Dust Management Plan

for

Plasterboard Recycling Solutions Limited

at

Gypsum Recovery Facility, Thruxton

Permit Number: EAWML 402972

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Revised: February 2021

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OVERVIEW of PRS THRUXTON

Plasterboard Recycling Solutions Limited (PRS) is a wastes management company established to provide a recovery and recycling option for producers of plasterboard waste, including construction and demolition operators, wastes transfer stations, civic amenity sites, etc.

Despite having a Standard Rules Environmental Permit, PRS has chosen to restrict the operation of this site (by means of its Environmental Management System) to the receipt of source-segregated plasterboard waste only; no other construction, demolition, commercial or industrial wastes are accepted, except as negligible quantities of non-conforming materials received within legitimate plasterboard waste deliveries.

PRS achieves the level of segregation necessary to meet recycling and reuse standards for the product materials primarily by means of specialised crushing and sorting machinery. Throughout years of practical experience in this field, PRS is able to specify its own bespoke combination of equipment to ensure the efficient segregation of waste plasterboard into high quality products, capable of meeting PAS 109 and a wide range of end-user requirements.

The plasterboard is shredded, crushed and screened to separate the backing paper from the powdered gypsum, whilst magnets are employed to remove nails and other ferrous contaminants. Together with a small team of fully trained operators, this process enables waste plasterboard products to be prepared for a range of beneficial uses.

Location

The site is located at:

Gypsum Recovery Facility Thruxton
Thruxton Aerodrome
Unit T2, Hangar 14
Thruxton
Andover
Hampshire
SP11 8PW

INTRODUCTION

This Dust Management Plan (DMP) identifies the nature of the dust created by site activities, potential receptors, and the control measures implemented to reduce the risk of dust escaping from the site.

The Site Manager and/or the Technically Competent Manager are responsible on a daily basis for ensuring that this DMP is observed at all times by all site staff, contractors and visitors.

Plasterboard Recycling Services Ltd. (PRS) specialises solely in the treatment of waste plasterboard products in order to assist in diverting such material from illegal disposal via landfill.

The primary objective of the treatment processes involved is to liberate the gypsum powder from its backing paper, so that it may be returned to the plasterboard manufacturing industry to be made back into plasterboard products - a true contribution to the Circular Economy.

By its very nature, this is a dusty process, but the dust produced is predominantly gypsum, which is defined by the Gypsum Products Development Association (GPDA) as follows:

"Gypsum is a mineral, calcium sulphate dihydrate, with the chemical formula $CaSO_4 \cdot 2H_2O$ - a non-hazardous, non-toxic, inherently safe material."

Clearly, despite the fact that gypsum dust is deemed to be safe, PRS has a duty to prevent dust escaping the site in order to avoid public concern, nuisance, and harm to the local visual amenity and environment.

Measures shall be implemented and maintained throughout the operational life of the site to control and monitor emissions of dust on site. The objective of these measures shall be to minimise the release of airborne dust, and to prevent releases in such quantities or concentrations that are likely to cause concern to neighbours and/or detriment to the local amenity.

SITE DESCRIPTION

Please refer to the Management System for a description of site operations. Site Plans showing both internal and external layout and operational features of the site are included at page 17 of this document.

The reception, sorting, processing and storing of plasterboard wastes and gypsum product take place within the transfer/treatment building. The building is an old aircraft hangar that has been improved and refurbished to prevent the escape of dust as far as is practicably possible. There is one large vehicle access/egress opening that is fitted with a fast-acting roller-shutter door and an automated dust suppression water misting system. A number of standard personnel safety access/egress doors are fitted, which are kept closed and sealed except when in occasional use.

Daily inspections are undertaken by the TCM/Site Manager on all operational days to ensure the integrity of the structure, and any breaches discovered that could allow the escape of dust shall be repaired as soon as practicably possible. See the Daily Dust Assessment Report form, included at page 13 of this document.

The TCM and/or the Site Manager are responsible for taking all necessary actions to prevent the escape of dust from the site, including making repairs, stopping specific activities, diverting delivery vehicles, temporary closure of the site, etc. Serious issues will be reported to both the EA and the Managing Director; both shall be informed as soon as the matter is resolved.

The shredded backing paper removed from the plasterboard during processing is considered a waste; this is stored and loaded within the transfer building.

The gypsum powder is produced in accordance with the Quality Protocol; it is not, therefore, deemed to be a waste. Nonetheless, all product is stored within the transfer building to avoid the risk of dust escape from the site.

IMPACT OF DUST EMISSIONS

The main impact of gypsum dust escaping the site is likely to be the adverse visual amenity associated with the adjacent racing circuit, aerodrome and industrial estate - see attached Plans of Sensitive Receptors at pages 15 and 16. Given the inert, transient nature of any such deposition, it is highly unlikely that there would be any lasting or harmful effect upon people working locally, or to proximal flora or fauna. The nearest residential properties are approximately 800 metres away at the western end of Thruxton Village. Prevailing winds are in the quadrant WSW to SSE (see attached Wind Rose, which is provided by WillyWeather, an independent company, which uses Met Office data to produce reliable meteorological information), so any escape is likely to be across the racing circuit and aerodrome, thereby avoiding Thruxton Village.

The health risks associated with any gypsum dust escaping from the site is deemed to be very low, given the inert, non-toxic nature of the material. Clearly, any dust is capable of having adverse impacts on vulnerable people, but exposure levels beyond the site boundary are likely to be very short-term and at a low level due to the dilution factor created by the windy conditions that caused the escape.

Regardless of the above, PRS is committed to reducing its own dust emissions to an absolute minimum, both to meet its obligations under the terms of its Environmental Permit, and to avoid any adverse impact on neighbours, and the local area in general.

SOURCES OF DUST AND FUGITIVE EMISSIONS

It cannot be denied that the extraction of gypsum powder from plasterboard is, of necessity, a dusty process. This process takes place within the transfer/treatment building, which is sealed at all times, as far as practicably possible, to prevent the escape of dust.

Gypsum dust is produced during all activities taking place within the transfer/treatment building:

- Tipping of waste plasterboard;
- Pushing up, stockpiling and moving plasterboard and segregated components;
- Transferring waste plasterboard to treatment process;
- Shredding, screening and milling of plasterboard to separate gypsum powder from backing paper;
- Loading vehicles with gypsum products and backing paper.

A dust extraction system operates in those areas where the most dust is created within the treatment process; this consists of hoods/shrouds around the shredder, mill and screens, which are connected by ductwork to the extractor attached to the zig-zag separator (see Internal Site Plan (page 17) for layout of processing plant. The dust collected by this system is directed to the gypsum powder stockpile for reprocessing into new plasterboard products.

All of the conveyor belts, which form part of the treatment process, are shrouded to minimise the release of gypsum dust within the building.

All gypsum products (a number of gypsum products are produced to the specific requirements of end-users) and the backing paper are stored within the transfer/treatment building. All waste plasterboard is stored within the transfer/treatment building.

Source/Pathway/Receptor Table

Source of Dust	Pathway	Receptor	Potential impact	Preventative Measures
Within treatment building - gypsum powder released from backing paper by segregation processes.	Escape from doors and distribution by wind.	Neighbours on Thruxton Industrial Estate - see plan.	Settlement on parked vehicles, buildings, equipment, roadways, etc.	All loading, unloading, processing and movement of plasterboard and constituent products takes place within the transfer/treatment building, whilst the roller shutter door and pedestrian doors are closed. The main processing parts of the treatment plant are enclosed and fitted with an extraction system, which collects airborne dust and delivers it to the gypsum stockpile. The vehicle door is fitted with a fast-acting roller shutter door that is opened for the minimum amount of time to allow for access/egress of vehicles and plant. One member of staff is responsible for managing this door at all times - all staff are trained to fulfil this role, and to ensure that operation of the door is constantly monitored and managed effectively. This door is fitted with an automated water sprinkler system, such that it operates constantly whilst the door is being opened and closed. The pedestrian doors are kept closed except when staff are entering or leaving the building; only one pedestrian door is in regular use (the one adjacent to the vehicle door) - the others are kept in the closed position and act as emergency escape doors.
Externally - during removal of residual waste (hardcore, scrap metal, timber, plastics, etc.) to external skips.	Potential for escape of dust to atmosphere and distribution by wind.	Neighbours on Thruxton Industrial Estate - see plan.	Settlement on parked vehicles, buildings, equipment, roadways, etc.	Before removing such waste from the enclosed building, as much dust as possible is removed by shaking whilst loading into tipper-skips, and by use of the air-lance. Removal from the building is undertaken when atmospheric conditions are still. The dust suppression system will operate whilst the tipper-skips are removed, thereby damping down and containing the escape of any residual dust. Loading into the disposal containers is undertaken carefully during still atmospheric conditions. The containers are covered with fine-mesh sheeting, which is pulled back partially and temporarily whilst the tipping takes place; the sheet is replaced as soon as this action is completed.
Escape from buiding due to damage.	Potential for escape of dust to atmosphere and distribution by wind.	Neighbours on Thruxton Industrial Estate - see plan.	Settlement on parked vehicles, buildings, equipment, roadways, etc.	Daily site inspections, both internally and externally, to check integrity of building. Regular maintenance of building infrastructure, including doors, seals, misting system around vehicle door, etc.
Dust attached to vehicles and plant when leaving building.	Potential for escape of dust to atmosphere and distribution by wind.	Neighbours on Thruxton Industrial Estate - see plan.	Settlement on parked vehicles, buildings, equipment, roadways, etc.	Vehicles and plant are cleaned by means of brushes and use of an air-lance before leaving the building. The door is only raised when vehicle/plant is ready to exit and the misting system is operating.
Dust attached to vehicle and plant tyres - dry conditions.	Transfer to external operational surfaces and roadways followed by atmospheric	Neighbours on Thruxton Industrial Estate - see plan.	Settlement on parked vehicles, buildings, equipment, roadways, etc.	Good housekeeping, as above, to prevent transfer from building. Sweeping and washing of external operational areas by means of road sweeper. Sweeping and washing of approach roads, as necessary, and in conjunction with neighbour, Earthline.
Dust attached to vehicle and plant tyres - wet conditions.	Transfer to external operational surfaces and roadways, with potential release to atmosphere as	Neighbours on Thruxton Industrial Estate - see plan.	Settlement on parked vehicles, buildings, equipment, roadways, etc.	Good housekeeping, as above, to prevent transfer from building. Sweeping and washing of external operational areas by means of road sweeper. Sweeping and washing of approach roads, as necessary, and in conjunction with neighbour, Earthline.

A visual inspection of the fabric of the building is undertaken every day in order to identify any possible sources of dust escape; remedial work will be initiated ASAP, if required.

The only vehicle doorway is sealed by a fast-acting door, which is only opened briefly to allow for vehicle/plant access/egress. This doorway is also fitted with a dust suppression system based upon an array of 27 fine-spray, high-pressure, water misting nozzles fitted to both sides and the top of the opening. This system is automated such that misting commences as soon as the door is activated to open by a banksman, and continues to mist until the door is fully closed. Automation of the misting system may be overridden to give manual control, if necessary.

Water for the misting system is provided from a mains supply, which is pumped to provide the correct operating pressure. A stored emergency water supply provides 3 to 4 days operation in the event of a mains failure. The system is under warranty and shall be checked and maintained regularly to ensure reliability and availability.

A number of pedestrian safety doors are kept closed, except during personnel access/egress.

The main risk of dust escaping the building is when vehicles and plant enter and leave the transfer/treatment building, so PRS has improved its door management procedures - see Dust Control Measures below.

Another potential source of dust leaving the building is when residual wastes (scrap metal, timber, hardcore and general wastes), which are discovered within delivered loads or are extracted by the treatment processes, are removed in tipping skips to be deposited into one of the dedicated waste containers, which are located in the external yard. Please refer to the Dust Control Measure below for details of mitigating actions.

A further potential cause of airborne gypsum dust is the movement of vehicles and plant throughout the site, but this can only happen if the preventative measures have failed.

DUST CONTROL MEASURES

Site operating and monitoring procedures are in place to minimise the production of dust, to identify situations and conditions likely to create dust, and to minimise adverse effects when dust is created – in particular, to prevent dust escaping from the transfer/treatment building.

The TCM and/or the Site Manager in charge undertake a daily site assessment to ensure that all appropriate dust control measures are in place, that they are fully operational, and that appropriately trained staff are on site to implement them (see the Daily Dust Assessment Report form, included at page 13 of this document).

Dust monitoring is undertaken by visual means both within and all around the site. In addition to the formal completion of the Daily Dust Assessment Report, which includes the TCM or Site Manager observing the site from all sides, **all** site staff are trained to be vigilant at all times, and to prevent and/or report any incidence of dust escaping from the building or the site.

All deliveries of waste plasterboard are fully enclosed before arriving at the site. All drivers are advised that the site speed limit is 5 mph, that they should not rev their engines more than necessary, and that they should not leave engines idling without good reason.

Most delivery/collection vehicles are fully sealed by means of close-fitting sheeting systems (either manual or automatic) commonly used in the transportation industry, both to protect sensitive loads and to prevent the escape of contents. Site staff check all vehicles to ensure that loads are fully secured, both upon receipt and especially before leaving the site. If a vehicle is found to be incapable of securing a dusty load, it will not be loaded unless repairs/improvements may be made on site to ensure load safety.

All loads are deposited within the transfer/treatment building after the roller-shutter door has been closed. All pedestrian/safety doors are closed before unloading takes place.

All loading of bulk vehicles takes place within the transfer/treatment building after the roller-shutter doors have been closed. All pedestrian/safety doors are closed before unloading takes place.

All loads are fully enclosed and sealed before leaving the building.

A dedicated banksman is always in charge of opening and closing the roller-shutter door. All site staff are fully trained as banksmen and to understand that no vehicles or plant may enter or leave the site unless a banksman is available to operate the roller-shutter door. All site staff are fully trained to ensure that the roller-shutter is open for the least amount of time, that it is only opened when absolutely necessary, that it is only opened if the water misting system is fully functional, and only when conditions both inside and outside the transfer/treatment building are such as to reduce the risk of dust escape to an absolute minimum. Additional duties of the door-control banksman are as follows:

- Ensuring that delivery vehicles remain fully sealed and enclosed before the roller-shutter door is raised to allow entry - no opening of vehicle doors or removal of sheeting until the vehicle is inside the building with the door/s closed.
- Ensuring that the roller-shutter remains closed until internal dust conditions are such as to minimise the risk of dust escaping from the building.
- Ensuring that the roller-shutter remains closed during very gusty wind conditions.
- Checking the cleanliness of vehicles within the building, and only raising the door for them to leave when satisfied that external dust has been removed, and that the load is fully sealed and enclosed.
- Checking with other site operatives that all pedestrian/safety doors are closed.
- Checking that the automated water misting system around the main door activates in conjunction with operation of the door when vehicles enter or leave the building.

Within the building, a variety of cleaning brushes is provided to enable drivers and site operatives to remove as much dust as possible from vehicles before the roller-shutter door is raised and they leave the building.

In order to minimise the risk of dust escaping during the removal of residual wastes from the building and depositing same into the dedicated containers in the external yard, the following actions are taken:

- As far as possible, all dust is shaken, blown or brushed off the tipping skips and their contents before being removed from the building;
- Removal from the building is undertaken during still weather conditions;

- The roller shutter is raised and lowered as quickly as possible, and the misting system operates;
- The waste containers are covered with fine netting or sheets - these are peeled back temporarily to allow for careful deposition of the contents of the tipping skips before being pulled back and secured in place to prevent the escape of any residual dust;
- When the residual waste containers are collected by their respective contractors, a member of staff will supervise to ensure that the load is fully secured before leaving the site.

The haul roads to/from the Permitted Area are cleaned as required on an ad hoc basis by means of a mechanical sweeper. PRS operates its own site-based road sweeper to wash and sweep both the yard within the Permitted Area and the approach roads, as and when necessary, to remove dust and sludge.

PRS has also come to an agreement with Earthline (a major haulage operator based on the Thruxton site), who operate muckaway vehicles and have their own road sweeper on site; this agreement is to work in cooperation to ensure that the roadways that both companies share are kept clear of dust and debris throughout the year. A regular dialogue shall take place between the site managers of the two companies to agree how their joint resources shall be deployed in the most efficient way to prevent mud, dust and debris from accumulating on site roads.

The specific aspects of daily site inspections relating to dust control are as follows:

- Check structure of transfer building for any source of dust escaping from roof, walls or doors;
- Check fast-acting doors for satisfactory operation;
- Check vehicle cleaning brushes are available in sufficient quantities and types to enable adequate removal of dust by drivers/operatives;
- Check water misting system around vehicle entrance for efficient operation;
- Check external operational areas, perimeter of site, and immediate external haul roads for signs of dust and litter escape;
- Check site surfaces and immediate site approach roads for sludge, dust, mud or broken/damaged surfaces likely to cause dust - arrange for mechanical road sweeper to wash and/or sweep, as appropriate;
- Check incoming/outgoing loads are properly enclosed/sheeted, that they comply with permitted conditions, and do not present a dust/sludge risk;
- Check that all site staff have been fully trained in dust recognition and control procedures (ad hoc questioning and toolbox talks are undertaken periodically).

Following the site inspection, an action plan will be created (if necessary) to address any potential risk of dust creation or escape. The TCM and/or the Site Manager are responsible for taking all necessary actions to prevent the escape of dust from the site, including making repairs, stopping specific activities, diverting delivery vehicles, temporary closure of the site, etc. Serious issues will be reported to both the EA and the Managing Director; both shall be informed as soon as the matter is resolved.

In addition to the formal inspections, the TCM/Site Manager and other members of staff are trained to monitor site conditions and activities on a constant basis, thus enabling them to anticipate and prevent or mitigate the escape of dust, or to recognise a dust incident and rapidly react to control the situation. All members of staff are encouraged and empowered to

modify their work activities to prevent environmental harm without awaiting specific instruction.

Dust prevention measures applied on specific days and incidents of dust escaping the site shall be recorded in the Site Diary. A significant escape of dust beyond the site boundary would be reported to the EA immediately.

ADDITIONAL DUST CONTROL MEASURES

External Operational Areas

All external working surfaces within the permitted area are fully concreted and sealed, which improves manoeuvring activities by lorries and mobile plant, whilst facilitating the cleaning of these areas by means of the road sweeper.

It is also proposed to concrete the immediate approach road and vehicle manoeuvring and parking areas around the weighbridge and site entrance. This will further enhance the efficiency of cleaning activities by the road sweeper.

PRS makes all efforts to prevent gypsum dust from escaping the transfer/treatment building, but having solid, level, sealed external operating surfaces enables the occasional deposit to be readily identified and cleaned.

Air Lance

PRS uses an 'air lance' system to remove dust from vehicles and plant before leaving the sealed building - very much like a dry version of a jet-washer. The air lance is used in conjunction with traditional brushes to ensure that as much dust is removed as practically possible.

Extension of Transfer Building

PRS and the landlord have agreed on the design of an extension to the western end of the transfer/treatment building that would allow for a more efficient traffic system to be introduced. Effectively, waste would continue to be delivered via the existing entrance, whilst outgoing materials would be loaded and exit via the new extension.

A planning application has been submitted. The EA shall be advised of the outcome.
A larger building would also allow for greater internal storage of gypsum products, thereby increasing the ability to even out the peaks and troughs of supply and demand that are intrinsic to the plasterboard manufacturing industry.

STAFF TRAINING

All new employees receive comprehensive induction training when starting work with PRS.

Training includes all aspects of dust monitoring, equipment inspection, use of PPE, and use of control procedures to minimise the creation of dust and to avoid the escape of dust.

It also instructs staff to avoid dust creation situations as far as practicably possible, especially in windy conditions, and to report dust creation incidents to the TCM/Site Manager.

Verbal explanations and practical demonstrations are provided by the TCM/Site Manager; written procedures are provided, and the new member of staff is encouraged to ask questions before signing to confirm that they have received and understood the training.

The importance of adequate dust control is made abundantly clear to all new employees, who are required to monitor constantly for potential and actual dust creation, and to prioritise dust avoidance and control measures at all times.

Existing members of staff are provided with ongoing training regarding dust minimisation and dust management procedures; this is achieved largely by means of ad hoc toolbox talks, which occur on a regular basis.

All aspects of staff training are stored on a training matrix, which enables the TCM/Site Manager to track training requirements for individual members of staff; the matrix and training certificates, etc. are secured in the site office.

COMPLAINTS AND NEIGHBOURS

PRS is an environmentally responsible business that endeavours to be a good neighbour at all times. It is aware of the risk of dust production by the very nature of the business, and the company is keen to reduce to a minimum the risk of dust escaping its control. It is fully aware of the distress, concern and problems that may be caused to neighbours by the escape of dust.

The Site Manager regularly visits or speaks to adjacent businesses and neighbours on Thruxton Industrial Estate, but has received very few complaints about dust.

The company would like anyone witnessing a dust escape to report such sightings or evidence of dust escape from the site to the management as soon as possible; it is committed to ensuring that all such complaints are investigated immediately. Actions will be taken to control the escape if it is occurring at the time, and to take all practical measures to prevent a recurrence.

Complaints, together with the result of associated site investigations and actions taken will be recorded in the Site Diary and on the Daily Dust Assessment Report. In the event of a substantiated serious escape of dust being reported, a Dust Complaint Form (see page 14) shall be completed and all associated actions taken and recorded; in addition, the matter will be escalated to the Managing Director for approval of recommended actions to prevent recurrence. The EA would be informed.

If the company is aware that a dust escape has occurred, the TCM/Site Manager will inform the EA and explain what measures have been taken to control the problem.

PRS is aware that some complainants prefer to contact the EA or local Environmental Health Deptartment directly, so the company is very willing to work with these statutory bodies to

investigate such complaints and to take all necessary remedial measures in order to resolve any corroborated incidents.

Daily Dust Assessment Report

Plasterboard Recycling Solutions Ltd. - Thruxton

Date & Time:	**Assessed by:**			
Current weather conditions:				
Forecast weather conditions:				
Condition of Transfer Building:				
Fast-acting door and misting system fully operational?		**Yes**		**No**
Evidence of dust escape from site?		**Yes**		**No**
Source of escape:				
Remedial action to be taken:				
Dust extraction system (inc. cowls, hoods, covers, ducts, etc.) fully operational?		**Yes**		**No**
Condition of approach & site roads:				
Road sweeper required?		**Yes**		**No**
Road sweeper booked?		**Yes**		**No**
Site storage capacity:	**<25%**	**<50%**	**<75%**	**<100%**
Number of loads out expected today:				
Number of loads in expected today:				
Able to remain within storage/treatment capacity?		**Yes**		**No**
Have collection vehicles been diverted?		**Yes**		**No**
Any complaints received?		**Yes**		**No**
Dust Complaint Form completed?		**Yes**		**No**
Action taken (continue overleaf, if Complaint Form not completed):				
Other comments:				

Dust Complaint Form

Plasterboard Recycling Solutions Ltd. - Thruxton

Complainant Details	
Name of Complainant:	
Address (inc. postcode):	
Telephone no.:	
Mobile no.:	
Email address:	
Date:	
Details of Complaint:	

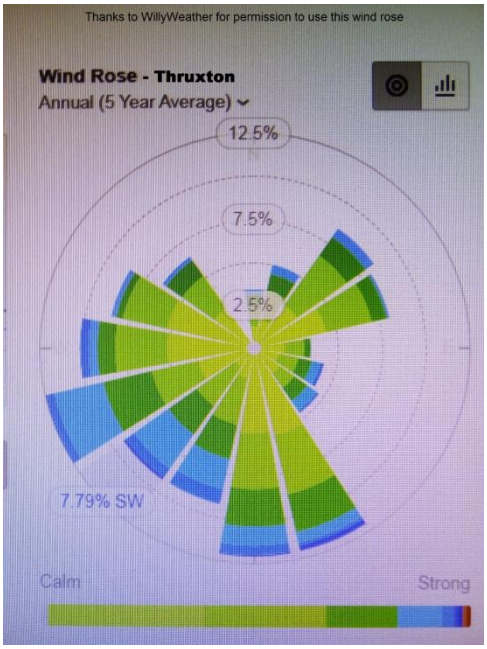
Investigation Details	
Investigation undertaken by:	
Position:	
Date & time investigation undertaken:	
Weather conditions (wind direction, speed, etc.):	
Investigation findings:	
Escalated to Senior Manager or MD?	
EA or Local Authority informed? Date and details:	
Feedback given to EA, LA and/or Complainant? Date and details:	
Actions Required to Prevent Recurrence:	
Proposed date for completion of improvement actions:	
Actual date of completion:	
Reason for delay:	
Do site written procedures need to be updated?	
Date written procedures updated:	

Complaint Resolution	
Date actions reviewed and approved by Senior Manager/MD:	
Signature of Authorising Manager:	

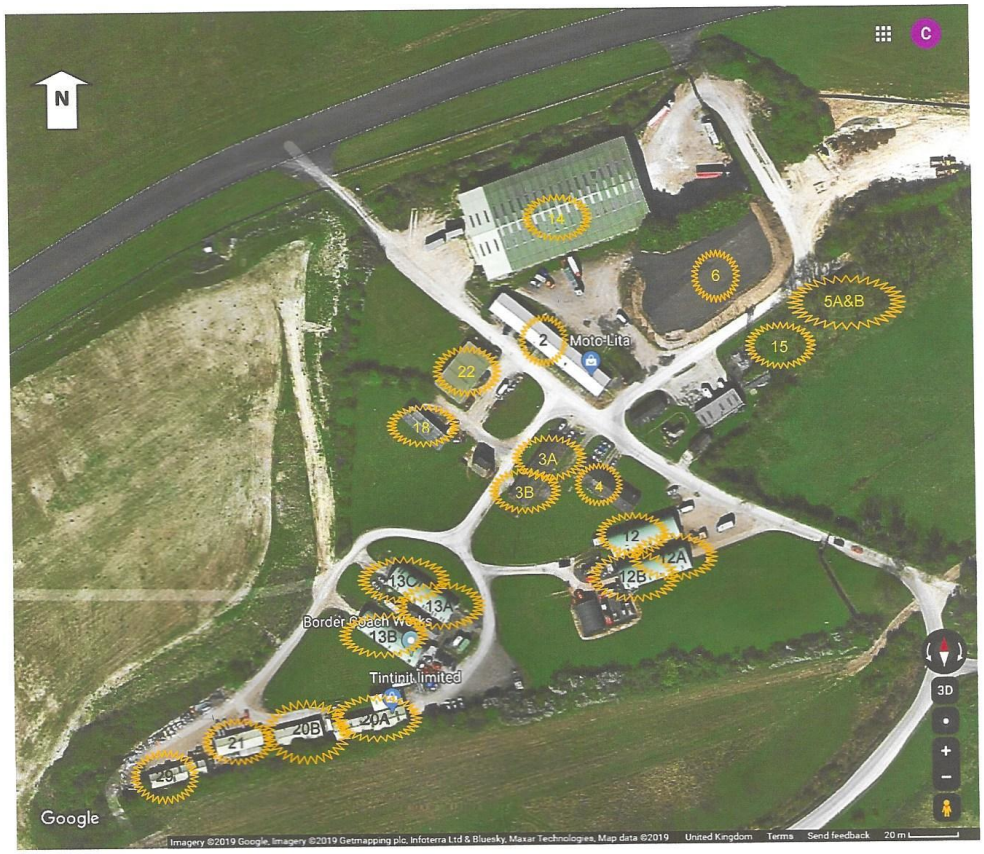
Plasterboard Recycling Solutions Ltd. - Thruxton

Dust Management Plan

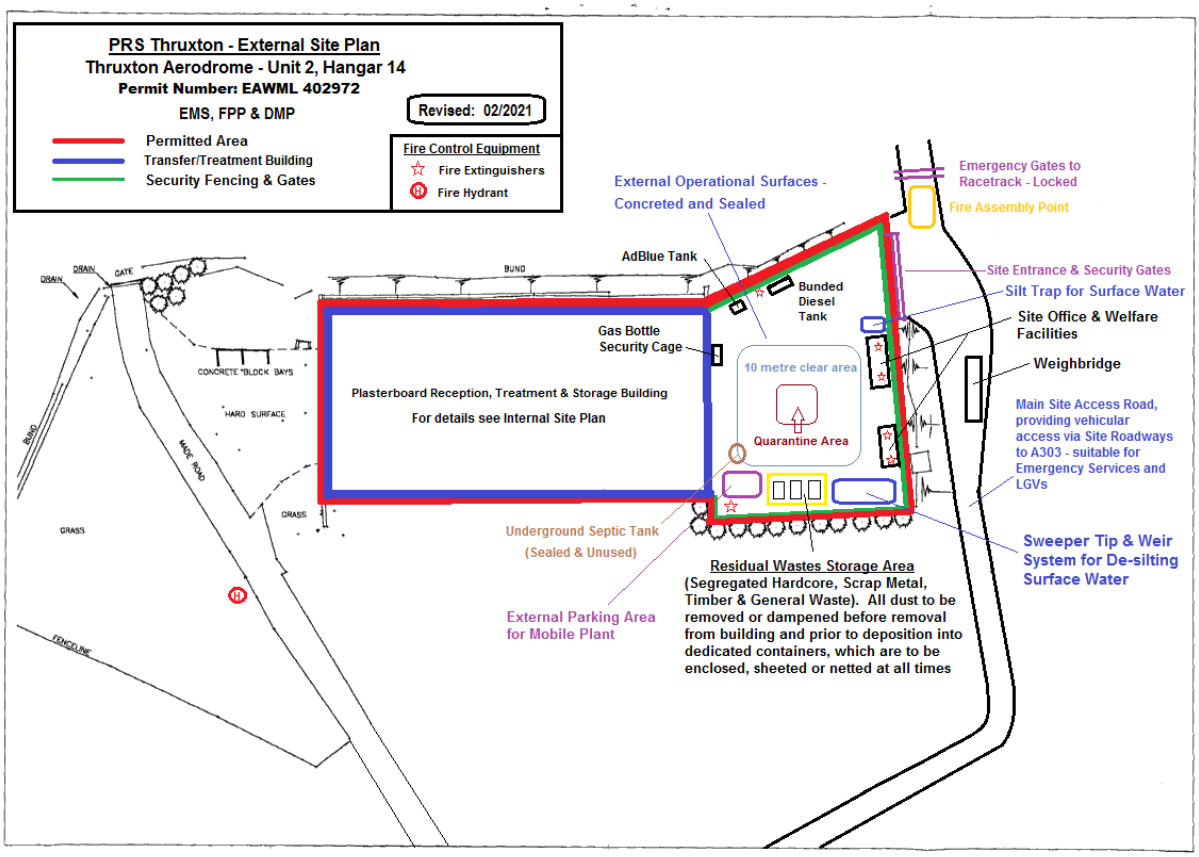
Plan of Sensitive Receptors within 1km of PRS & Wind Rose

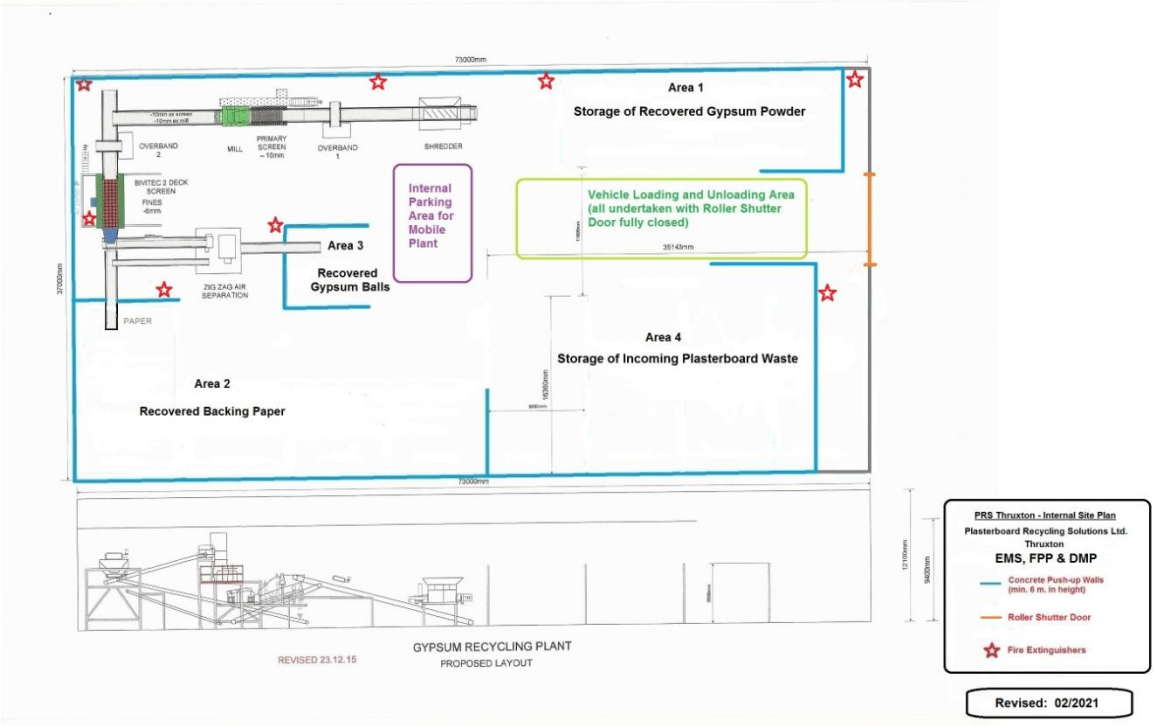


PRS Thruxton - Immediate Neighbours - Sensitive Receptors



Thruxton Industrial Estate			
Unit No.	**Business Name**	**Unit No.**	**Business Name**
2	Moto-Lita & Aviation Leathercraft	13B	Border Coach Works
3A	Carrera Sport	13C	TMS Stores
3B	Moto-Lita Ltd.	14	Plasterboard Recycling Solutions Ltd.
4	Martin & Walker Ltd.	15	Thruxton Motorsport Workshop
5A	PK Tyre Collection	18	Sovereign Joinery Ltd.
5B	Pete Trickett	20A	Tintinit Ltd.
6	Erico Ltd.	20B	Norman White
12	Pembroke Feeds Ltd.	21	Hodge Aviation Services
12A	Pembroke Feeds Ltd.	22	Knight Engineering
12B	999south Ltd.	29	Morrison Utility Services Ltd.
13A	Watch This Space		


PRS Thruxton - External Site Plan
Thruxton Aerodrome - Unit 2, Hangar 14
Permit Number: EAWML 402972
EMS, FPP & DMP
Revised: 02/2021
Permitted Area
Transfer/Treatment Building
Security Fencing & Gates
Fire Control Equipment
Fire Extinguishers
Fire Hydrant
External Operational Surfaces - Concreted and Sealed
Emergency Gates to Racetrack - Locked
Fire Assembly Point
AdBlue Tank
Bunded Diesel Tank
Site Entrance & Security Gates
Silt Trap for Surface Water
Site Office & Welfare Facilities
Weighbridge
Gas Bottle Security Cage
10 metre clear area
Quarantine Area
Plasterboard Reception, Treatment & Storage Building
For details see Internal Site Plan
Main Site Access Road, providing vehicular access via Site Roadways to A303 - suitable for Emergency Services and LGVs
Underground Septic Tank (Sealed & Unused)
Sweeper Tip & Weir System for De-silting Surface Water
Residual Wastes Storage Area
(Segregated Hardcore, Scrap Metal, Timber & General Waste). All dust to be removed or dampened before removal from building and prior to deposition into dedicated containers, which are to be enclosed, sheeted or netted at all times
External Parking Area for Mobile Plant
DRAIN
GATE
BUND
CONCRETE BLOCK BAYS
HARD SURFACE
ROAD
HAUL ROAD
GRASS
FENCELINE


Area 1
Storage of Recovered Gypsum Powder
Internal Parking Area for Mobile Plant
Vehicle Loading and Unloading Area (all undertaken with Roller Shutter Door fully closed)
Area 3
Recovered Gypsum Balls
Area 4
Storage of Incoming Plasterboard Waste
Area 2
Recovered Backing Paper
GYPSUM RECYCLING PLANT
PROPOSED LAYOUT
REVISED 23.12.15
PRS Thruxton - Internal Site Plan
Plasterboard Recycling Solutions Ltd.
Thruxton
EMS, FPP & DMP
Concrete Push-up Walls (min. 6 m. in height)
Roller Shutter Door
Fire Extinguishers
Revised: 02/2021