

Buckton Vale Quarry Access Road

Environmental Risk Assessment

Churchill Enviro Ltd

Report No. K4859-ENV-R005-00

02 August 2022

Revision 00

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Disclaimer: Please note that this report is based on specific information, instructions and information from our Client and should not be relied upon by third parties.

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1 Introduction

1.1 Report Objectives

This Environmental Risk Assessment (ERA) has been produced to support a Bespoke Permit application for a recovery activity by Churchill Enviro Ltd to construct an access road at Buckton Vale Quarry (the Site).

Environment Agency (Agency) guidance¹ on risk assessments for environmental permits requires applications for new environmental permits or variations to an existing permit, to evaluate the risks posed by:

- any discharge, for example sewage or trade effluent to surface or groundwater
- accidents
- odour (not for standalone water discharge and groundwater activities)
- noise and vibration (not for standalone water discharge and groundwater activities)
- uncontrolled or unintended ('fugitive') emissions, for which risks include dust, litter, pests and pollutants that should not be in the discharge
- visible emissions, for example smoke or visible plumes
- release of bioaerosols, for example from shredding, screening and turning, or from stack or open point source release such as a biofilter

For each risk that applies, risks will be tabulated where the hazards, potential receptors and pathway from that hazard will be identified along with the preventative risk management practices to be employed along with an assessment of the mitigated risk.

1.2 Site Details

The Site is situated in Carrbrook, approximately 4km North East of Stalybridge, Tameside. The Site is located at Grid Reference SD992327 01457 and is a well-established gritstone and sandstone quarry operating under permission reference 04/01800/FUL. It is characterised by two large voids described as the eastern and western voids. The Site office and weighbridge are located in the western void close to the Site entrance. The Site entrance is a private road linking the Site to Castle Lane.

A planning application was approved to extend the timescale for extraction of the remaining mineral reserve at Buckton Vale Quarry until 2042. The majority of the remaining reserve is located adjacent to the northern boundary of the site. The full depth of this material (approximately 32 m)

¹ [Risk assessments for your environmental permit - GOV.UK \(www.gov.uk\)](https://www.gov.uk/guidance/risk-assessments-for-your-environmental-permit)

has yet to be quarried and this represents a significant volume of valuable undisturbed material (approximately 960,000 m³).

It is understood however that a substantial quantity of overburden from elsewhere in the quarry was placed above this location historically. Previous access roads have since been removed with progression of the quarrying activities elsewhere in the site and it is no longer possible to access the overburden which must be removed prior to quarrying the mineral in that area. The overburden will ultimately be used in the low-level restoration scheme for the site.

In order to access the overburden and the mineral underneath it a new road needs to be constructed within the north-western area of the site to enable suitable plant to safely access the overburden and then the mineral. This road will ascend along the northwest and north quarry wall following existing quarry features where possible, as shown on drawing reference 4859/1/002.

A Waste Recovery Plan (WRP) (referenced: K4859-ENV-R001-00) was approved by the Environment Agency (Agency) on 26th July 2022 which demonstrated that it would be financially viable for the Operator to use non-waste to construct the road and that the substitution test was met to use waste.

2 Scope of the Assessment

2.1 Proposed Operations

Significant mineral reserves remain at the Site and Planning Permission 18/00826/FUL which was approved on 14th December 2020 has extended the timescales for extraction for the remaining area of the quarry until 2042. In order to access the mineral a new road needs to be constructed. The proposed access road will be used to extract the quarry overburden which will be placed in stockpiles elsewhere in the quarry. The Operator will then either blast or mechanically extract the remaining reserve downwards. This will require the access road to also be gradually reduced in level assuming it will continue to be used to access the mineral. The material in the road will also be stockpiled on site with the overburden for eventual use in the low-level restoration scheme. The types of material needed to construct the road will require similar geotechnical and chemical properties i.e. inert as the overburden which will also make it suitable for use onsite.

2.2 Potential Hazards

2.2.1 Discharge to surface water or groundwater

There are no point source discharges to surface water or groundwater onsite. In addition, the proposed waste types are permitted by Standard Rules (SR) 2015No.39 and are inert. These materials have an inherently low pollution potential and will not contain substances at concentrations that are hazardous or may present a risk to surface water or groundwater. After its deposit and subsequent profiling, the already low permeability of this material is further reduced. This further restricts the leachability of any potential soluble components and mobilisation of solids from its compacted surface. In addition, a Hydrogeological Risk Assessment (referenced: K4859-ENV-R007-00) has been submitted with this application. As such discharges to surface water and groundwater will not be considered further in this report.

2.2.2 Odour

The risk of odours emanating from the site is considered low, due to the nonbiodegradable nature of the wastes being accepted. It is also expected to present a negligible risk in terms of leachate generation. Odour is not considered further in this report.

2.2.3 Noise and Vibration

The waste recovery activity will take place in the existing active quarry which will already be generating noise and vibration and have its own controls in place. The risk of excessive noise and vibration associated with the proposed recovery activity will be restricted primarily to movement and operation of site plant. It is therefore considered that the proposed operations at the site are unlikely to generate an additional / unacceptable noise impact.

The planning permission provides regulatory control on noise emissions from the site which are summarised below:

- Restricted operational hours;
- All plant, machinery and vehicles employed on the Site must be fitted with effective silencers and all parts of such plant, machinery and vehicles must be maintained in good repair and so operated to minimise noise emission;
- Noise limits are set and monitoring must be carried out; and
- The site access road must be hard surfaced and kept in good order.

Should complaints be received concerning noise / vibration, or noise / vibration is identified by site staff above the normal expected levels then the procedures outlined in the Site's Environmental Management System (EMS) will be followed. All complaints and remedial action will be recorded.

The risks that have been identified that could be associated with noise and vibration and appropriate control measures are detailed in Table 2.

2.2.4 Fugitive / Visible Emissions

Only waste materials listed in SR2015 No.39 will be accepted at Site. They do not contain putrescible material and are unlikely to attract pests, scavengers or vermin. The nature of the materials also excludes the potential for the site to generate litter.

The wastes types to be accepted are non-flammable, and no wastes will be burnt at the site, therefore the risk of smoke / visible plumes emanating from the site is considered low. The Site's EMS has a fire procedure in place to deal with fires should there be an occurrence.

Pests, litter and visible plumes will not be considered further in this assessment.

The potential for dust emissions is considered and operations which may give rise to dust include the passage of haulage vehicles on site roads and the deposit and spreading of restoration materials. Any dust generated has the potential to impact upon sensitive receptors.

Regular visual monitoring will be undertaken by site operatives to identify sources of dust and measures will be implemented to control it. Control measures include the following:

- Sheeting of all incoming vehicles carrying waste;
- Maintaining Site roads in good order and regularly cleaning them to avoid deposition of dust on the public highway;
- Setting of appropriate speed limits;
- Use of on-site wheel cleaning equipment to adequately clean the wheels of outgoing waste vehicles prior to them reaching the public highway;

- Haul roads and other areas shall, when necessary, be sprayed with water during dry weather to prevent dust; and,
- If mud and debris is tracked onto the public highway it will be cleaned up either manually or by using a road sweeper.

In the unlikely event that unacceptable dust emissions arise from the Site, or a complaint is received the procedures in the Site's EMS will be followed. All complaints and remedial action will be recorded.

The risks from fugitive emissions of dust and management measures are discussed further in Table 3.

2.2.5 Mud

Mud can be trailed onto the highway by vehicles leaving the site after picking up mud from unpaved roads or from the point of deposit. Access to operational areas will be via a private entrance from Castle Lane. A combination of the distance travelled on the internal haul roads, wheel wash and wheel cleaning procedures will ensure any accumulated mud will be removed prior to the vehicle leaving site. If a vehicle is observed to be particularly muddy, the driver will be redirected through the wheel wash. The risks associated with entrained mud are considered in Table 4.

2.2.6 Bioaerosols

The waste recovery activity and waste types to be accepted onsite will not give rise to bioaerosols. Bioaerosols will not be considered further in this assessment.

2.2.7 Accidents

There is potential for accidents to occur during this type of recovery activity which may have a detrimental environmental impact. This can include spillages of fuels or other polluting liquids; fires causing damage to containment measures or generating contaminated liquid; or, deliberate vandalism resulting in pollution similar to the aforementioned. The risks of pollution occurring from accidents and the proposed management measures are discussed further in Table 5.

2.3 Potential Hazard Pathways

When identifying the receptors, the closest and most sensitive (if different from the closest) have been considered in each direction from the hazard and the mechanism of transport to each sensitive receptor (e.g. proximity to highway, access/egress points for mud and wind direction for airborne dust).

2.3.1 Meteorological Conditions

Weather and wind statistics are taken from the Diggle Weather Station² located 6 km north of the site boundary. The windrose shows that the dominant wind direction is from the west southwest blowing towards the east northeast.

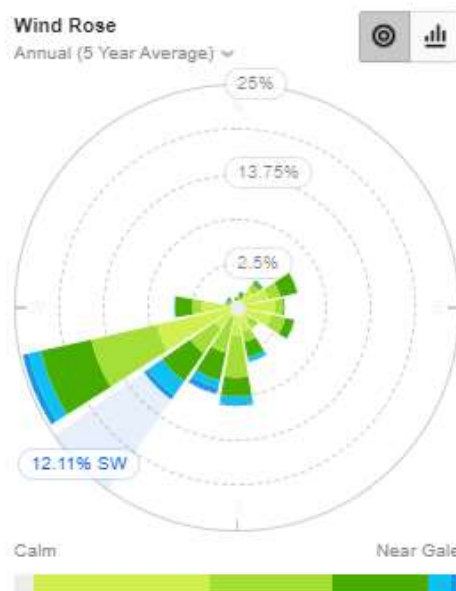


Figure 2.1 – Wind Rose, Diggle

2.3.2 Probability of Exposure

The probability of exposure is determined by the distance of the receptor to the site and the likelihood of the hazard reaching the receptor i.e. frequency of prevailing wind in that direction. The probability of exposure is irrespective of the type of hazard presented.

2.4 Hazard Receptors

A review of the sensitive receptors within 500m is listed in Table 1 below. The location of each sensitive receptor is shown on drawing referenced: 4859/1/006. The site is located in a predominantly rural setting with neighbouring land use comprising agricultural land. The closest receptors to the site are Alphine Pike & Buckton Moor, Buckton Castle Ruins and public footpaths located <100 m from the Site. The closest residential receptors are properties off Car Lane at approximately 325 m south.

² [Diggle Wind Forecast, Greater Manchester OL3 5 - WillyWeather](#)

Table 1 – Sensitive Receptors

Receptor Number	Receptor	Receptor Type	Approx Distance from Site Boundary (m)	Direction from Site	Freq (%) of Prevailing Wind Direction
1	Alphine Pike & Buckton Moor (South)	Local Wildlife Site / Protected Habitat (Upland Heath)	40	N, E & W	1.68-23.4
2	Buckton Castle Ruins	Scheduled Monuments	70	W	5.2
3	Footpaths	Public Right of Way	65 - .365	E – W	6.7 – 5.2
4	Moor Edge Road	Road	290	W	5.2
5	Properties off Car Lane	Residential	325	S	1
6	Castle Lane	Road	420	SW	3.5
7	Properties off Castle Lane	Agriculture / Residential	430	SW	3.5
8	Castle Clough & Cowbury Dale	Local Nature Reserve	420 - 470	SW - S	3.5 - 1
9	Stayley Brook	Water Course	475	SW	3.5
10	Intake Cottage	Residential	490	NNW	6
11	Tamyon Brook	Water Course	360	NW	2.9
12	New Harehill Clough	Water Course	450	E	6.7

A ‘Conservation & Heritage Screen’ was provided by the Agency (reference: EPR/JB3104KX/A001). No European Sites, Sites of Special Scientific Interest (SSSI), National Nature Reserve (NNR), Local Nature Reserves (LNR), Ancient Woodland, Scheduled Ancient Monument or Great Crested Newts were identified. It did establish a Local Wildlife Site (LWS) Alphine Pike & Buckton Moor (South) and protected habitats (Upland Heath) surrounding the Site. Both are included in Table 1.

3 Risk Assessments and Accident Management Plans

3.1 Risk Assessments

The site specific risk assessments completed for Noise & Vibration, Dust and Mud are detailed in Tables 2 to 4 below. Where there is an inter-relationship between the specific risk assessment and meteorological conditions, this has been identified. The pathway is determined by the location of the receptor relative to the site, the distance from the boundary (m) and the frequency (likelihood) the prevailing wind will blow in the direction of the receptor (%) as determined by historical wind rose data for Diggle Weather Station³ located 6 km north of the site boundary.

The Mitigated Risk is the residual risk presented by the hazard after control measures have been implemented. This is the most realistic representation of the risk as effective controls will be maintained under the requirements of the environmental permit, planning consent and management procedures set out in the Operator's EMS.

3.2 Environmental Accidents

The Agency guidance requires the completion of an Accident Risk Assessment Management Plan. This should assess potential hazards associated with the proposed activity not described in the sections above.

An accident management plan is detailed in Table 5.

³ [Diggle Wind Forecast, Greater Manchester OL3 5 - WillyWeather](#)

Table 2 – Noise and Vibration Risk Assessment and Management Plan

Hazard / Pathway	Receptor				Probability of Exposure	Unmitigated Consequence	Unmitigated Risk	Risk Management	Mitigated Risk
	No.	Dist* (m)	Direc ^d	Freq* (%)					
Noise through air and Vibration through ground from: deposition of waste	1	40	N, E & W	1.68-23.4	High – close proximity to Site	Medium – potential noise disturbance	Medium	<p>Waste recovery activities are unlikely to generate noise in excess of the existing quarrying operations.</p> <p>On site speed limits will be enforced and internal site roads will be maintained.</p> <p>Appropriate maintenance of site vehicles in accordance with the manufacturer’s or supplier’s instructions</p> <p>Planning condition restricts site operational hours</p> <p>All plant, machinery and vehicles employed on the Site must be fitted with effective silencers</p> <p>Where practicable, engines to be switched off when not in use.</p> <p>Should it prove necessary, alternatives to reversing beepers.</p> <p>Deposit of material will not be undertaken from height to reduce noise / vibration.</p> <p>The operator will follow the EMS procedure for complaints.</p>	Low
	2	70	W	5.2	High – close proximity to Site	Medium – noise annoyance to visitors	Medium		
	3	65 - 365	E - W	6.7 – 5.2	High – close proximity to Site	Medium – transient noise annoyance	Medium		
	4	290	W	5.2	Medium – proximity to Site	Low – transient noise annoyance	Medium		
	5	325	S	1	Medium – proximity to Site	High – noise annoyance to residents	Medium		
	6	420	SW	3.5	Low – distant to Site	Low – transient noise annoyance	Low		
	7	430	SW	3.5	Low – distant to Site	High – noise annoyance to residents	Medium		
	8	420 - 470	SW - S	3.5 - 1	Low – distant to Site	Medium – potential noise disturbance	Medium		
	9	475	SW	3.5	Low – distant to Site	Low - not sensitive to noise (watercourse)	Low		
	10	490	NNW	6	Low – distant to Site	High – noise annoyance to residents	Medium		
	11	360	NW	2.9	Low – distant to Site	Low - not sensitive to noise (watercourse)	Low		
	12	450	E	6.7	Low – distant to Site	Low - not sensitive to noise (watercourse)	Low		

Table 3 – Dust Fugitive Emission Risk Assessment and Management Plan

Hazard / Pathway	Receptor				Probability of Exposure	Unmitigated Consequence	Unmitigated Risk	Risk Management	Mitigated Risk
	No.	Dist* (m)	Direc ^d	Freq* (%)					
Fugitive dust emissions generated by: Vehicle movements and handling of waste on site	1	40	N, E & W	1.68-23.4	High – close proximity to Site, frequently downwind	Medium – potential deposition on sensitive vegetation	Medium	Site staff will enforce strict waste acceptance protocols to manage the deposit of potentially dusty wastes.	Low
	2	70	W	5.2	High – close proximity to Site, occasionally downwind	Medium – dust nuisance visitors	Medium		
	3	65 - .365	E - W	6.7 – 5.2	High – close proximity to Site, occasionally downwind	Medium – transient dust annoyance	Medium	On site vehicle speed limit and maintenance of site roads ensure that vehicle movements do not generate excessive dust. Haul roads and other areas shall, when necessary, be sprayed with water during dry weather to prevent dust.	
	4	290	W	5.2	Medium – proximity to Site, occasionally downwind	Low – transient dust annoyance	Medium		
	5	325	S	1	Medium – proximity to Site, occasionally downwind	High – dust nuisance residents	Medium		
	6	420	SW	3.5	Low – distant to Site, occasionally downwind	Low – transient dust annoyance	Low	Daily visual inspection by appropriate site staff at suitable locations taking account of the prevailing wind direction. Daily consideration given to tipping locations based on prevailing wind.	
	7	430	SW	3.5	Low – distant to Site, occasionally downwind	High – dust nuisance residents	Medium		
	8	420 - 470	SW - S	3.5 - 1	Low – distant to Site, occasionally downwind	Medium – potential deposition on sensitive vegetation	Medium	All vehicles will onsite wheel cleaning equipment to prevent mud / dust being trailed onto adjacent roads and creating a hazard / nuisance. Any accumulations of mud and debris will be removed manually or by using a road sweeper.	
	9	475	SW	3.5	Low – distant to Site, occasionally downwind	Medium – potential for sediment to accumulate	Medium		
	10	490	NNW	6	Low – distant to Site, occasionally downwind	High – dust nuisance residents	Medium		
	11	360	NW	2.9	Low – distant to Site, occasionally downwind	Medium – potential for sediment to accumulate	Medium		
	12	450	E	6.7	Low – distant to Site, occasionally downwind	Medium – potential for sediment to accumulate	Medium	The operator will follow the EMS procedure for complaints.	

Table 4 – Mud Fugitive Emission Risk Assessment and Management Plan

Hazard / Pathway	Receptor				Probability of Exposure	Unmitigated Consequence	Unmitigated Risk	Risk Management	Mitigated Risk
	No.	Dist* (m)	Direc ^d	Freq* (%)					
Mud: tracked from site onto public roads by associated site vehicles	1	40	N, E & W	1.68-23.4	Low – no physical connection	Low – no impact	Low	<p>All vehicles will use wheel cleaning equipment to prevent mud / dust being trailed onto adjacent roads and creating a hazard / nuisance. If vehicles are observed to still be carrying mud in their tyres they will be redirected back through the wheel cleaning equipment before leaving Site.</p> <p>Haul roads and other areas shall, when necessary, be sprayed with water during dry weather to prevent dust.</p> <p>A road sweeper will regularly clean the site haul roads and the adjacent shared access and public highway as necessary.</p> <p>Drivers will be reminded of their responsibility to maintain clean vehicles and not to track mud onto the public highway.</p> <p>Monitoring of shared access and appropriate maintenance will form part of the EMS for the site.</p> <p>The operator will follow the EMS procedure for complaints.</p>	Low
	2	70	W	5.2	Low – no physical connection	Low – no impact	Low		
	3	65 - 365	E - W	6.7 - 5.2	Low – no physical connection	Low – no impact	Low		
	4	920*	W	5.2	High – direct contact with site access road	High - potential hazardous road conditions	High		
	5	1,320*	S	1	Medium - significant distance by road to receptor	High - potential hazardous road conditions	Medium		
	6	960*	SW	3.5	High – direct contact with site access road	High - potential hazardous road conditions	High		
	7	960*	SW	3.5	High – direct contact with site access road	High - potential hazardous road conditions	High		
	8	420 - 470	SW - S	3.5 - 1	Low – no physical connection	Low – no impact	Low		
	9	475	SW	3.5	Low – no physical connection	Low – no impact	Low		
	10	1,700*	NNW	6	Medium - significant distance by road to receptor	High - potential hazardous road conditions	Medium		
	11	360	NW	2.9	Low – no physical connection	Low – no impact	Low		
	12	450	E	6.7	Low – no physical connection	Low – no impact	Low		

Notes: * approximate distance via road

Table 5 – Accident Management Plan

Hazard	Receptor	Pathway	Probability	Consequence	Overall Risk	Risk Management	Mitigated Risk
Fuel / engine oil Leak or damage to portable fuel bowser, static fuel storage tank or site vehicles	Groundwater	Base of quarry	Low	High - pollution of groundwater	Medium	Fuel and engine oils stored away from proposed recovery activity with appropriate secondary containment and spillage contingencies; Site vehicles will not be refuelled within recovery area. Site vehicles and plant subject to regular preventative maintenance in accordance with EMS procedures.	Low
Fire Uncontrolled burning of wastes, gas or site vehicles.	Groundwater	Base of quarry	Low	High - pollution of groundwater through firewater run-off or leaks from damaged equipment	Medium	Wastes to be accepted at site will effectively be inert, have a low organic content and inherently non-combustible in nature, or through production of landfill gas; Site vehicles and plant subject to regular preventative maintenance in line with site EMS procedures; Fire control equipment will be on hand, with major incidents to be dealt with by the Fire Brigade in accordance with site EMS Procedures. No smoking except in designated areas.	Low
	Receptors listed in Table 1 above	Airborne	Low	Medium - smoke / odour annoyance	Medium		
Explosion Compressed gas cylinders, combustion of gas or fuel storage tank	Site staff	Airborne	Low	High - danger of serious injury	Medium	Fuel and engine oils stored away from proposed recovery activity with appropriate secondary containment and spillage contingencies. Appropriate controls to prevent fire or explosion (i.e. no smoking). Compressed gases not required and therefore not present. Low organic content of waste will generate negligible volumes of landfill gas and will not present an explosion risk.	Low
	Groundwater	Base of quarry	Low	High - pollution of groundwater through leaks from damaged equipment	Medium		
Wastes deposited Chemical reaction of incompatible wastes	Receptors listed in Table 1 above	Airborne	Low	Low - odour annoyance or smoke from oxidising agents	Low	Waste acceptance protocols will exclude the deposit of chemically reactive wastes. Those accepted will be of an inert nature and will not generate noxious gases or contaminating leachate.	Low
Vandalism Damage to site vehicles, fuel containers.	Groundwater	Base of quarry	Low	High - pollution of groundwater through leaks from damaged equipment	Medium	Existing site security will prevent access by unauthorised persons. Plant will be kept overnight in a secure area with appropriate security measures. Wastes will not require active gas or leachate control infrastructure which could be subject to damage.	Low

4 Conclusions

The operational hazards associated with the waste recovery activity have been considered in the tables above. It has been concluded that with the use of appropriate mitigating controls where necessary, the Site will not present a significant risk to surrounding receptors.

The potential hazards for emissions, noise & vibration, dust, mud and accidents have been considered and the risks associated have been reduced and managed as far as reasonably practicable. The most sensitive receptors have been identified and their impacts of any emissions from sites have been addressed with mitigation measures in place. As a result, it is considered that any emissions from the operations of Buckton Vale Quarry with all management techniques in place will not have a detrimental impact on the sensitive receptors identified.

Appendix A – Drawings



Key

	Existing Contours
	Proposed Upper Bench Access
	Road Contours

TerraConsult

Bold Business Centre, Bold Lane,
Sutton, St Helens WA9 4TX

Client
**Churchill Enviro
Limited**

Site
**Buckton Vale
Quarry**

Title
**Proposed Upper Bench
Access Road
Cross Section Locations**

Scale 1:1,000 @ A3

Drawing No. 4859/1/002

Rev	Date	Description

File 4859.1.002 Cross Section Locations

Date 06/20 Engineer PP

Drawn PP GH Checked **DRAFT**

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Key

- 1 Sensitive Receptors within 500m of permit boundary
- Buffer Zone
- Proposed Permit Boundary



Bold Business Centre, Bold Lane,
Sutton, St Helens WA9 4TX

Client
Churchill Enviro Limited

Site
Buckton Vale Quarry

Title
Sensitive Receptor Plan

Scale	N/A	@ A3
Drawing No.	4859.1.001	
Rev	Date	Description
File	4859.1.006 Sensitive Receptor Plan	
Date	02/08/22	Engineer KMB
Drawn	JM	Checked Final

Appendix B – Conservation & Heritage Screen



Nature and Heritage Conservation

Screening Report: SR2015 No39

Reference	EPR/JB3104KX/A001
NGR	SD9906101655
Buffer (m)	100
Date report produced	30 January 2020
Number of maps enclosed	2

The nature conservation sites and/or protected species and habitats identified in the table below must be considered in your application.

As you have not met the criteria for a standard rules permit, you will need to contact us for further advice on the type of permit you should apply for. Please submit a request through this link: <https://www.gov.uk/government/publications/environmental-permit-pre-application-advice-form>

Nature and heritage conservation sites

Local Wildlife Sites (LWS)
Alphin Pike & Buckton Moor (South)

Screening distance (m)

50

Further information

[Appropriate Local Record Centre \(LRC\)](#)

Protected Habitats

Upland Heathland

Screening distance (m)

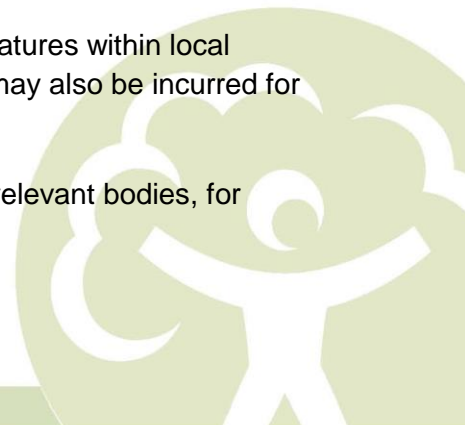
within 50

Further Information

[Natural England](#)

The relevant Local Records Centre must be contacted for information on the features within local wildlife sites as we do not own this information. A small administration charge may also be incurred for this service.

You are advised to obtain the necessary licences, or agree mitigation with the relevant bodies, for example Natural England or wildlife trusts before submitting your application.



Please note we have screened this application for protected and priority sites, habitats and species for which we have information. It is however your responsibility to comply with all environmental and planning legislation, this information does not imply that no other checks or permissions will be required.

Please note, the enclosed pre-application map(s) is valid for a period of **6 months**. If you plan to submit your application more than 6 months after the map(s) was generated, you must request that the screen is re-run. This will ensure that you have used the most current information on heritage and nature conservation interests in your application.

customer service line
03708 506 506

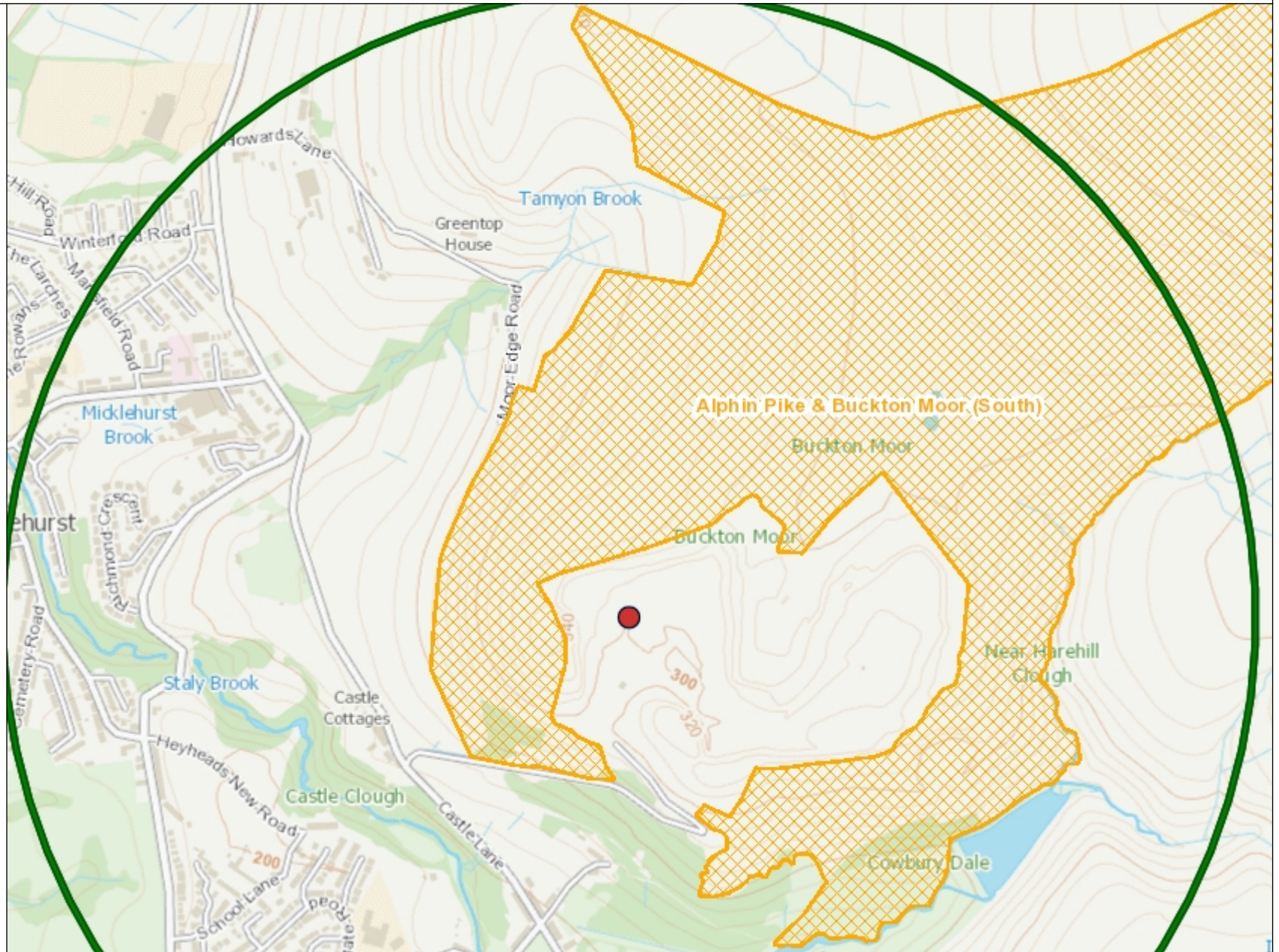
incident hotline
0800 80 70 60

floodline
0845 988 1188

www.environment-agency.gov.uk

Legend

 Local Wildlife Sites



1: 10,000


0 250

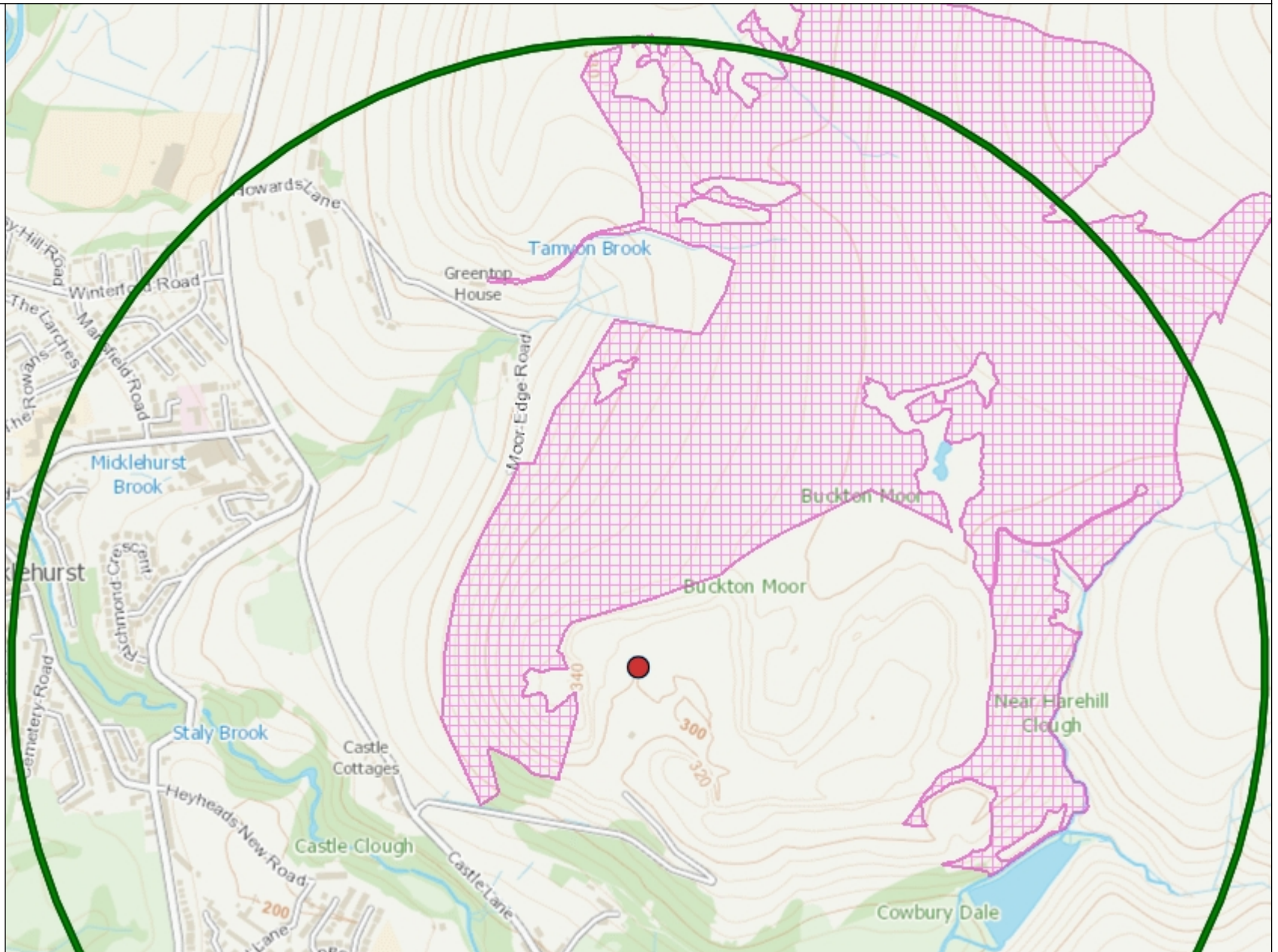
Metres



Protected Habitats

Legend

-  Protected Habitats screened for En Permits





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