ENVIRONMENTAL MANAGEMENT SYSTEM

Fire Prevention Plan

Reference: EMS-OP-02

Version 2 Dated 09 June 2025

Greenwich Transfer Station
Horn Link Way
Greenwich
London
SE10 0RT

Environmental Permit EPR/DB3307CS

Fire Prevention Plan

Document Reference: EMS-OP-02	Issue Number: 2	Issue Date: 09.06.2025

DOCUMENT CONTROL SHEET

Version Reference	Date	Reason for Change	Issued by
1	20.2.2024	Permit Transfer	ISL
2	09.06.2025	Permit Variation to add ELV depollution	ISL

CONTENTS

1 Introduction

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.

The objectives of the Fire Prevention Plan are:

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

1.2 Scope

The original permit was issued to Murphy's (Waste) Limited in August 2008. It was transferred to Peter Norris (Haulage) Limited in September 2015. Peter Norris continued to operate the site until its recent transfer to Southwark Metals Limited.

The site is an operational waste management facility. It is proposed to add a vehicle storage, depollution and dismantling, to the permit.

This FPP has been prepared in accordance with Environment Agency guidance.[1]

1.3 Roles and Responsibilities

The Director has the overall responsibility for ensuring these procedures are adhered to. 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 adequate provision of resources such as personal protective equipment (PPE);
- Ensuring the provision and maintenance of handheld fire extinguishers and other firefighting equipment at the site is adequate.

1.4 Operation

The facility is located at Horn Link Way, London, SE10 0RT. The site is centred at NGR TQ 40285 78829. The site layout is shown on drawing SML-HLW-FPP-02.

The site has been an operational waste management facility for many years. It is located at the southern end of an industrial estate which is occupied by similar businesses (mineral processing and waste management).

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

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

The site is used for the receipt, segregation, storage and treatment of waste metal. It is also used to depollute End of Life Vehicles (ELVs).

2 Causes of Fire

The following have been identified as potential causes of fire.

2.1 Arson

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

- The site will be secured by lockable front gates.
- The facility will be manned at all times during routine operations.
- Security will be provided 24 hours per day
- The facility is secured by the following:
    - Steel palisade/steel cross chain fences along the front of the site.
    - Steel palisade fences along northern boundary.
    - 4m high concrete wall along the eastern boundary with the raised bank for the railway line behind.
    - Building forms barrier along the southern boundary.
- The Site has CCTV cameras which cover all operational areas (3 cameras have heat detection)

All functions of security will be checked daily, and information recorded the Daily Check form, provided in Appendix A.

2.2 Plant and Equipment

The site uses grab loaders and loading shovels.

Shear balers are used in the main shed for treating scrap metal.

The depollution facility will use a fork lift to raise the ELV onto the depollution platform.

There are also hand tools used for depollution and dismantling. The company carry out daily checks on the machinery and plant prior to use each day. This is provided in Annex E.

A programme of routine planned maintenance is provided for each item of plant and machinery, to prevent breakdown and faults which may pose a fire risk. The plant is checked daily before use and will also be subject to routine maintenance in accordance with manufacturers specifications.

An adequate supply of essential spare parts is provided on site. This includes items such as fuses, switches and bearings. This will enable efficient repairs to be made on site to avoid process delays.

A fire extinguisher will be kept in the cab of each mobile plant.

The liquid waste containers are subject to a maintenance agreement with the supplier and are checked daily.

All faults needing corrective action will be reported to the Site Manager to be implemented.

2.3 Electrical faults including damaged or exposed electrical cables

The electrics will be certified by an electrical contractor and will be checked on an annual basis by an approved contractor.

2.4 Discarded smoking materials

The site will be no smoking. Smoking will only be allowed outside of the permit boundary.

2.5 Hot Works

At this stage it is not envisaged that regular hot works or welding will be required. However, if such works are required, then this work will be carried out by personnel with a permit to work, in an area away from combustible materials. On completion, the site manager will carry out a fire watch. This will take place immediately on completion and again at the end of the working day.

2.6 Industrial Heaters

No industrial heaters will be used at the site.

2.7 Hot Exhausts

At the end of each working day, the plant will be parked away from the waste storage areas, as shown on the site plan.

The site is not generally dusty, and the likelihood of dust settling on hot exhausts is considered unlikely. The site manager will check each plant is parked correctly at the end of each day.

2.8 Sources of Ignition

There are no naked flames, heating pipes, light bulbs, space heaters, furnaces or incinerators at the site.

The site will be a no smoking facility.

2.9 Batteries

On arrival, the battery will be removed from each vehicle. The batteries will be discharged, which reduces the risk of any chemical reactions and fire risk.

Lead acid batteries will be stored upright in containers with the electrical connectors pointing upwards. The storage containers will be impermeable with an acid resistant base and will either be stored in a covered area or will be lidded.

All other batteries will be stored in weatherproof containers.

Any damaged lithium and Li-ion batteries will be quarantined. There will be a waterproof container filled with sand or similar inert material. The container will be positioned away from the buildings and other combustible materials.

Battery storage containers will be clearly labelled to ensure that different batteries are stored separately.

Any damaged battery will be stored in a separate container.

All staff will be trained to identify the different batteries and correct storage.

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 site office. All staff will be trained in the use of the spill kit.

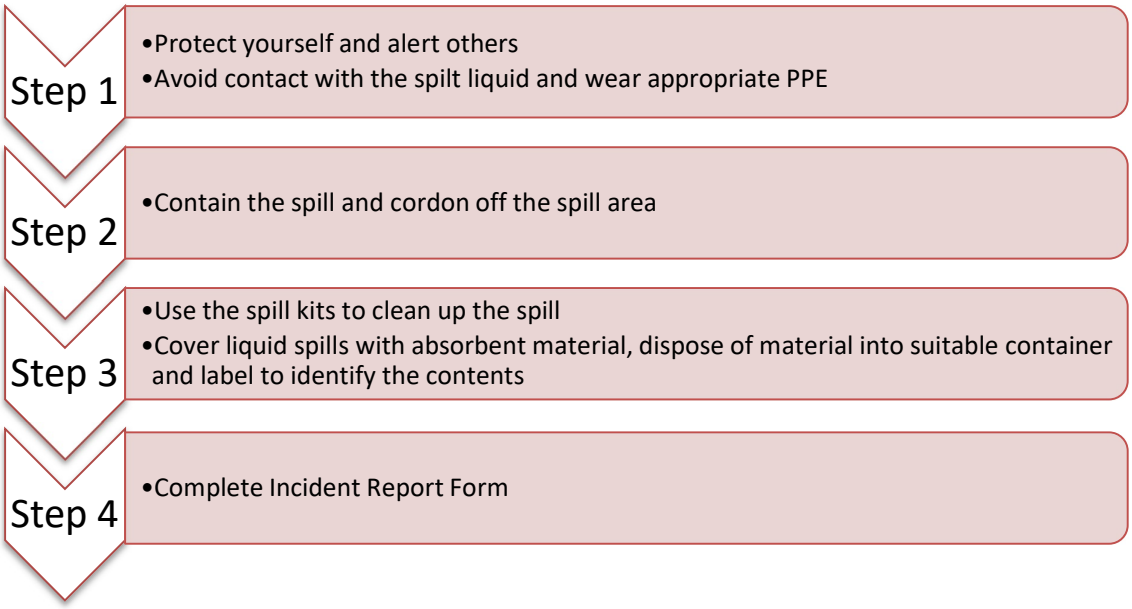
Spillages may be caused by:

- Machinery and fuel/oil leaks from vehicles
- Leaks from storage containers
- Leaks from fuel tank

Spillages and impacts from spillages will be prevented by:

- Controlling vehicle manoeuvring will be controlled
- Regular maintenance of plant and machinery
- Spill kits maintained in site office
- Bunded fuel tank.

The spillage procedure is:



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

- absorbent granules
- disposable bag and tie
- disposable gloves

The contents of any spillage clean-up will be bagged and sent to an authorised facility for disposal.

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

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

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:

- At least twice a day - The Site Manager/Supervisor will carry out an inspection of all work and storage areas to ensure safe storage, access and egress. Particular attention will be required to identify any potential fire hazards when opening the site in the morning and prior to securing the site at the end of each shift. Any cleaning requirements will be implemented.

- Weekly – Detailed clean of the site including equipment.

The site has a low risk associated with dust and litter. Any debris found in vehicles will be placed in lidded bins located around the operational area.

The site management have access to CCTV images in the main office. This will also be used to observe any potential amenity issues such as litter or dust.

2.12 Reaction between Wastes

The storage of incompatible batteries has been described above.

The drained fluids from the depollution process will all be stored in separate containers, designed specifically for the purpose. Each container will be clearly labelled. All containers will be kept in the operational building.

The tanks will be subject to service agreements for emptying and exchanging.

The other waste being managed at the site will include metal. There is unlikely to be any incompatible issues with these wastes.

2.13 Hot Loads

Hot loads are not typically associated with ELVs. The vehicle will arrive at the site and either be unloaded using a forklift or driven into the site. Both scenarios allow the site staff to check the vehicle before entering the depollution waiting area.

If there are any signs of smouldering from the car, it will be placed in the fire Quarantine Area and extinguishers will be used. No further action will take place until the vehicle has been

checked and is cleared for treatment. If the vehicle cannot be treated, it will be loaded and removed from the site.

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

For other waste deliveries, the delivery vehicle will be checked on arrival. If there are any signs of smouldering the vehicle will be parked in the fire quarantine area. Hot loads are not expected given the nature of the business. The site will predominantly receive, sort, treat and store scrap metal.

2.14 Hot and Dry Weather

The treatment of ELVs will not be affected by hot and dry weather. Depollution will take place within a building. An ELV will be depolluted the same day, unless received before closing in which case it will be depolluted first the next working day.

Oily rags and absorbents will be kept in a separate container within the building, out of direct sunlight.

The external storage areas are protected by high walls. The presence of walls and the large shed provide shading of the external areas.

The ferrous metal treatment will take place within a shed, that will provide shade.

The waste will receive and processed daily. The storage limits will be for short durations.

If required, stored metal will be dampened using hoses.

3 Prevent Self-Combustion

The site will be operated in accordance with a management system. Operational Procedures will set out how the site will be operated and provide procedures for the day to day site operations including daily checks, training, and plant maintenance. Some procedures are directly relevant to this FPP and have therefore also been included.

No waste is stored for longer than 3 months.

3.1 Manage Storage Times

The ferrous metal will be received in the building. The waste will be sorted and separated by type.

Non ferrous metal be received into a storage bay and separated into different types.

There will be storage bays for main non-ferrous metal such as aluminium and copper. Smaller metal items will be placed into storage containers.

The ELVs are typically treated at the site within 24-48 hours. The depolluted vehicles will be baled and removed from the site within 48 hours. All other items are removed weekly (tyres, batteries, engines, fluids).

Storage limits are set out in Table 1.

No waste is stored for longer than 3 months.

The operations are based on a continuous process to maintain the operational capacity.

3.1.1 Stock Rotation

Vehicles will be booked into the site on arrival. This allows the operator to treat vehicles in order of arrival, thus managing waste on a first in first out principle.

The scrap metal will be loaded into the shear baler daily. The plant operator will rotate the ferrous metal to achieve stock rotation. In any event, the waste will not be stored on site for long periods.

All staff will be trained in this procedure.

3.1.2 Reduce the Exposed Metal Content and Proportion of Fines

The site will store high value metals separately.

The site does not have a trommel and does not produce or store fines.

3.1.3 Monitoring and Controlling Temperature

As waste will not be stored for more than 3 months, temperature monitoring is not applicable.

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

- The type of waste.
- The waste is stored for less than three months.

However, if the Site Manager is aware of localised warming, it will be dissipated by applying a cooling water spray. There are hoses located around the site which can be used for this purpose.

3.2 Waste Bale Storage

Baled metal will be stored as per the controls below. Arrangements are made to remove the bales from the site to maintain capacity.

Bales will not be stored for more than 3 months.

ELVs will only be baled once fully depolluted.

Table 1 Waste Storage Non Hazardous Waste

Material	Location (see plan reference)	Storage	Max Height (m)	Max Length/Width	Max Vol (m^3)	Max Area (m^2)	Max time stored on site
Customer Bays x 10	As shown	Bay	4	4m x 4m	40	16	1 week
Spare	As shown	Bay	4	6m x 4m	60	24	1 week
Spare	As shown	Bay	4	6m x 4m	60	24	1 week
Spare	As shown	Bay	4	6m x 4m	60	24	1 week
Aluminium	As shown	Bay	4	6m x 4m	60	24	1 week
Aluminium	As shown	Bay	4	6m x 4m	60	24	1 week
Stainless Steel	As shown	Bay	4	6m x 4m	60	24	1 week
Cables	As shown	Bay	4	6m x 4m	60	24	1 week
Ferrous	As shown	Bay	4	6m x 4m	60	24	1 week
Ferrous	As shown	Bay	4	11m x 4m	110	44	1 week
Ferrous	As shown	Bay		4m x 4m	60	24	1 week
Ferrous	As shown	Bay	4	11m x 4m	110	44	1 week
Ferrous	As Shown	Bay	4	20m x 6m	300	120	1 week
Ferrous	As Shown	Bay	4	20m x 6m	300	120	1 week
Copper	As Shown	Bay	4	10m x 5m	140	50	1 week
Unprocessed Ferrous	As Shown	Front of building	4	15m x 15m	300	225	1 week
Non Ferrous (bronze, brass etc).	S	Small containers	2m	1.5m x 1m 1.5m^2	10m^3	20	1 week
Quarantine Bins	Q	Euro Bins	1	1.3m x 1.2m	2.2	2	1 week
Gas canisters	G	Cage	1.8	1.2m x 0.6m	1	0.7	1 week

Notes :
Volumes are not based on uniform block dimensions.
Storage dimensions represent the maximum in each direction, but this does not equate to the area at any given time due to operational constraints. Storage bays are interchangeable depending on market conditions.

Table 2 Waste Storage – ELV Depollution

Material	Location (see plan reference)	Storage	Max Height (m)	Max Length/Width (m)	Total Volume (m^3)	Max Area (m^2)	Max time stored on site
Tyres	As shown	Container	2.1	6m x 2.44	53.8	35	1 week
Engines	As shown	Container	2.1	6m x 2.44	53.8	35	1 week
Lead Acid Batteries	L	Acid resistant containers	2	1.5m x 1m	6	3	1 week
Other Batteries	B	Weatherproof containers	2	1.5m x 1m	6	3	1 week
Catalytic Convertors	M	Container	1.5	1.5m x 1m	2.25	1.5	1 week
ELVs waiting depollution*	As shown	Loose	3 units	N/A	N/A	N/A	24 - 48 hours
Quarantine Bins	Q	Euro Bins	1	1.3m x 1.2m	2.2	2	1 week
ELV Bales	As shown	Baled	4	4m x 6m	96	24	24 - 48 hours

*Maximum pile sizes not applicable to ELVs.

The largest loose waste pile on the site could be 300m^3. This is less than the maximum pile sizes provided in the guidance (750m^3 for loose metal).

The ELVs waiting depollution will be stored in rows, so that vehicles can be accessed from either side. The depollution activity will be a small scale operation. It is anticipated that once the ELV has been checked it will be depolluted. There will be minimum storage of ELVs.

The site perimeter consists of a combination of 4m high concrete walls, with a standard brick course kerb around the remainder of the site.

Once any container or bay is 80% full, as checked on the Daily Check list, arrangements will be made to remove the materials off site.

Containers are accessible and can be easily moved. The mobile plant can be used to move any container to the fire quarantine area.

The bales will be staggered stacked to prevent air columns between bales.

In terms of managing the volume of stock to ensure the limits in Tables 1 and 2 are not exceeded, the external storage limits will be defined by height of the perimeter wall.

The storage limits are checked daily using the Daily Check List.

The waste will be stored in its largest form and cut to manageable sizes for transportation. Metal such as copper pipes may be cut into manageable sizes to facilitate storage and transportation.

3.3 Separation Distances

The site has been designed to provide a separate area for depollution. This will take place in the northern part of the site. The southern part of the site will continue to be used for scrap metal waste management operations.

For the ELVs, the first stage will involve removing the batteries. The batteries will be stored in separate containers, depending on the type. The battery boxes will be inside the depollution bay.

The next stage will remove the tyres. The tyres will be stored in containers. The tyre and engine storage area are located with a 4m high concrete wall behind. The containers will be approximately 30m from the ELV checking area, and over 70m from the main waste processing operation.

The containers will be separated from the metal storage bays by a 4m concrete wall.

The depollution bay is in a building in the northern part of the site, away from other combustible materials (over 6m).

The vehicle shells will then be placed in an area waiting to be baled. This bay is within the main building which provides 4m high bay walls.

The customer unloading bays will be used to receive mixed metal. The waste is continually sorted to separated scrap metal by type. This area has been set aside to keep the customers separated from the main scrap metal processing area.

The ferrous metal will be stored in a concrete bays.

Separated non ferrous metal will be stored in individual storage containers or storage bays.

The rear bay wall comprises of concreted panels, with a fire resistance of at least 2 hours.

The dividing bay walls are also concreted panels.

For waste stored in bays, the bay walls will be 4m high. The waste will be heaped in the central part of the site to a maximum height of 4m. The waste will be stored against the bay wall at 3m high.

3.3.1 Waste Storage - Liquids

The drained fluids from the ELVs will be stored within dedicated containers, provided by Autodrain, or similar. These will be individually labelled. Each container can store 120litres.

All fluids will be collected by a specialist contractor, typically on a weekly basis.

The tanks will be checked daily as part of the daily checks. Any defects will be reported immediately to the Site Manager, to provide alternative arrangements and ensure the damaged tank is segregated and prevented from being used.

3.3.2 Fire Quarantine Area

A Fire Quarantine Area is required to manage any incoming hot loads and to also provide an area that could be used to place burning waste to reduce the spread of fire.

Hot loads are not expected given the nature of the business. The ELV will arrive at the site and be either unloaded using the forklift truck and placed in the designated area or driven into the checking area. If there are any concerns with the ELV it will not be accepted.

As the site only accepts a specific type of waste it is unlikely to receive non permitted waste. However, quarantine containers will be kept around the site to store any items found in the ELV.

The scrap metal will be visually checked as it is unloaded. This will be a specialist facility and it is unlikely that any non-compliant waste will be accepted.

The Fire Quarantine Area (FQA) is a dedicated emergency or quarantine area to cope with a major incident. The EA guidance refers to a clear area of at least 6m around the perimeter which is always available. This has been provided in the central part of the site. If required, the forklift would be available to move ELVs into the quarantine area, or the loading machine will be used to place loose metal or bales into the fire quarantine area. Any container can also be moved to the FQA.

The area has been designed to handle 50% of the largest waste pile, which would be 150m^3. The Fire Quarantine Area will be 5m x 10m. Assuming this will store waste up to 4m high, will provide a storage volume for 150m^3.

The Fire Quarantine Area will be marked out.

3.3.3 Training, Awareness and Visitors

All staff and contractors working on-site will be aware and understand the contents of this FPP. Through site inductions and on-going staff awareness and training, the director will ensure that all relevant staff and contractors will:

- Understand what they must do during a fire.
- Know where the fire prevention plan is kept.
- Participate in annual exercises to test how well this FPP plan works and to confirm staff understand what to do.

In addition:

- There are two fire alarms (these are notification alarms). These will be manually activated by staff if a fire is detected.
- An annual fire drill will be carried out to test the effectiveness of the evacuation plan.
- A nominated member of staff will be trained to satisfy the function of a Fire Warden.

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.

In accordance with the Environmental Management System (EMS) all training and awareness raising will be recorded.

4 Detecting Fires

4.1 Detecting Fires

All staff are trained to be vigilant in terms of fire detection.

The site will be operated to clear as much of the waste from the shed at the end of each working day. At the end of each working day, the TCM will carry out a final check of the site, ensuring all machinery is parked in the correct place, away from any combustible waste. During warmer weather conditions, the TCM will dampen any waste in the shed at the end of each working day.

Three CCTV cameras with heat detection technology will be located at the site. If the CCTV is activated during the night, a notification alarm will be sent to the Senior Management team and security company.

This will allow the users to observe the CCTV remotely to ascertain if the activation has been caused by an intruder or a fire has started.

If a fire has started, the site management team will attend the site, notifying the Fire Brigade at the same time. The nearest member of staff is approximately 15-20- minutes from the site.

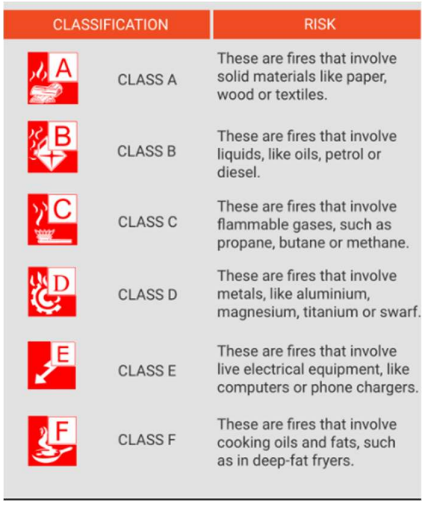
The nearest fire station is approximately 6 minutes drive from the site.

On arrival, the site staff will start firefighting if safe to do so and use plant to move waste. They will also assist the fire brigade.

4.2 Suppressing Fires

The fire suppression response will be determined by the nature of any fire.

Fires associated with ELVs will need to be tackled using the correct fire extinguisher. Any engine fire or flammable liquid fire must be extinguished using the dry powder or CO_2 fire extinguishers.



CLASSIFICATION		RISK
A	CLASS A	These are fires that involve solid materials like paper, wood or textiles.
B	CLASS B	These are fires that involve liquids, like oils, petrol or diesel.
C	CLASS C	These are fires that involve flammable gases, such as propane, butane or methane.
D	CLASS D	These are fires that involve metals, like aluminium, magnesium, titanium or swarf.
E	CLASS E	These are fires that involve live electrical equipment, like computers or phone chargers.
F	CLASS F	These are fires that involve cooking oils and fats, such as in deep-fat fryers.

For an ELV, the fire could be Class, A, B or C. As such a combined dry powder extinguisher will be used to tackle car fires.

There will only ever be one ELV in the building at any one time.

Fire extinguishers will be available around the site as indicated on the site plan.

The site also provides personnel on a 24/7 basis and therefore on an automated system is not proposed.

The shed is open fronted which would allow access from the central part of the site. There are two water tanks provided. A 10,000 litre water is provided for the main shed.

There is a second water tank holding 2,500 litres located by the covered area used for weighing smaller metal items.

There is also a mobile suppression bowser available, with a capacity of 2,500 litres.

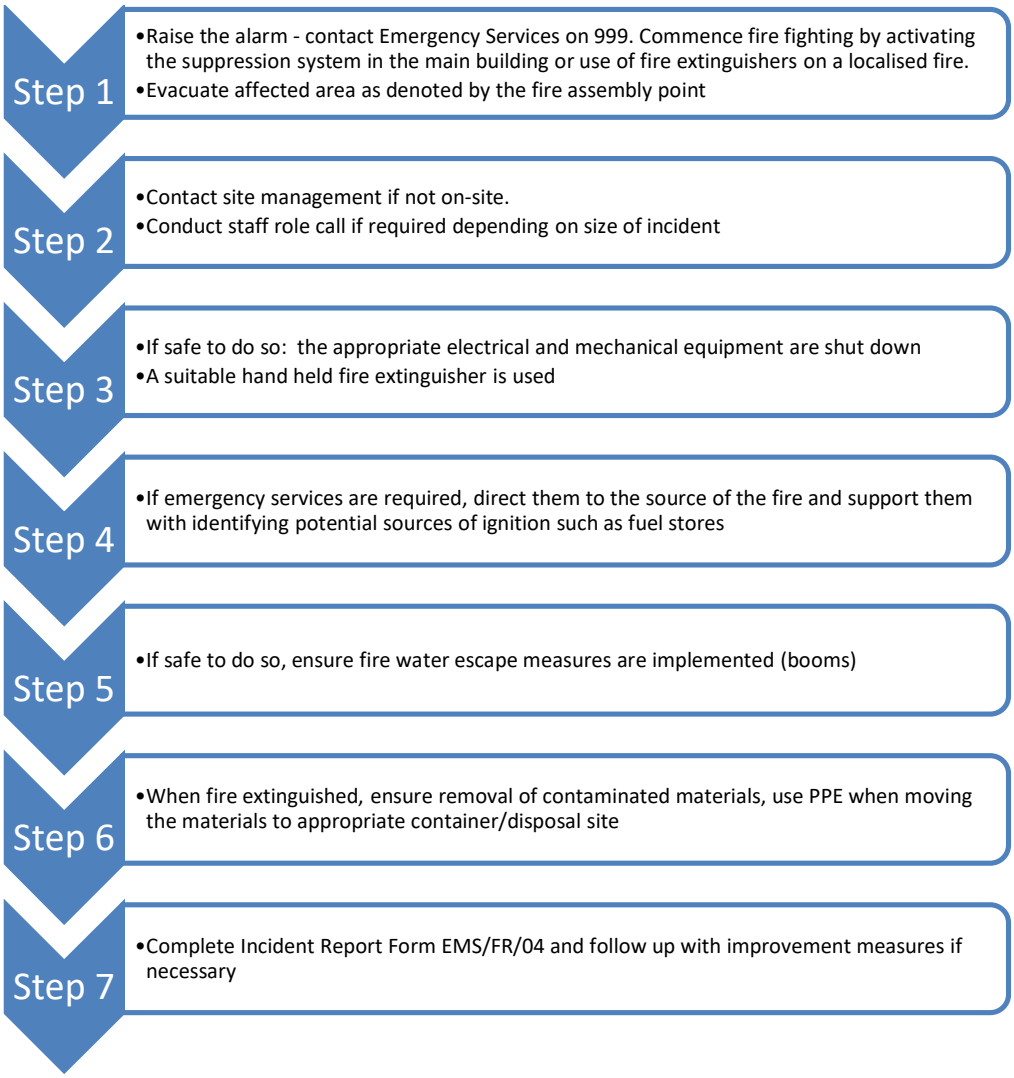
There will be three fire hoses located around the site, each with a reach of 30m.

Mobile plant will be available on site to move waste to quarantine area. This could be loose or waste stored in containers.

Staff will be available and trained to deploy the mobile water suppression units or fire extinguishers or activate the suppression system.

4.3 Firefighting strategy – During Operational Hours

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

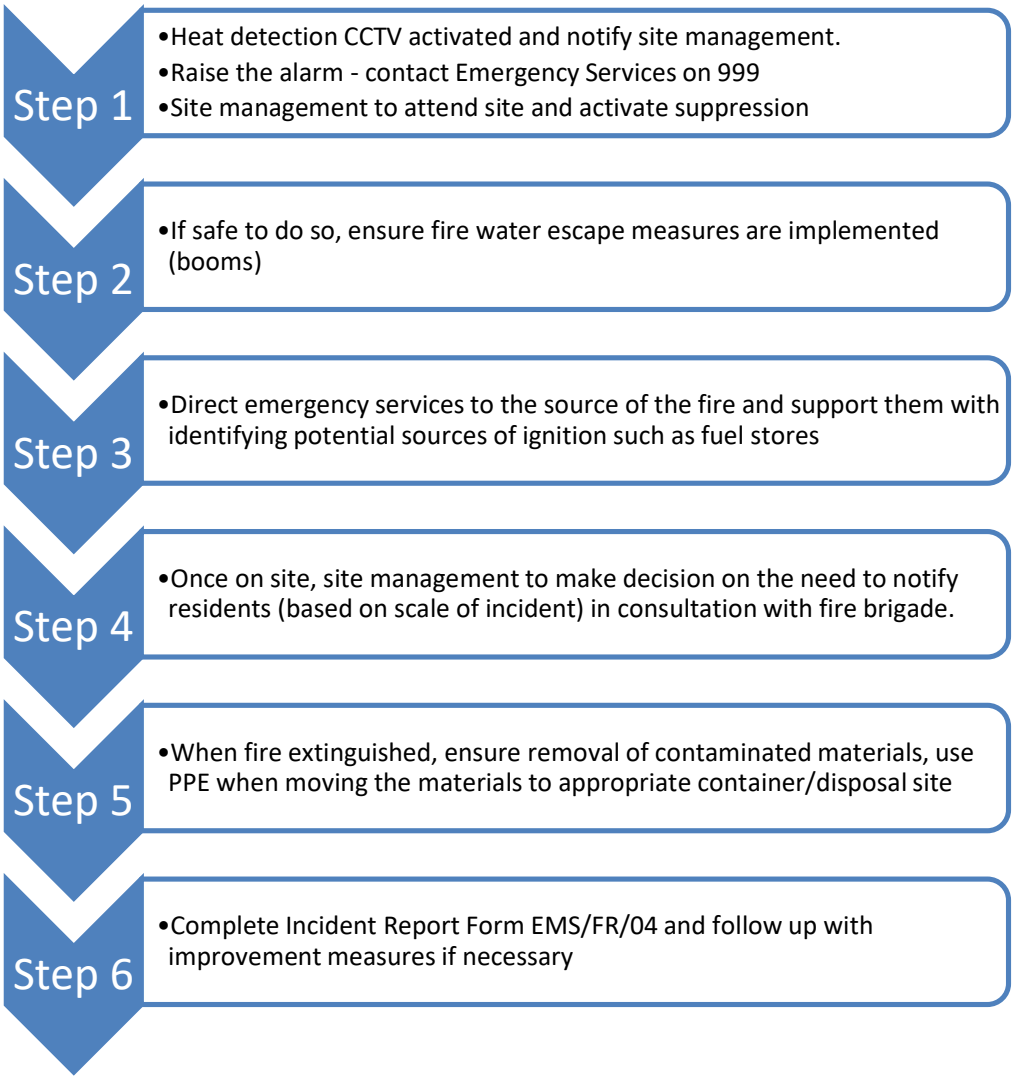


All staff are trained in these procedures.

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

4.4 Firefighting strategy – Out of Hours

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



4.5 Seasonality and Pile Management

The management of ELVs or scrap metal is not dependent on seasonality.

The operator has outlets for all the components produced including wheels, scrap metal, fluids, and batteries.

The operator also maintains a list of alternative outlets that could be used in the event that the primary outlet can no longer receive the materials. The list is kept up to date and maintained in the site office.

4.6 Water Supplies

Water supplies for firefighting will include:

- **Fire hydrant.** Designed to provide water at a minimum of 2,000 l/minute[2]. The pipe is 125m diameter. This is located adjacent to the waste building. There is another hydrant located approximately 100m south of the site, and a third located 80m west of the site.

- **Mobile suppression units.** 2,500 litres of water and can be manoeuvred to tackle localised fires.
- **Water tanks.** 10,000 litres capacity and 2,500 litres.
- **Fire Hoses.** 3 hoses with 30m reach.

The nearest fire station is East Greenwich, which is 1.4 miles from the site (6 minute journey).

4.7 Managing Fire Water

In terms of firefighting, any engine fire or flammable liquid fire must be extinguished using the dry powder or CO_2 fire extinguishers. This will not generate any fire water.

If there was a fire in any metal storage container/bay, these would be tackled using the hoses and onsite water tanks, until the fire brigade arrived. This would generate fire water.

Assuming a worse case that one of the storage areas is full an estimation of the fire water generation can be calculated.

[2] BS 750:2012

Environment Agency guidance states that 300m^3 pile of combustible material will normally require a water supply of at least 2,000 litres a minute for a minimum of 3 hours which means 6.6 l/minute per m^3 of waste.

The largest waste pile on site could be 300m^3, which would require 2,000l/minute of water to suppress a fire.

For the ELVs, there could be 2-3 at any one time. The EA guidance sets out that 1,800 litres of water is required to extinguish each vehicle. A worse case would require 5,400 litres of water.

For both scenarios, the fire hydrant at the site entrance will supply this volume. In addition, the Fire Service will be supplied with this FPP and will assess if a water supply truck would be required on site in the event of a fire.

Over three hours, the worse case could generate 360m^3 of fire water which could be contained within the site.

Kerbing has been installed around the site and combined with 4m high concrete walls, will provide a sealed operational area. The only exception to this will be the site entrances. It is proposed to place a boom across each entrance to prevent fire water escaping. A boom[3] can be placed across each site entrance to prevent fire water escaping out of the site (0.16m). The whole site will therefore be used to contain the level of fire water generated from that event. This is summarised below:

Litre/min/1m^3 of waste (l)	6.6
Largest combustible pile (m^3)	300
Litre per minute required (l)	2000
Litres over three hours (l)	360,000
Storage volume (l)	925,760

Storage volume is area of site (5786sqm) x 0.16m (minimum height of containment). The calculation does not take into account any capacity of the sealed drainage system.

4.8 Incident Management

In the event of an incident, all waste will be diverted to a third party operator. A list of alternative sites will be maintained by the operator.

The operator will provide nearby businesses with telephone contact details (operational and non-operational hours) and request contact details in the event of an incident. This will include contact details for out of hours. A notification system using a mobile phone app will be set up. This will allow the operator to provide a group notification to all nearby businesses signed up to the system. This will apply for both operational and non-operational hours.

[3] https://www.darcy.co.uk/product/spill-booms-and-bunds/poly-land-boom/

The Environment Agency will be notified within 24 hours or sooner, depending on conditions.

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.

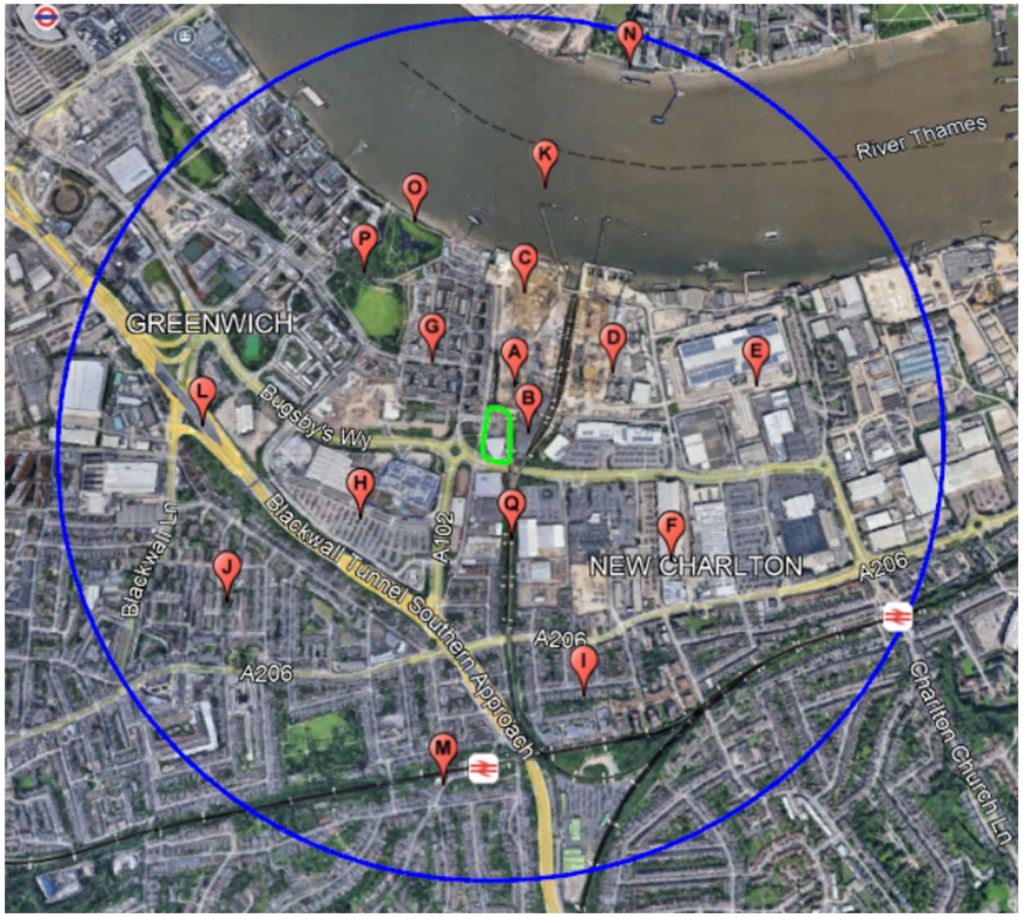
All equipment will be checked by the manufacturer to ensure that it remains fit for purpose. Any repairs will be made by the manufacturer and the commissioning phase will need to be signed off by the manufacturer before waste acceptance recommences.

The firefighting equipment will also be checked and replaced if necessary, to ensure that they it is 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 1km of the site. The predominant wind is from the south west.



N

Receptor	Legend	Type	Sensitivity	Distance and Direction from Permitted site (m)
Aggregate Industries	A	Industrial	Low	Immediately North
Asphalt Plant	B	Industrial	Low	<10m East
Cemex	C	Industrial	Low	180m North
Tarmac and Day Aggregates	D	Industrial	Low	105m East
Sainsburys	E	Retail	Low - Medium	405m East
Greenwich Shopping Park	F	Retail	Low - Medium	>80m South East
Coneybear Point	G	Residential	High	30m North West
Ikea	H	Retail	Low - Medium	120m South West
Aldeburgh Street	I	Residential	High	250m South
Tunnel Avenue	J	Residential	High	430m South West
River Thames	K	Surface Water	High	375m North
Blackwall Tunnel Southern Approach	L	Road	Low	360m South West
Railway	M	Railway	Low	700m South
Royal Crescent	N	Residential	High	870m North
Thames Path	O	Public Right of Way	Medium	360m North
Greenwich Ecology Park	P	Local Wildlife Site	Medium	255m North West
Westcombe Park Railsides	Q	Local Wildlife Site	Medium	30m South

Annex B: Staff Contact and Training Register

Name	Job Title	Contact Telephone Number	FPP Training Received (Insert Date)	Signature

Annex C: Emergency Contact Numbers

Name & Address		Telephone Number
London Fire Brigade	Emergency Greenwich Fire Station	999 020 8555 1200
Police	Emergency Non Emergency	999 101
Medical Contacts	Emergency Non Emergency	999 111
Environment Agency	General Enquiries: Incident Hotline Reporting:	03708 506 506 0800 80 70 60
Local Authority Emergency Services	Normal hours Out of Hours	020 8921 8166 0208 921 8921
Nearest Hospital	Queen Elizabeth Hospital	020 883 66000

Annex C: Emergency Contact Numbers - Neighbours

Name & Address		Telephone Number
Cemex	Angerstein Wharf	0845 155 9215
Tarmac	Charlton Concrete Plant	020 7585 1115
Ikea	Bugsby's Way	020 3645 0000
Home Bargains	Bugsby's Way	020 4538 6972
Day Aggregates	Lombard Wall	020 8380 9600

Annex D: Daily Check Sheet

Date						
Checked By (Initials)						
Compliance (Y/N)						
External:						
Gates and Fences						
Access road (cleanliness)						
Signage condition						
Drainage system						
Integrity of concrete						
Check external condition of site buildings						
Evidence of vandalism (check windows and doors)						
Diesel tank and bund						
Capacity of Waste Quarantine Area (% full)						
Integrity of storage bays						
Signage clear and intact						
Capacity of fuel containers, storage bays						
Evidence of leaks or seeps						
Fire Watch check						
Storage capacities						
Fire Quarantine area (clear and marked)						
Fire Fighting Equipment (Extinguishers and hoses)						
Parked vehicles over 3m from combustible materials at end of day						
End of Day dampen waste main shed						
Actions						

Annex E: Daily Check Sheet – Mobile Plant – Or Standard Defect Form

Check list (Tick for compliant, cross for non-compliant and complete comments)

	Plant:	M	T	W	T	F	S	Comments
Item	Check for							
Tyres	Wear/damage/security							
Engine, Water	Correct levels, leaks							
Lights and warning devices	Correct operation							
Hydraulic System/ All pipes	Correct operation							
Service/Parking Brake	Correct operation							
Forks	Wear/damage/security							
Assess Body work	Damage							
Guards / Glass	Damage/breakage							
Air conditioning / heater	Correct operation							
Greasing points	Cleaned and greased							
Radiator blown out / air filter	Free from debris							

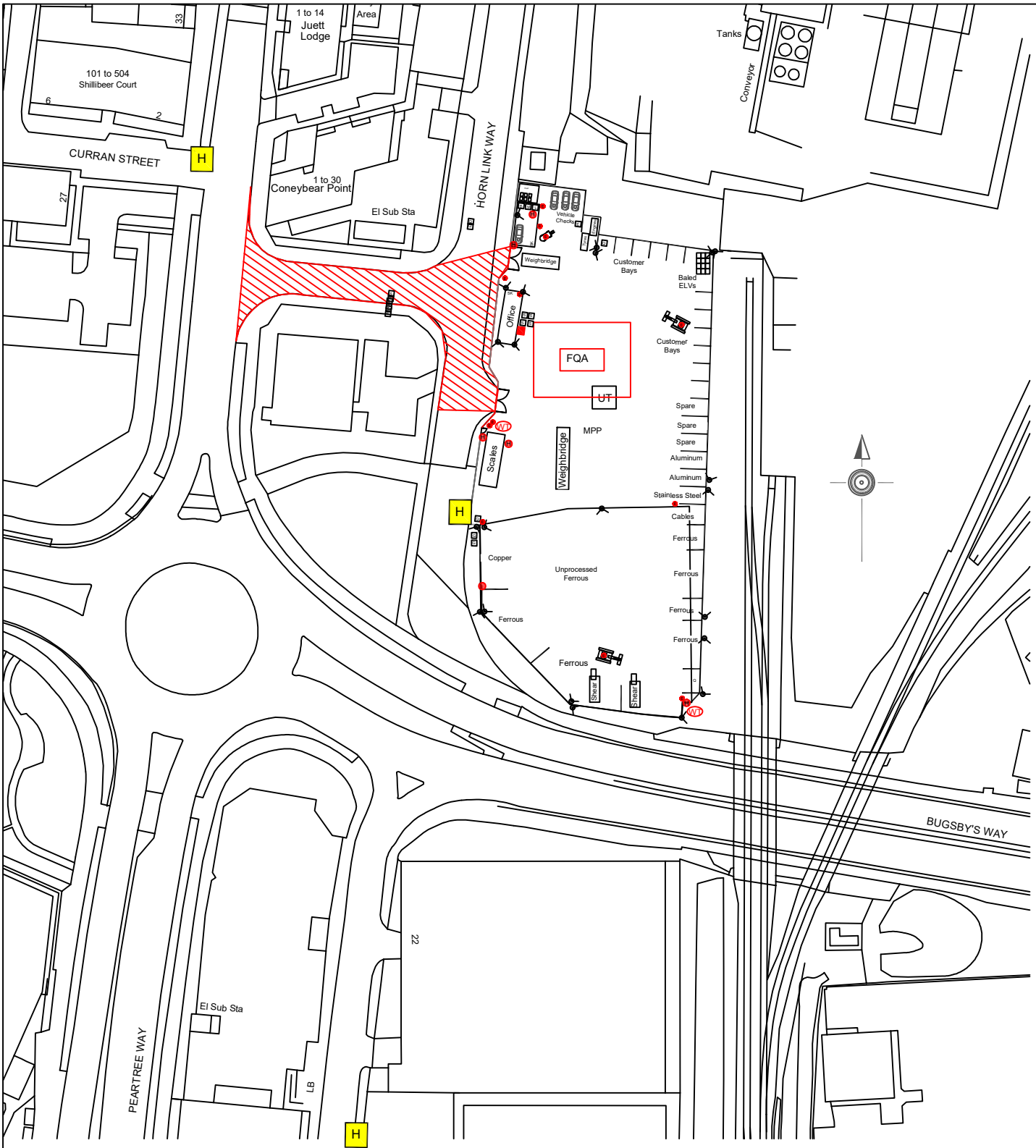
Any defects must be reported to the site office immediately and a record made in the comments

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:

H — Fire Hydrant

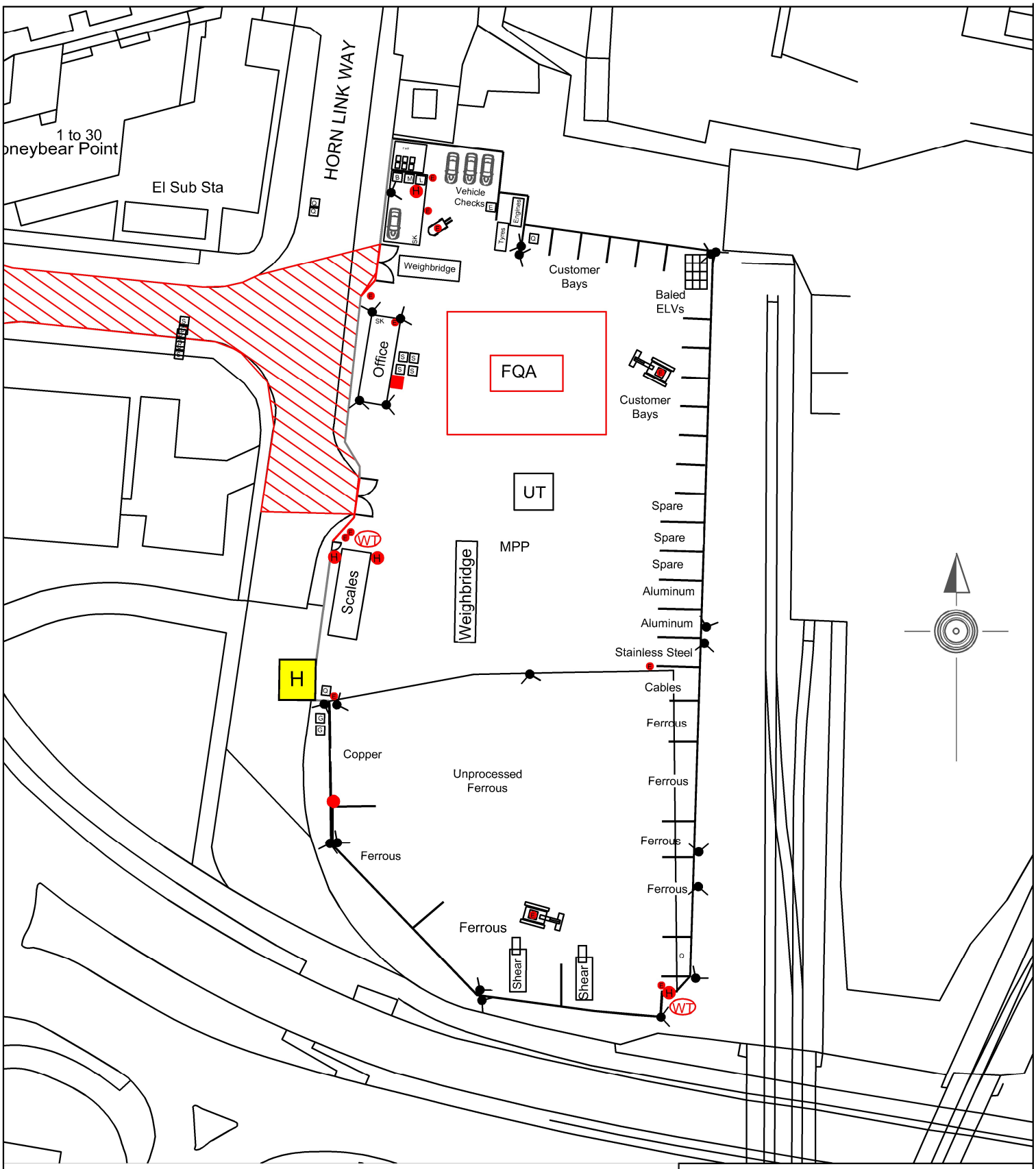
Access for Fire Brigade

Client: Southwark Metals Limited

Project: FIRE PREVENTION PLAN - WIDER AREA
Horn Link Way
London
SE10 0RT

INTEGRATED SKILLS LIMITED
Suite 3A, Chapel Allerton House
114 Harrogate Road, Leeds, LS7 4NY
TEL: 03300888670
EMAIL: ukinfo@integrated-skills.com
(www.integrated-skills.com)

Date:	May 2025	Scale:	1:750@A4
Drn:	ARC	Drg No:	SML-HLW-FPP-01 B



KEY:

1	Drained Fluids
SK	Spill Kit
	ELV
	4m high concrete wall
	Kerb
L	Lead Acid Batteries
B	Other Batteries
E	Damaged Li Batteries
M	Catalytic Convertor
S	Non Ferrous (Lead, bronze, brass etc)

	Mobile Water Unit
E	Fire Extinguisher
H	Fire Hose
UT	Underground Tank
Q	Quarantine
G	Gas Cage
MPP	Mobile Plant Parking
WT	Water Tank

	Boom
	CCTV

Entire site is concreted

Client: Southwark Metals Limited

Project: Site Layout
Horn Link Way
London
SE10 0RT

INTEGRATED SKILLS LIMITED
Suite 3A, Chapel Allerton House
114 Harrogate Road, Leeds, LS7 4NY
TEL: 03300888670
EMAIL: ukinfo@integrated-skills.com
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Date:	May 2025	Scale:	1:750@A4
Drn:	ARC	Drg No:	SML-HLW-FPP-02 B