VERY LOW
Hot Works	PSL have rigorous procedures in place to control hot works for contractors working on site. Visiting vessels wishing to conduct hot works must contact the relevant parties, prior to undertaking. All hot works permits are checked by Porticos facilities team. The permit system includes provision for a fire watch following completion of any hot works.	VERY LOW
Industrial Heaters	No industrial heaters will be used on site.	N/A
Hot Exhausts	The site has a regular inspection and maintenance programme which identifies any signs of a fire caused by dust settling on any hot exhausts and engine parts. This is carried via visual checks throughout the day via the daily checklist as well as at the end of the working day. Machinery is regularly cleaned to remove any dust, waste etc to ensure that it does not accumulate on moving parts.	VERY LOW
Ignition Sources	There are no ignitions sources on site. Wastes are stored within bays or contained internally to ensure segregation from potential ignition sources.	VERY LOW
Batteries	Batteries are not permitted in the input materials. If identified by visual inspection they are removed. Batteries used on site in power tools are regularly inspected for defects prior to use.	VERY LOW

	Battery charging is strictly confined to the Battery Charging area.	
Leaks and Spillages	Any fuel stored on site is within a fully bunded tank to ensure any leaks and spillages are contained. Spill kits will be retained on the site for use in the event of any localised leaks or spillages around the fuel storage tank or from vehicles elsewhere around the site.	LOW
Build-up of loose combustible waste	The site and particularly areas of waste storage are subject to regular inspections and cleaning which will identify any build-up of wastes and dust. All inspections are logged on the *Daily Site Log*. All forms are stored in the site office. Waste are not stored on site for longer than 3 months maximum.	VERY LOW
Reactions between wates	All waste is accepted on site in accordance with the sites Environmental Management System. This ensures that no incompatible or unstable wastes will be accepted on site. Wastes are stored in segregated bays to comply with the EA FPP guidance.	VERY LOW
Waste acceptance and deposited hot loads	No hot loads are accepted on site. The site will maintain a dedicated quarantine areas in the event that any hot loads are identified. Visual inspection upon acceptance includes inspection for signs of heating for example, steam or smoke, and of contaminants that could pose risk of fire such as oils, rags or batteries.	LOW
Hot and dry weather	In the event of hot weather, the site has the ability to cover wastes to limit heating via exposure to sunlight. Additionally, bay configuration will be designed with shading in mind dependent upon the weather forecast during the time of waste storage. A heat probe is used to monitor externally stored wastes during periods of hot or dry weather to ensure no impact of solar heating. Loose wastes and RDF bales are turned regularly during these adverse weather periods to prevent overheating. Baled RDF is wrapped in agri-wrap, a common HDPE material for this activity. Storage times will be kept to a maximum of 3 months. In the exceptional event that wastes are likely to exceed 3 months, the wastes will be transported back to the suppliers. All storage areas and piles will undergo a full 360° inspection and additional temperature recordings will be taken during warm, summer months.	LOW

3.6 Preventing Self Combustion

3.6.1 Managing Storage Time

PSL operate the site in such a manner as to minimise storage times. Waste storage areas are purposefully built periodically when a waste shipment is expected. The waste is then stored for as short as time as possible before being completely removed via shipment. The majority of combustible wastes are received and removed from site within 3 weeks with exceptional circumstances allowing waste to be stored for no longer than 3 months. These timescales are in line the EA FPP Guidance.

A daily review of the stockpiles and process inventory is made by the Site Manager in accordance with *the Daily Site Log.*

PSL track all waste flow through the site to ensure that the storage times specified in this plan are adhered to. All waste is tracked daily and processed through the site on a basis that waste will be stored for three weeks.

For all incoming waste, the waste bay / pile number and the initial date material is added are recorded through the site waste tracking system, which also includes records of visual assessments and weighbridge records. There is no processing of wastes onsite.

Seasonal variations in materials is unlikely due to the nature of the wastes. Wastes are typically removed in one shipment, as such the 'first-in, first-out' principle is not typically relevant. However, should there be any instances where not all waste will be removed within a shipment, this principle will be adhered to.

Good stock rotation is a key component of PSL's activities. In the exceptional circumstance that material requires storage for longer than 3 weeks, PSL will rotate stockpiles on a monthly basis and monitor temperatures within the waste for up to three months before removal offsite back to the waste supplier.

Please see Table 3.2 below for storage times onsite broken down by individual waste stream.

3.6.2 Monitor and Control Temperature

Temperature of the waste piles will be controlled through a number of measures including:

- Storage of loose wastes outside can be covered in the event of hot weather;
- RDF waste is baled and tripled wrapped, helping temperature dispersion and monitoring;
- Daily temperature checks of waste piles to be carried out if stored for longer than 3 weeks;
- Daily inspections of waste piles to monitor against the prescribed sizes set out in the FPP; and
- Dampening of stockpiles if required.

A trained site operative will carry out a visual inspection on site daily in accordance with the *Daily Site Log* to ensure that the site is being managed correctly. All storage areas and piles will undergo a full 360° inspection to cover any blind spots and hard to observe locations where possible. Daily temperature checks are carried out, with additional temperature recordings taken during warm, summer months.

If waste is stored for longer than 3 weeks, temperature monitoring will be undertaken utilising a hand held 2m probe on a daily basis. Should the temperature be recorded at 30°C or above, the Site Manager will be immediately notified, and the waste will be turned or dampened in situ using mist spray units. Temperature will be periodically monitored until sufficient cooling has been achieved.

An example of temperature monitoring record sheet is provided in Appendix C.

RDF bales and loose waste may be stored for up to 3 months on site, as outlined in Table 3.1. Whilst the 3 month limit will not be exceeded, it is recognised that during periods of hot or dry weather there is an increased risk of self-combustion. During these periods the site will implement the following measures:

- A minimum of 10% of the bales stored on site will be selected for testing. These bales will be selected randomly, however, in order to get a representative sample, bales will be selected from various locations within a stack of bales, including the top, bottom, sides a centre of any stack of bales.

- Temperatures of the centres of each selected bale and waste pile will be recorded using a suitable temperature probe, with a length long enough to reach the centre of the bale.
- Bales and loose waste will be regularly turned to minimise the risk of overheating.

The operator will also consider dismantling bales and re-baling prior to export should consistently high temperatures be recorded. Furthermore, the site has the ability to store baled waste under cover to limit self-combustion.

The entire site is under constant 24/7 CCTV surveillance which is monitored throughout the day.

In the event that waste storage has exceeded the sites 3 months limit, it will be returned to the waste supplier.

3.6.3 Waste Bale Storage

The site will accept pre-processed baled RDF waste to be stored on site for 3 weeks under normal operation and no longer than 3 months in exceptional circumstances.

Baled RDF will be stored in the designated open storage area on Albert Johnson Quay as illustrated in Appendix A.

PSL will ensure that the bales will be stored with the following preventions measures in place:

- The RDF bales are triple wrapped in agri-wrap allowing for reduced combustibility and dust emissions;
- Bale storage areas are either segregated by concrete block walls (with a minimum 3m height) or 6m separation distances;
- Bales will be stored a maximum of 1m below the height of the walls to maintain sufficient freeboard; and
- Bales storage areas will maintain a separation distance of at least 6m from any building.

3.7 Manage Waste Piles

3.7.1 Maximum Pile Sizes

Table 3.2 below provides an overview of the waste types, volumes, storage times, and maximum pile sizes of the key combustible wastes accepted at the Portico Shipping Limited site.

Table 3.2 - Waste Accepted

Waste	EWC Code	Approx. Quant (Tonnes/yr)	Storage Times*	Maximum Pile Size
RDF Bales	19 12 10	50,000	Stored externally for 3 weeks and no longer than 3 months	Maximum pile size no larger than 450m^3
Wood Chip	17 02 01	20,000	Stored externally for 3 weeks and no longer than 3 months	Maximum pile size no larger than 450m^3
Shredded tyres	19 12 04	60,000	Stored externally for 3 weeks and no longer than 3 months	Maximum pile size no larger than 450m^3

* If bales are stored for more than 3 weeks, the site will implement additional measures to monitor and control temperature in line with FPP guidance. See Section 3.6.2 for details.

Bays / piles will be manged to ensure compliance with the dimensions and volumes specified within the FPP guidance.

Waste will be received, stored, and removed from site in the shortest amount of time possible to prevent waste being sat stagnant for a long period of time.

External storage will either take place within piles separated by a 6m separation distance or within designated bays. Designated bays for the external storage of waste will be constructed periodically when a waste shipment is due in using fire resistant concrete blocks. The layout of the bays will be flexible to allow optimisation based on volumes and types for each shipment, but will always be located within the Albert Johnson Quay Area. The bays will maintain at least a 1 meter freeboard allowance to prevent fire spreading out over the top of each bay.

Due to the space available on the quay, the location of the quarantine area will remain flexible. The 24/7 on site presence will ensure that a fire is detected early to allow the isolation of the pile to a quarantine area preventing the full pile being involved in the fire. This will reduce the amount of fire water that is required to be contained on site. Alternatively, unburnt waste from the pile / bay can be moved to the quarantine area to prevent further waste catching on fire.

3.8 Prevent Fire Spreading

3.8.1 Separation Distances

All waste bays / piles will either be separated by fire resistant concrete block walls or 6m separation distances in accordance with the FPP Guidance.

All vehicles will be parked in a designated parking area within the site's boundary, located at least 6m from the waste storage area.

3.8.2 Fire Wall and Bays

All waste bays / piles will either be separated by fire resistant concrete block walls or 6m separation distances in accordance with the FPP Guidance.

All concrete blocks utilised in the walls of both internal and external bays are Class A1 fire resistant in accordance with Clause 4.3.4.4 of BS-EN 13369 – '*Common Rules for precast concrete products'.*

Waste within the bays will always be stored to allow a 'freeboard' space of at least 1m at the top of the bay. This will remain clear at all times to prevent the potential spread of fire over the top of the walls.

Regular site inspections ensure that the freeboard space is maintained and piles are managed correctly.

The site will operate a 3 week principal turnaround and regularly carry out full stock rotation.

Monitoring of pile temperature will be undertaken in accordance with Section 3.6.2 above.

3.9 Quarantine Area

Due to the space available on the quay, the location of the quarantine area will remain flexible. The 24/7 on site presence will ensure that a fire is detected early to allow the isolation of the pile to a quarantine area

preventing the full pile being involved in the fire. This will reduce the amount of fire water that is required to be contained on site. Alternatively, unburnt waste from the pile / bay can be moved to the quarantine area to prevent further waste catching on fire.

Trained site operatives will only move waste to a quarantine area if it is safe to do so.

3.10 Detecting Fires

The external storage areas are monitored via CCTV which is monitored via 24/7 Port security.

In addition, staff will undertake daily visual inspections of the waste piles to look for signs of fire or signs that waste has the potential to catch fire. Staff are appropriately trained on fire and fire prevention including this Fire Prevention Plan and are required to adopt a proactive approach when it comes to detecting fires. This includes displaying vigilance at all times. The site will encourage proactivity when it comes to detecting fires, and do not limit their inspections exclusively to formal checks. All trained staff will have the right to conduct visual checks and inspections when it comes to detecting fires.

Additionally, the site is appropriately monitored and managed with detailed procedures in place to detect a fire in its early stages. If stored for longer than 3 weeks, daily temperature monitoring and recording of the waste piles will be performed by hand-held thermal probes. Temperatures will be recorded in the site logbook, including the time and date of recording. In the unlikely event that waste is recorded above 30°C, waste will be immediately cooled in situ by the onsite hoses, and when cooled, removed safely offsite.

The site is operational 24 hours a day and is equipped with CCTV which covers the entire site monitored by onsite security staff. Any member of site staff and site security can and will raise the alarm as soon as they become aware of a fire and will contact emergency services and the site managers in the first instance.

The above demonstrates that the site is appropriately monitored and managed with detailed procedures in place to detect a fire in its initial stages.

3.11 Suppressing Fires

Given the relatively low risk of fire, the site proposes to operate a manual fire suppression system with strict adherence to the FPP guidance. Considering the low fire risk proposed by the short turnaround times onsite, automatic suppression is not deemed necessary.

At any one time, there are trained site operatives located around the site, who will act quickly in the event of a fire, and if safe to do so, will use differing types of Fire extinguishers located around the site (Water, Aqueous Film Forming Foam, Dry Powder, and Carbon Dioxide). Quantity and size are dependent on the fire hazards in the area.

There are a total of 32 fire extinguishers within the permitted area to ensure fire suppressing capabilities are available in close proximity at any given time.

There are 10 water hydrants within close proximity to the waste storage areas, located along the quay and within the external storage area. In the event of a fire on site, this will be the main application used by the Fire-Rescue Service (FRS). There is also the option to use sea water, though this will not be utilised in the first instance. The location of all water supplies can be found in Appendix A of this document.

Furthermore, PSL have a good working relationship with the two local fire departments under Hampshire Fire and Rescue Service (HFRS); Southsea Fire Station and New Cosham Fire Station, located approximately 5 – 7 minutes away, who are familiar with the Port layout, cargos and operations.

PSL also have a good working relationship with the two SMS water tugs, which stay within PSL's Port. These Tugs have a 50m water cannon reach and could be used to help put out any potential fires on the PSL quays, and nearby warehouses. Details of the SMS water tugs and the extent of their reach can be found in Appendix A.

The site is operational and manned 24/7, therefore a manual suppression system is deemed appropriate with around the clock site presence.

3.12 Firefighting Techniques

The site has been designed to allow active firefighting in line with the FPP Guidance.

Upon identifying or being made aware of a fire, the site manager will raise the alarm, alert all present on site to the fire and its location and alert emergency services.

The site will be closed immediately to all visitor vehicles, and all visitors on site at the time of a fire being detected with be ordered to leave in an organised fashion, as directed by staff operatives.

The site will be evacuated in accordance with the site's evacuation plan in Section 3.13 below.

Staff will only tackle the fire using the fire extinguishers if:

- It is safe to do so;
- The fire service has been notified;
- The fire is small and not spreading to other areas;
- Escaping the area is possible by backing up to the nearest exit; and
- The fire extinguisher is in working condition and personnel are trained to use it.

In the event of a small fire:

- Staff will quarantine burning material in situ within the bay and may decide to remove waste from neighbouring bays using the sites mobile plant;
- Trained staff will then use on site extinguishers to extinguish the fire.

In the event of a larger fire, staff are to await the Hampshire Fire and Rescue Service (HFRS), who would then take the appropriate actions.

All personnel working on site will be provided training in the Fire Prevention Plan and all associated procedures and controls. FPP training records shall be maintained onsite.

The FPP training will be provided to all new starters and temporary employees working at the site to ensure the highest health and safety standards are upheld.

FPP refresher training will be carried out to all personnel at least annually.

3.13 Fire Evacuation

The fire evacuation point is located at the main site entrance and is clearly signposted.

Sites rules and procedures are reinforced via use of fire drills and planned response scenarios.

All personnel are to follow the instructions of the site Fire Wardens and the Site Manager. A trained Fire Warden will be working on site at all times during active operational hours.

A list of trained Fire Marshals is maintained and displayed on the site, together with a list of on call staff to attend the site in the event of a fire outside of normal operation hours.

The Fire Evacuation Procedure is provided to staff and contractors which states:

- On discovery of a fire, immediately make the presence of fire known to all on site and contact the Site Manager;
- Fire Marshals and staff must only tackle to fire if they are trained to do so, the equipment is appropriate and if their safety or that of others is not compromised;
- Leave the site by the nearest available exit/safe route and report directly to the assembly point located at the staff parking area;
- Leave quickly but in a calm, controlled and orderly manner. Do not detour to collect personal items;
- Do not re-enter the site for any reason until authorisation has been given by the Site Manager/Fire Warden;
- The Site Manager will assess the situation and call the Fire and rescue Service if required; and
- Visitors to the site will be instructed by trained site staff in the safe evacuation of the site. Where possible, all visitors will leave in their personal vehicles providing it is safe and practical to do so.

This document is reviewed and updated annually, or sooner if required. The document details all hazards and the control measures that are in place and / or required to prevent fires.

3.14 Water Supplies

Industrial mains supply water is available from 10 hydrants located on site shown on the plan in Appendix A.

These hydrants have been assumed to provide a 1,500 litres a minute in line with the BS 9990:2015 Standard Requirements.

The combination of all hydrants will provide a water flow rate of 15,000 litres a minute with an unlimited water supply. In a worst-case scenario, seawater can also be utilised from the harbour. PSL also have access to two SMS water tugs, which stay within PSL's Port. These Tugs have a 50m water cannon reach and could be used to help put out any potential fires on the PSL quays, and nearby warehouses. Details of the SMS water tugs and the extent of their reach can be found in Appendix A.

Furthermore, there are over 31 fire extinguishers located around the site with varying suppression capabilities (Water, Aqueous Film Forming Foam, Dry Powder, and Carbon Dioxide) as well as mist spraying units. These measures can be used to suppress small fires and cool piles to ensure that the risk of fire onsite is low.

There are no access restrictions to any of the waste storage bays on site.

The Fire Rescue Service will undertake a review of the site water supplies and access and provide comment before approval.

In accordance with the EA guidance, whereby for a 300m^3 pile a water supply of at least 2,000 litres per minute for a minimum of 3 hours is required, the site would need a water supply of 540,000 litres and an available flow rate of 3,000 litres per minute for the largest pile size of 450m^3. This is shown in the calculation table below.

Table 3.3 - Water Supply Calculations

Maximum Pile size (m^3)	Required Water Supply Rate (l/min)	Available Water Supply Rate (l/min)	Water volume required over 3 hours (l)	Total water volume available on site
450	3,000	15,000	540,000	Unlimited

Due to the measures proposed within this FPP, it is believed that the water supply requirements can be reduced due to the early detection and action that is available on site. The 24/7 on site presence will ensure that a fire is detected early to allow the isolation of the pile preventing the full pile being involved in the fire.

3.15 Managing Fire Water

All operational areas of the site are upon impermeable concrete hard standing.

In the event of a fire, all surface water drainage systems would be isolated through use of a penstock valve to prevent water release.

All fire water is contained onsite within a centralised collection point beneath Albert Johnson Quay which is lower than the surrounding areas. Here, shut-off valves and the underground interceptor will prevent any firewater runoff from entering the main surface water drainage systems. The interceptor and drainage system can act as an isolation tank to contain over 60,250 litres of firewater before being pumped out and tankered off site.

Furthermore, the Albert Johnson Quay external waste storage area can contain a capacity of approximately 250,000 litres.

It must be noted that due to the control measures in place onsite to detect and suppress fires in their early stages, it is highly unlikely that the volumes of firewater will ever reach those calculated in accordance with the current FPP Guidance.

Additionally, recirculation of firewater by the FRS has been discussed and would be utilised as a last resort action. This would be undertaken if there was a significant risk of firewater containment loss. In reality, due to the low risk of fire developing through short turnaround times and early detection methods, it is considered highly unlikely that high volumes of firewater will be required.

Assessing Risks to Groundwater from Fire Water

There are no Source Protection Zones within 2km of the site.

All surface water run-off is contained upon an impermeable hardstanding and within a sealed drainage system and as a result poses very low risk to groundwater.

3.16 During and After a Firefighting Incident

The following sections describe the measures taken by the site during and after a firefighting incidents.

During an Incident

During any firefighting or subsequent clear up operations, any incoming wastes will be diverted to an alternative waste storage site or returned to sender.

Nearby residents and businesses will be notified during any potentially significant fire incidents taking place on site. The Environment Agency will be notified at the earliest convenience.

After an Incident

The site will be thoroughly cleaned after an incident. Any charred / partially combusted / combustion products will be disposed of an appropriate facility. It is anticipated that the clearing of combusted material will not take long, as the company are confident that any fires will be appropriately controlled and therefore will not result in significant volumes of burnt waste.

All fire water will be captured by the drainage system and transferred off site via tanker and appropriately disposed of.

All equipment will be checked for any fire damage. In the event that any equipment has been damaged, it will be removed from site and fixed / replaced as soon as possible.

This ensures that the impact to the community, infrastructure and the environment is minimal.

APPENDIX A SITE PLANS

APPENDIX B DRAINAGE PLAN

APPENDIX C ADDITIONAL INFORMATION