



Teesport Waste Storage Facility Environmental Permit Application

Environmental Risk Assessment

PD Teesport Limited

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Basis of Report

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1.0 INTRODUCTION

PD Teesport Limited (PD Teesport) has instructed SLR Consulting Limited (SLR) to prepare a bespoke Environmental Permit (EP) application for a proposed waste storage facility to be located at Teesport Dock, off Tees Dock Road, Middlesbrough, TS6 6UD.

This Environmental Risk Assessment (ERA) provides an assessment of the risks to the environment and human health from emissions that may be associated with waste operations at the Site. It has been completed in accordance with the Environment Agency (EA) Guidance: *Risk assessments for your environmental permit*¹. The aim of the assessment is to identify any significant risks and demonstrate that the risk of pollution or harm will be acceptable by taking the appropriate measures to manage the risks.

EA guidance requires that all receptors that are near the site and could reasonably be affected by the activities are identified and considered as part of the assessment.

For the purposes of this risk assessment, the following boundaries have been applied from the site's EP boundary:

- a 1km radius for all potentially sensitive receptors national or local cultural and natural heritage receptors;
- a 1km radius for all potentially sensitive European or international receptors; and
- a radius of 500m for all other potentially sensitive receptors (for example, residential, commercial, industrial, agricultural and surface water receptors).

1.1 Methodology

This ERA uses the following approach, as set out in the EA's guidance, for identifying and assessing the risks from the waste storage facility:

Step One	Identify and consider risks for your site and the sources of the risks.
Step Two	Identify the receptors at risk from the site.
Step Three	Identify the possible pathways from the sources of the risks to the receptors.
Step Four	Assess the risks relevant to your specific activity and check they are acceptable and can be screened out.

The following sources of information have been used in the preparation of this ERA:

- Multi Agency Geographical Information for the Countryside (MAGIC) map².
- Groundsure Insight Report³.
- British Geological Survey⁴.
- Environment Agency (EA) - Flood Map for Planning⁵.
- EA - Long Term Flood Assessment⁶.

¹ Environment Agency Guidance Risk Assessments for your environmental permit, last updated November 2023

² Multi Agency Geographical Information for the Countryside (MAGIC). Accessed October 2025. Accessed at: [Magic Map Application \(defra.gov.uk\)](https://defra.gov.uk/magic-map-application)

³ Groundsure Insight Report. Accessed October 2025. Refer 416.065498.00001_SCR.

⁴ British Geological Survey. Accessed October 2025. Accessed at: [Welcome to BGS - British Geological Survey](https://www.bgs.ac.uk/)

⁵ EA. Flood map for planning. Accessed October 2025. Accessed at: [Flood map for planning - GOV.UK \(flood-map-for-planning.service.gov.uk\)](https://flood-map-for-planning.service.gov.uk/)

⁶ EA. Long Term Flood Assessment. Accessed on 14th May 2024. Accessed at: [Check the long term flood risk for an area in England - GOV.UK \(www.gov.uk\)](https://www.gov.uk/check-long-term-flood-risk)



- EA - Basic Conservation Screening Report - Nature and Heritage⁷ (refer Appendix A).

1.2 Site Operations

The site will be used for the external storage of non-hazardous wastes prior to transfer to cargo vessels for the purpose of export. No treatment will take place at the site.

The site will only accept non-hazardous waste consisting of clean, pre-treated scrap ferrous metal, smaller quantities of non-ferrous metal scrap and Refuse Derived Fuel (RDF). Strict waste acceptance procedures will be in place at the site to ensure that non-conforming waste is not accepted at the site.

Waste will be brought onto site in large 8-wheeler trucks. Incoming vehicles will enter the site via Tees Dock Road, undergo waste acceptance checks at the weighbridge, before being directed to the appropriate unloading area.

The Site is comprised of two main zones: the Bulk Storage Zone, which is where incoming waste is initially deposited and stored, and the Loading Zone, where waste is transferred to from the Bulk Storage Zone for short-term storage prior to loading onto a cargo vessel.

It is expected that the facility will be active throughout the year, although fluctuations in the price and demand of the material will likely cause some variation in the tonnages passing through the site. It is proposed that up to 500,000 tonnes of waste will be accepted at the site per year, with 45,000 tonnes of material being stockpiled at any one time. These maximum quantities should provide the operational flexibility required to meet any variations in demand.

The port benefits from an impermeable surface, and all internal drainage, both clean and contaminated, is collected within a sealed drainage system with a Class 1 full retention interceptor and an attenuation tank which can be isolated via Penstock valve in order to contain any accidental spillages or contaminated fire-water. Rainfall-derived surface water collected in the attenuation tank will be tested before either releasing to the dock or tankering off site for treatment at an appropriately regulated facility.

1.3 Permitted Activities

As described above, the Teesport Facility will store up to 45,000 tonnes of non-hazardous waste at any one time, with a throughput of up to 500,000 tonnes per year. This means that the site will be permitted as a bespoke waste facility as required by Part 2 of the Environmental Permitting Regulations (EPR) (England and Wales) 2016 (as amended).

2.0 IDENTIFYING THE RISKS

This section considers the potential risks to the environment listed in the Environment Agency's (EA) 2016 Risk Assessment Guidance⁸. It identifies those which will apply to the development and require further assessment, and screens out those which are not relevant. The EA Risk Assessment Guidance identifies the potential risks that may require assessment for most sites as follows:

- Any discharge, for example sewage or trade effluent to surface or groundwater;
- Accidents;

⁷ EA. Basic Conservation Screening Report - Nature and Heritage. Dated 15th April 2024. Reference EPR/UP3821SE.

⁸ EA (2016) Risk Assessments for your Environmental Permit dated January 2025. Accessed October 2025. Accessed at: [Risk assessments for your environmental permit - GOV.UK \(www.gov.uk\)](https://www.gov.uk/guidance/risk-assessments-for-your-environmental-permit).



- Odour;
- Noise and vibration;
- Uncontrolled or unintended ('fugitive') emissions, for which risks include dust, litter, pests and pollutants that shouldn't be in the discharge;
- Visible emissions, e.g. smoke or visible plumes; and
- Release of bioaerosols, for example from shredding, screening and turning, or from stack or open point source release such as a biofilter.

Potential risks can be screened out if they are not relevant for the site or by carrying out tests to check whether they are within acceptable limits or environmental standards. If they are, any further assessment of the pollutant is not necessary because the risk to the environment is insignificant.

Table 2-1 provides a summary of the risks, those that can be screened out as not relevant (grey shaded) and the type of risk assessment carried out for those that are relevant.

Table 2-1 Scope of Risk Assessment

Risk Type	Relevant	Justification	Type of Risk Assessment
Air emissions	No	No point source releases	Not relevant
Groundwater	No	No releases to groundwater	Not relevant
Surface Water	Yes	Rainfall run-off from storage areas.	Qualitative
Accidents	Yes	Potential for waste to enter estuary.	Qualitative
Odour	Yes	Potential odour from RDF and other odorous waste. Not expected to be significant	Qualitative
Noise & Vibration	Yes	Mobile vehicles, mechanical screening equipment, fans & blowers.	Quantitative: survey and modelling
Fugitive emissions	Yes	Dust and pests only. Litter and mud will not arise due to the nature of the operations.	Qualitative
Visible emissions	No	No significant plumes are produced as moisture is condensed from the dryers	None required
Bioaerosols	No	No biological treatment takes place to produce bioaerosols	None required

3.0 SITE SETTING AND RECEPTORS

This section identifies the sensitive receptors in the vicinity of the site that potentially could be harmed by emissions from the activities taking place within the proposed waste storage facility.



The EA's Risk Assessment Guidance requires all receptors that are near the site and could reasonably be affected by the proposed activities to be identified and considered as part of the ERA. Therefore, for the purpose of this report:

- 1km radius for all potentially sensitive receptors national or local cultural and natural heritage receptors;
- a 2km radius for all potentially sensitive European or international receptors; and
- a radius of 500m for all other potentially sensitive receptors (for example, residential, commercial, industrial, agricultural and surface water receptors).

3.1 Site Setting

The site is located on Tees Dock Road, Middlesbrough, North Yorkshire, TS6 6UD centred on National Grid Reference (NGR) NZ 54836 23042. The city of Middlesbrough is located approximately 10km west of the site.

The surrounding area is comprised predominantly of port-related industry. The North Sea is situated approximately 4.5km north, and the site is located on the Tees Dock, part of the mouth of the River Tees which flows to the north of the Tees Dock.

The total area of the proposed facility is approximately 3.6 hectares and is positioned within an active port, as illustrated by Drawing 01. Access is via Tees Dock Road. At its closest point, the nearest residential receptor is approximately 3km to the northeast in Dormanstown.

The EP Boundary and Site Layout are illustrated in Drawings 02. Local receptors and Cultural and Heritage Receptors within a 1km radius of the site are shown on Drawings 03 and 04.

A summary of the immediate surrounding land use is provided in Table 1 below.

Table 3-1 Immediate Surrounding Land Uses

Boundary	Description
North	The Tees Dock lies directly adjacent to the site to the north, beyond which are port-related industrial and commercial premises, including container storage and distribution centres for Tesco and Asda.
East	Extending for a kilometre to the east are maintenance and storage facilities related to British Steel.
South	Immediately to the south - and extending for over a kilometre - are industrial premises that form the south bank of the Teesworks development. Companies occupying this development include Tarmac, Hanson and SeAH Wind.
West	Commercial and industrial premises are located adjacent to the west of the site, beyond which is the local road network and a surface water ditch..

The immediate surrounding land use and receptors are described in further detail below:

3.1.1 Agricultural

There is no agricultural land within 500m of the boundary of the proposed site.



3.1.2 Commercial and Industrial

The site is located within the heavily industrialised Teesport development. There are port-related industries surrounding the proposed facility on all sides. The River Tees container terminal sits adjacent to the north, the P&O Ferry Terminal Park lies adjacent to the south-east and a Warehouse and Tees REP Power Station lie adjacent to the west.

3.1.3 Local Transport Network

The transport network in the immediate vicinity of the proposed site is the port's own network system which includes both roads and railway lines. The closest railway line is approximately 85m to the south. The only external road is Tees Dock Road, which provides access to both the port and the proposed site and lies approximately 115m to the south.

3.1.4 Educational & Recreational

Aside from the River Tees which is largely used for commerce, there are no recreational, leisure or educational facilities within 500m of the boundary of the proposed site.

3.1.5 Residential

There are no residential properties within 500m of the proposed facility.

3.1.6 Woodland and Open Land

There is no woodland or open land within 1km of the proposed facility.

3.2 Geology, Hydrogeology, and Hydrology

3.2.1 Geology

3.2.1.1 Bedrock Geology

A review of the British Geological Survey (BGS) map reveals that the site is underlain by a bedrock of Mercia Mudstone Group.

3.2.1.2 Superficial Deposits

BGS data records superficial deposits of Tidal Flat deposits of sand, silt and clay underlying the site.

3.2.1.3 Historical Borehole Review

A review of the Groundsure report for the publicly available historical boreholes located on site has been reviewed and is summarised in Table 3 below.

Table 2 Historical Borehole Data

Reference	Typical Geology	Typical Depth (m)
LACKENBY DOCK BORE D (NZ52SW/181/D)	The geology is recorded as superficial deposits of silts, sands and clays to a maximum depth of 8m. Underlain by soft shales, assumed to be the Mercia Mudstone Group, to borehole termination depth.	15.12
LACKENBY DOCK BORE E (NZ52SW/181/E)		13.7



3.2.2 Hydrogeology

3.2.2.1 Aquifer Characteristics

Review of MAGIC map reveals that superficial deposits on site are classified as Secondary (undifferentiated)⁹. The superficial geology of the site is shown as tidal flat deposits across the whole site.

A search on the Multi-Agency Geographical Information for the Countryside (MAGIC) map revealed that the bedrock deposits beneath the site is classified as a Secondary B Aquifer.

3.2.2.2 Source Protection Zones

A search on the MAGIC map and the Groundsure report revealed no Source Protection Zones within a 2km radius of the site.

3.2.2.3 Groundwater

The MAGIC map revealed that the groundwater vulnerability at the site is classified as Medium - High risk.

3.2.2.4 Groundwater Abstractions

Review of the Groundsure report for the site shows there are no groundwater abstractions identified within 2km of the site.

3.2.3 Hydrology

3.2.3.1 Surface Water in the Vicinity of the Site

Approximately 160m south of the site there is a drainage cut, which flows into a larger pond.

The River Tees flows in a northerly direction at a distance of about 550m from the northern boundary.

3.2.3.2 Surface Water Abstractions

Review of the Groundsure report for the site shows the following surface water abstractions within 2km of the site:

- Licence No: 1/25/04/123, located 119m north-west of the site at grid reference x454600 y523500. Owned by Tees Bulk Handling Ltd and used for general use and dust suppression.
- Licence No: 1/25/04/135, located 1815m north of the site at grid reference x454700 y525900. Owned by Corus UK Ltd and used for general cooling.

3.2.4 Flood Risk

The Flood Map for Planning identifies the site as lying within a Flood Zone 3, Flood Zone 2 and Flood Zone 1. Small areas of the site along the port terminal boundary lie within a Flood Zone 3, which is defined by the website as 'having a high probability of flooding from rivers and the sea'.

Some areas of the site near to the port terminal boundary lie within Flood Zone 2, which by the website as 'having a medium probability of flooding from rivers and the sea'.

⁹ Permeable layers capable of supporting water supplies at a local rather than a strategic scale.



The rest of the site does not lie within Flood Zone 1, which is deemed to have less than a 1 in 1000 annual probability of flooding in any given year. Flood Zone 1 is the lowest risk flood zone.

The Long-Term Flood Risk Assessment identifies flooding from groundwater and reservoirs as unlikely.

The Long-Term Flooding Risk Assessment indicates that the yearly chance of flooding from surface water and yearly chance of flooding between 2040 and 2060 from surface water are both very low.

The Long-Term Flooding Risk Assessment also indicates that the yearly chance of flooding from rivers and the sea and yearly chance of flooding between 2036 and 2069 from rivers and the sea are both very low.

3.3 Ecological Receptors

A 1km radius was employed in identifying all sites of ecological importance.

Local receptors within 1km are illustrated on Drawings 03 and Cultural and Natural Heritage receptors are shown on Drawing 4.

Appendix A presents the EA's Nature and Heritage Conservation Report.

3.3.1 European / International Designated Sites

A 1km radius from the site's proposed boundary has been adopted in reviewing potentially sensitive receptors of European or international ecological importance.

The searches confirmed that there are none of the following within 1km:

- Special Area of Conservation (SAC); and
- Marine SAC.

The following sites of European or international importance are located within 10km of the facility.

3.3.1.1 RAMSAR

Teesmouth and the Cleveland Coast is a Ramsar ecological designated site, located approximately 615m north of the site at the closest point. The site is designated due to important numbers of various species of waterbirds, as well as some rare invertebrates and range of habitats.

3.3.1.2 Special Protection Area

The EA's Nature and Heritage Conservation Screening Assessment (Appendix A) for the site and MAGIC also reveals that the Teesmouth water body and the Cleveland Coast is classified as a Marine SPA. Teesmouth includes the Tees Dock which is adjacent to the dockside boundary of the Site.

3.3.2 National / Locally Designated Sites

A 1km radius from the Site's EP boundary has been adopted in reviewing potentially sensitive receptors of national or local ecological importance along with features such as sites of cultural and natural heritage.

The searches confirmed that there are none of the following within 1km:

- Areas of Outstanding Natural Beauty;



- Local Nature Reserves;
- National Nature Reserves;
- National Parks;
- Ancient Woodland;
- Local Wildlife Sites; and
- Protected Habitats.

3.3.2.1 Site of Special Scientific Interest

There is one SSSI within 1km of the Site, the Teesmouth and Cleveland Coast (also designated as a Ramsar). The Teesmouth water body includes the Tees Dock and it therefore adjacent to the site's boundary with the dock..

The site is designated due to its national important features including Jurassic and Quaternary geology, sand dunes and saltmarshes. It is also recognised as the breeding are for a number of animals, including harbour seals (*Phoca vitulina*) and a wide range of birds.

3.3.2.2 Protected Species

The River Tees adjacent to the site on the northern boundary, is acknowledged within the EA's Nature and Heritage Conservation Screening Assessment (Appendix A) as a protected fish migratory route, which includes Atlantic Salmon, European Eel, River Lamprey and Sea Lamprey.

3.4 Other Designated Receptors

The search on MAGIC confirmed that none of the following features lie within 2km of the Site:

- World Heritage sites;
- Registered Battlefields;
- Registered Parks and Gardens;
- Listed Buildings; and
- Scheduled Monuments

3.5 Summary of Receptors

Local Receptors within 500m of the Site are identified in Table 4 along with cultural and ecological receptors of national or local important lie within 1km, and ecological importance of European or international importance within 10km of the site.

Table 3 Identified Receptors

Receptor Name	Receptor Type	Direction from Site	Approximate Distance from Site Boundary (at nearest point) (m)
Local receptors within 1km of the Environmental Permit boundary as shown on Drawing 03 Local Receptors			
River Tees/ Teesmouth/ Tees Dock	Surface Water Features, Commercial / Industrial	North	Adjacent
P&O Ferry Terminal Park	Commercial / Industrial	South-East	Adjacent
Warehouse	Commercial / Industrial	West	Adjacent



Receptor Name	Receptor Type	Direction from Site	Approximate Distance from Site Boundary (at nearest point) (m)
Tees REP Power Station	Commercial / Industrial	West	Adjacent
Railway line	Local Transport Network	South	85
Drainage cut	Surface Water Features	South	160
Tees Dock Road	Local Transport Network	South	115
Railway line	Local Transport Network	North	85
Unnamed lake	Surface Water Features	East	400
Cultural and ecological receptors of national or local importance within 1km of the EP boundary and European designated sites within 1km as shown in Drawing 04 and the Nature and Heritage Report within Appendix 1.			
The Teesmouth and Cleveland Coast	SSSI	North	Adjacent
Fish migratory route	Protected Species	North	Adjacent
The Teesmouth and Cleveland Coast	Marine SPA	North	Adjacent
The Teesmouth and Cleveland Coast	Ramsar, SPA	North	615

4.0 ENVIRONMENTAL RISK ASSESSMENT

4.1 Qualitative Risk Assessment

A summary of the potential risks to receptors based on an assessment of the hazard and the pathway (Step 4) for the relevant factors identified in section 3.3.2 is provided as follows:

- Table 4-1 Odour;
- Table 4-2 Noise and Vibrations;
- Table 4-3 Fugitive Emissions (including dust, mud, litter and pests); and
- Table 4-4 Accidents.

The assessment includes consideration of the control measures which will be in place to mitigate potential harm and manage these risks (Step 5).

A qualitative risk assessment is also presented for rainfall run-off emissions to surface water.

4.2 Rainfall run-off risk assessment

4.2.1 Site drainage system

The site does not produce any process effluent and there are no point source releases to groundwater.

Drawing 6 illustrates the site drainage system. The entire permitted area benefits from an impermeable concrete surface. Rainfall-derived surface water from most of the site passes through a Class 1 interceptor and collected within a sealed drainage system and attenuation tank. Uncontaminated water from the attenuation tank is passed through a silt trap and oil interceptor and released to surface water at location SW1. In a small area in the southern corner of the site, the uncontaminated rainwater drains into a different system and is released at location SW2. All drainage systems include a shut-off Penstock valve that are used to



contain run-off on site and prevent releases to surface water in the case of any pollution incidents such as spillages or fires. In the event that contaminated water is present in the attenuation tank, it will be tankered off-site to an appropriately regulated site for treatment.

Bay 2 within the Bulk Waste Storage Zone is not connected to a drainage system. Instead, rainwater that falls within this area follows the topography of the site and accumulates in the centre of the bay where it is pumped into self-contained IBCs. When necessary, the IBCs are emptied by tanker, and the water is removed from site for treatment and disposal.

4.2.2 Contamination sources

The potential sources of contamination of rainfall derived run-off are:

- Accidental spills (such as fuel from delivery vehicles or residues from damaged RDF bales);
- Fire-water run off in the event of a fire at the site; and
- Leaching of incidental pollutants from open storage of scrap ferrous metal.

All storage of RDF at the site is in wrapped bales which presents a negligible risk of contamination where the containment remains intact. Whilst it is generally acknowledged that open storage of scrap metal would present a risk of contamination, in this case the metal will have been subjected to a sophisticated shredding and cleaning process to remove as much combustible materials as practicable prior to its arrival on site, in accordance with PD Teesport pre-acceptance policy. The smallest metal size will be about 12 inches in length, and no dusty or particulate matter will be accepted, thereby reducing the contamination risk. For this reason, it is considered unnecessary to install separate drainage systems for the storage of RDF and scrap metal.

4.2.3 Estimate of potential pollutants

Clean ferrous metal stored at the site is in a large format and has a low dust content. The main pollutant risk is from washing out of incidental particulate matter, surface contamination or scale, as well as possible leaching of soluble metal compounds. As contamination is expected to present only in incidental amounts it is not possible to accurately estimate the range of pollutants. In addition, the flow rate of run-off is dependent on rainfall, which means that the emissions to water will be intermittent and variable both in flow and concentration, making it very difficult to estimate the pollution load.

The EA guidance suggests using data from a similar sized site to estimate the emissions for a new site. However, as the range of materials stored at dockside sites varies and rainfall profiles are site-specific, it is unlikely that representative data would be available. Therefore, it is considered that using this data would not be representative of the true situation and could lead to unreliable results and a pessimistic assessment of risk.

4.2.4 Risk assessment

As the Site will only accept clean metal scrap, the risk of contamination of rainfall run-off is low. The drainage system incorporates an attenuation tank which will be used to hold surface water to allow it to be sampled and tested for contamination before being released to the quayside. If contamination levels are unacceptable, water will be tankered off for treatment at an appropriately regulated facility.

As the range and amount of contaminating pollutants cannot be accurately estimated ahead of operation, it is proposed that a sampling programme is carried out over an initial 6-month period to obtain this data. Once reliable data has been collected, PD Teesport will carry out



an H1 assessment to establish emission limits and monitoring, as appropriate, for ongoing operation of the site.

Taking the above into account, a qualitative risk assessment has been carried out at this stage which is summarised in Table 4-5.



Table 4-1 Odour Risk Assessment and Mitigation Plan

WHAT DO YOU DO THAT CAN HARM AND WHAT COULD BE HARMED?			MANAGING THE RISK	ASSESSING THE RISK		
HAZARD	RECEPTOR	PATHWAY	RISK MANAGEMENT	PROBABILITY OF EXPOSURE	CONSEQUENCES	WHAT IS THE OVERALL RISK?
WHAT HAS THE POTENTIAL TO CAUSE HARM?	WHAT IS AT RISK? / WHAT DO I WISH TO PROTECT?	HOW CAN THE HAZARD GET TO THE RECEPTOR?	WHAT MEASURES WILL YOU TAKE TO REDUCE THE RISK? WHO IS RESPONSIBLE FOR WHAT?	HOW LIKELY IS THE CONTACT?	WHAT IS THE HARM THAT CAN BE CAUSED?	WHAT RISK REMAINS? THE BALANCE OF PROBABILITY AND CONSEQUENCE.
Odour from receipt of non-conforming waste.	Adjacent commercial and industrial workplaces See Drawing 03 and 04.	Air	The site will operate in accordance with an Odour Management Plan. Only metal wastes and baled RDF are proposed for acceptance to site. Metal waste is not odorous, and RDF will be securely wrapped in plastic covering to minimise the risk of odour. All incoming waste will be subject to strict waste acceptance procedures (WAP), which will ensure that only waste listed in the EP will be accepted to the facility. If non-conforming wastes are delivered to the Site, they will be returned to the delivery vehicle or quarantined. Bales of RDF will be visually inspected upon receipt. Any bales with damaged wrapping will not be accepted at the site and will be returned to the delivery vehicle. The Site Manager is responsible for implementing risk management measures in conjunction with the Operating techniques (OT) document (Ref: 416.065498.00002_OT) and the Port's Nuisance Management Plan (NMP).	Low	Odour Nuisance, potential attraction of waste	Not significant
Odour from storage of waste.	Adjacent commercial and industrial workplaces See Drawing 03 and 04.	Air	Only baled RDF presents a potential odour risk as metal wastes are not inherently odorous. RDF will only be accepted in bales with plastic wrapping, to minimise the risk of odour. Care will be taken during unloading and handling to ensure that the wrapping is not damaged. Any bales with damaged wrapping will not be accepted at the site and will be returned to the delivery vehicle. The site will be operated in line with PD Teesport's Nuisance Management Plan. - Waste will be stored on site for a maximum of three months. - Waste will be dealt with on a first-in-first-out basis unless more recently received wastes are prioritised because they pose a higher risk of pollution; and - Storage areas will benefit from daily cleaning using brooms and weekly washdowns- if necessary. Any potentially odorous wastes will be stored for minimal periods of time and monitored carefully. Should any significant odour be detected, then the waste will be quarantined immediately and arrangements made for quick removal from site. The Site will be kept clean and tidy by way of a regularised housekeeping regime and regular checks will be undertaken by the Plant Manager or designated individual of odour at the Site boundary The Site Manager is responsible for implementing risk management measures in conjunction with the Operating techniques (OT) document (Ref: 416.065498.00002_OT) and the site's Nuisance Management Plan (NMP).	Low	Odour Nuisance, potential attraction of waste	Not significant



Table 4-2 Noise Risk Assessment and Management Plan

WHAT DO YOU DO THAT CAN HARM AND WHAT COULD BE HARMED?			MANAGING THE RISK	ASSESSING THE RISK		
HAZARD	RECEPTOR	PATHWAY	RISK MANAGEMENT	PROBABILITY OF EXPOSURE	CONSEQUENCES	WHAT IS THE OVERALL RISK?
WHAT HAS THE POTENTIAL TO CAUSE HARM?	WHAT IS AT RISK? / WHAT DO I WISH TO PROTECT?	HOW CAN THE HAZARD GET TO THE RECEPTOR?	WHAT MEASURES WILL YOU TAKE TO REDUCE THE RISK? WHO IS RESPONSIBLE FOR WHAT?	HOW LIKELY IS THE CONTACT?	WHAT IS THE HARM THAT CAN BE CAUSED?	WHAT RISK REMAINS? THE BALANCE OF PROBABILITY AND CONSEQUENCE.
Noise from vehicle movements and operation of fixed or mobile plant. Noise from depositing waste.	: • Adjacent commercial and industrial workplaces • Teesmouth SSSI, SPA • Teesmouth SPA • Teesmouth RAMSAR See Drawing 03 and 04.	Air	The Site is located within an area dominated by industrial and commercial enterprises. There are no residential or recreational receptors within 500m of the facility. All waste acceptance and storage will take place outside, however, there will be no waste treatment on. As such, the receipt, processing and storage of waste is no expected to give rise to significant noise emissions. The following procedures will be in place at the site to ensure that noise from the acceptance and handling of waste is minimised: • All plant will be switched off when not in use; • Plant will be selected & operated to minimise noise. All site plant and machinery will be operated and maintained in accordance with manufacturer's specifications; • If horns or alarms on site plant or infrastructure, or delivery vehicles are deemed to cause unacceptably high levels of noise, alternative technologies will be explored and implemented; • Speed limits will be implemented for vehicles using the site; • All site personnel are trained in the need to minimise site noise; • Traffic calming measures will be implemented to enforce speed limits; and • Site access roads and operational areas will be maintained and repaired to minimise emissions of noise due to uneven and poor surfacing. Any complaint received will be logged in the site diary. The Site Manager will investigate the complaint and will take action to identify the source of the noise and implement remedial measures where appropriate. The Site Manager is responsible for implementing risk management measures in conjunction with the OT document (Ref: 416.065498.00002_OT).	Low	Nuisance and health risk to human receptors during daytime hours.	Not significant



Table 4-3 Fugitive Risk Assessment and Management Plan

WHAT DO YOU DO THAT CAN HARM AND WHAT COULD BE HARMED?			MANAGING THE RISK	ASSESSING THE RISK		
HAZARD	RECEPTOR	PATHWAY	RISK MANAGEMENT	PROBABILITY OF EXPOSURE	CONSEQUENCES	WHAT IS THE OVERALL RISK?
WHAT HAS THE POTENTIAL TO CAUSE HARM?	WHAT IS AT RISK/WHAT DO I WISH TO PROTECT?	HOW CAN THE HAZARD GET TO THE RECEPTOR?	WHAT MEASURES WILL YOU TAKE TO REDUCE THE RISK? WHO IS RESPONSIBLE FOR WHAT?	HOW LIKELY IS THE CONTACT?	WHAT IS THE HARM THAT CAN BE CAUSED?	WHAT RISK REMAINS? THE BALANCE OF PROBABILITY AND CONSEQUENCE.
To Air:						
Dust from: Depositing waste. Waste storage. Vehicle movements.	: • Adjacent commercial and industrial workplaces • Teesmouth SSSI, SPA • Teesmouth SPA • Teesmouth RAMSAR See Drawing 03 and 04.	Air	The proposed activities for the site are not anticipated to give rise to significant dust, bioaerosols or particulate emissions. The risk of airborne emissions of dust is low due to the nature of the waste proposed for acceptance (i.e. clean metals and RDF). All waste acceptance and storage will take place outside, however, there will be no waste treatment on site. As such, the receipt, processing and storage of waste is not expected to give rise to significant dust emissions. The site will be operated so as to minimise dust emissions from the site, in line with PD Port's Dust and Emissions Management Plan (DEMP). Measures that will be taken at the site include: • All plant and equipment will be subject to a programme of planned preventative maintenance which follows the inspection and maintenance schedule recommended by the manufacturer. This includes corrosion prevention where applicable; • All incoming waste is offloaded in close proximity to the storage areas to minimise unnecessary handling and transport distance therefore minimising the potential for wind-borne dust; • Speed limits are implemented on site for all vehicles to minimise the mobilisation of particulates; • The Site benefits from good housekeeping. Suitably trained site operatives carry out manual sweeping at regular intervals throughout the day, to reduce dust generation. Daily visual inspections of the Site ensure that any unacceptable levels of litter or loose combustible materials are identified with sweeping and mechanical cleaning carried out by site operatives as required; • Waste storage areas benefit from regular cleaning, on a daily basis as a minimum, as part of the Site's housekeeping procedure; • Site access roads and operational areas are maintained and swept regularly to reduce dust generation; • Daily visual inspection of the Site and site boundary is carried out by site personnel. • Equipment will be subject to regular cleaning to prevent any build-up of loose debris, combustible waste and dust. • Drop heights will be minimised to prevent emissions of dust. Daily visual inspection of the Site and Site boundary will be carried out by Site personnel. The Site Manager will be responsible for implementing risk management measures in conjunction with the OT document (Ref: 416.065948.00002/_OT) and the DEMS.	Medium	Dust nuisance	Not Significant



WHAT DO YOU DO THAT CAN HARM AND WHAT COULD BE HARMED?		MANAGING THE RISK		ASSESSING THE RISK		
Pests:						
Pests	Adjacent commercial and industrial workplaces See Drawing 03 and 04.	Land and Air	Metal waste will not attract pests as it does not contain any biological material. Baled RDF has a negligible residual organic content and therefore presents a small risk. Pest control measures, however, are already implemented across the wider dock area. Strict WAP will be implemented to ensure that only authorised wastes are accepted. In the unlikely event that non-conforming wastes are delivered to site, they will be isolated and removed from site at the earliest opportunity. Timeframes for storage of wastes will be kept as low as practically possible, and all waste will be stored for a maximum of three months. In the event that birds, vermin & insects are identified at the site, a specialist pest control contractor will be employed to undertake remedial measures. The Site Manager is responsible for implementing risk management measures in conjunction with the OT document (Ref: 416.065948.000012_OT).	Low	Nuisance to human and commercial receptors	Not Significant
Mud / Litter:						
Mud and debris from vehicle movements.	Adjacent commercial and industrial workplaces See Drawing 03 and 04.	Land	The site's access road is Tees Dock Road. Due to the nature of the waste proposed for acceptance to the facility, mud and debris do not pose a significant risk. All access roads and operational areas of the site will be concreted or tarmacked and as such the risk of mud track out from traffic and plant machinery movements will be low. The following management techniques will be employed at the site, to ensure that the risk of mud track out is minimised: - Areas of hardstanding and impermeable surfacing will be maintained free of significant quantities of mud and debris; - All vehicles will be covered when loads are entering and exiting the facility; - Roads will be swept and cleaned whenever necessary; and - In the event that mud, debris or waste arising from the site is deposited outside the site, the affected area will be cleaned, and traffic will be isolated from sources of mud and debris within the site. Daily visual inspection of the site by the site management will identify any problem with mud which will be cleaned up as soon as possible. It is not envisaged to be an issue, but in the unlikely event that mud, debris, or waste arising from the site is deposited onto public areas outside the site, the following remedial measures will be implemented: - The affected public areas outside the site will be cleaned; - Traffic will be isolated from sources of mud and debris within the site to prevent further tracking of mud and debris, and measures will be taken to clear any such sources as soon as practicable; and - Provision will be made for road sweepers on the site access roads to stop any mud being carried onto public roads, and bowsers made available to damp down areas during dry periods to ensure that dust is not a problem.	Low	Mud and debris on the local road network, road safety	Not significant



WHAT DO YOU DO THAT CAN HARM AND WHAT COULD BE HARMED?			MANAGING THE RISK	ASSESSING THE RISK		
			The Site Manager will be responsible for ensuring that the site is monitored daily, and that investigations and remedial actions are recorded in the site diary in accordance with the management system. The Site Manager is responsible for implementing risk management measures in conjunction with the OT document (Ref: 416.065948.00002_OT).			
Litter from waste accepted at the facility.	• Adjacent commercial and industrial workplaces • Teesmouth SSSI, SPA • Teesmouth SPA • Teesmouth RAMSAR • Railway line • Tees Dock Road See Drawing 03 and 04.	Air	The following management techniques will be employed at the site, to ensure that the risk of generation of litter from wastes is minimised: • Strict WAP will ensure that only authorised wastes are accepted and with minimal contamination; • The site will benefit from good housekeeping and all areas of the site will be cleaned on a daily basis; • Vehicles will be sheeted or enclosed when arriving and departing the facility; and • All site vehicles leaving operational areas will be inspected to ensure that they are clear of loose waste. The site and its immediate surrounding will be inspected on a daily basis and action will be taken to maintain the area free of significant accumulations of litter and debris. Any excessive litter material at the facility or on the highways will be cleared using a mechanical sweeper and/or litter picker if required. The Site Manager is responsible for implementing risk management measures in conjunction with the OT document (Ref: 416.065948.00002_OT).	Low	Nuisance from litter	Not significant



Table 4-4 Accidents Risk Assessment and Management Plan

WHAT DO YOU DO THAT CAN HARM AND WHAT COULD BE HARMED			MANAGING THE RISK	ASSESSING THE RISK		
HAZARD	RECEPTOR	PATHWAY	RISK MANAGEMENT	PROBABILITY OF EXPOSURE	CONSEQUENCE	WHAT IS THE OVERALL RISK
WHAT HAS THE POTENTIAL TO CAUSE HARM?	WHAT IS AT RISK WHAT DO I WISH TO PROTECT?	HOW CAN THE HAZARD GET TO THE RECEPTOR?	WHAT MEASURES WILL YOU TAKE TO REDUCE THE RISK? – WHO IS RESPONSIBLE FOR WHAT?	HOW LIKELY IS THIS CONTACT?	WHAT IS THE HARM THAT CAN BE CAUSED?	WHAT IS THE RISK THAT STILL REMAINS? THE BALANCE OF PROBABILITY AND CONSEQUENCE
Fire	Receptors as identified in Table 4, namely: • River Tees • Adjacent industrial and commercial workplaces • Railway line • Teesmouth SSSI, SPA • Teesmouth SPA • Teesmouth RAMSAR See Drawing 03 and 04.	Air (smoke), Surface water and ground (firewater)	The Site will be managed in accordance with the approved Fire Prevention Plan submitted with this EP application (Ref: 416.065498.00003_FPP). The plan follows EA guidance for FPPs¹⁰, and details the required mitigation and management methods to prevent a fire of combustible materials stored on site. The information contained within the FPP aims to meet the three main objectives of the EA's GPP Guidance: • Minimise the likelihood of a fire happening; • Aim for a fire to be extinguished within 4 hours; and • Minimise the spread of fire within the site and to neighbouring sites. The FPP also includes measures for preventing contaminated firewater being released to surface water, including site containment and deployment of a Penstock shut off valve to isolate site drainage from the discharge to surface water. Extensive additional measures are in place to account for the larger pile sizes necessary for dockside storage and to ensure that the Site can still meet the three objectives described above. The specific measures are as follows: • Ensuring storage times are as short as possible, typically no more than 2-3 weeks. Strict acceptance and control of waste procedures will ensure that only permitted wastes are accepted on site. • In accordance with PD Port's pre-acceptance and acceptance procedures, metal waste will arrive at site pre-treated and will have extremely low levels of combustible, non-metal waste contamination. RDF bales will only be accepted if wrapped to the highest standards to ensure no ingress of moisture or oxygen. • Separation distances between piles will well exceed those required by the FPP guidance document. Distances between the piles within each bay will be at least 12 metres. • The port is operational 24 hours a day. Dock employees are continuously in and around the permitted site and undertaking	Low – due to mitigation and management measures proposed.	Harm and nuisance	Not significant

¹⁰ Fire prevention plans: environmental permits - GOV.UK (www.gov.uk)



WHAT DO YOU DO THAT CAN HARM AND WHAT COULD BE HARMED			MANAGING THE RISK	ASSESSING THE RISK		
HAZARD	RECEPTOR	PATHWAY	RISK MANAGEMENT	PROBABILITY OF EXPOSURE	CONSEQUENCE	WHAT IS THE OVERALL RISK
WHAT HAS THE POTENTIAL TO CAUSE HARM?	WHAT IS AT RISK WHAT DO I WISH TO PROTECT?	HOW CAN THE HAZARD GET TO THE RECEPTOR?	WHAT MEASURES WILL YOU TAKE TO REDUCE THE RISK? – WHO IS RESPONSIBLE FOR WHAT?	HOW LIKELY IS THIS CONTACT?	WHAT IS THE HARM THAT CAN BE CAUSED?	WHAT IS THE RISK THAT STILL REMAINS? THE BALANCE OF PROBABILITY AND CONSEQUENCE
			regular thermal checks of the waste stockpiles. CCTV and thermal detection cameras are constantly monitored by security staff. In addition, patrols are undertaken by Teesport Harbour Police. Consequently, the initial signs of a fire will be detected very early and the emergency procedures activated, including the mobilisation of cranes to isolate and quarantine the impacted area. - Five ship-loading cranes are continuously present on the dockside and can be mobilised to the waste stockpiles within 10 minutes of the early signs of a fire being detected. Each crane has a grab bucket which can hold 18 tonnes of waste. It is estimated that within 30 minutes of mobilisation, the five cranes combined can move over 5,000 tonnes of waste to the quarantine areas where it will be subjected to fire suppression, initially from manual hoses and then from fireboats and the Fire and Rescue Service. - The Site benefits from an effective and reliable firefighting strategy that includes a system of hoses that can be connected to eight hydrants that are positioned either within the permitted area or immediately adjacent to it. Site operatives are trained in the use of the hoses and can deploy them within 10 minutes of a fire being detected at all times of the day. Each hydrant can provide up to 1,250 litres per minute of water. - PD Teesport has a good relationship with the harbour master who has tugboat firefighting capability. One tugboat is permanently on standby and can respond within one hour, and there are three other tugboats available on request. The tugboats contain high volume pumps that are routinely positioned on the dockside to tackle large fires on ships. The jets on each of the four available tugboats have the capacity to deliver 1,800m³ of water per hour and reach a distance of 120 metres. In total, the four tugboats can provide up to 120,000 litres (120m³) per minute and can cover ample distance to reach all waste piles and quarantine areas and minimise the risk of the fire spreading within the Site and to neighbouring sites. Although the waste piles on site exceed the maximum EA FPP guidelines, it is considered that the quick detection and response capability of PD Teesport will be more than sufficient to isolate			



WHAT DO YOU DO THAT CAN HARM AND WHAT COULD BE HARMED			MANAGING THE RISK	ASSESSING THE RISK		
HAZARD	RECEPTOR	PATHWAY	RISK MANAGEMENT	PROBABILITY OF EXPOSURE	CONSEQUENCE	WHAT IS THE OVERALL RISK
WHAT HAS THE POTENTIAL TO CAUSE HARM?	WHAT IS AT RISK WHAT DO I WISH TO PROTECT?	HOW CAN THE HAZARD GET TO THE RECEPTOR?	WHAT MEASURES WILL YOU TAKE TO REDUCE THE RISK? – WHO IS RESPONSIBLE FOR WHAT?	HOW LIKELY IS THIS CONTACT?	WHAT IS THE HARM THAT CAN BE CAUSED?	WHAT IS THE RISK THAT STILL REMAINS? THE BALANCE OF PROBABILITY AND CONSEQUENCE
			potentially burning waste from the stockpiles in the Bulking Zone and extinguish a fire from quarantined waste within 3 hours at all times of the day. The waste stored temporarily in the Loading Zone is done so for only a matter of hours and is therefore considered a low fire risk.			
Vandalism leading to potential contamination of the site	Receptors as identified in Table 4, namely: - Ferry Terminal - Warehouse See Drawing 03 and 04	Land, air and surface water.	In order to prevent unauthorised access, a number of site security measures will be in place, including; - A permanent security team based within the port. - Site staff who will undertake regular inspections of the site which will be manned 24 hours a day; - Extensive CCTV monitoring system that will cover the full extent of the site and be monitored by the port's 24-hour security team. - Inspections: gates and fencing extending around the site will be inspected daily by the operations staff to identify deterioration and damage, and the need for any repairs; - Routine monitoring of the site by Harbour Police; - Maintenance and repair: fencing will be maintained and repaired to ensure their continued integrity. In the event that damage is sustained repairs will be made by the end of the working day. If this is not possible, suitable measures will be taken to prevent any unauthorised access to the site and permanent repairs will be affected as soon as practicable; - Authorised access system: all visitors to the site will be required to register in the visitor's book and sign out again on exit to minimise the risk of unauthorised visitors being present on site; and - Monitoring techniques: operational procedures, including regular inspections will ensure continual monitoring of security provision at the site. The site will be manned throughout operational hours by site staff. In the event of a breach of security at the site, the cause will be investigated, and appropriate mitigation measures implemented. This will be recorded electronically in Comtrac. Records maintained will	Low	Theft, Plant failure, harm to human health	Not significant



WHAT DO YOU DO THAT CAN HARM AND WHAT COULD BE HARMED			MANAGING THE RISK	ASSESSING THE RISK		
HAZARD	RECEPTOR	PATHWAY	RISK MANAGEMENT	PROBABILITY OF EXPOSURE	CONSEQUENCE	WHAT IS THE OVERALL RISK
WHAT HAS THE POTENTIAL TO CAUSE HARM?	WHAT IS AT RISK WHAT DO I WISH TO PROTECT?	HOW CAN THE HAZARD GET TO THE RECEPTOR?	WHAT MEASURES WILL YOU TAKE TO REDUCE THE RISK? – WHO IS RESPONSIBLE FOR WHAT?	HOW LIKELY IS THIS CONTACT?	WHAT IS THE HARM THAT CAN BE CAUSED?	WHAT IS THE RISK THAT STILL REMAINS? THE BALANCE OF PROBABILITY AND CONSEQUENCE
			include inspections and maintenance of security fencing and the gate, breaches of security, investigations and actions taken.			
Unauthorised Waste Acceptance leading to contamination	Receptors as identified in Table 4, namely: - Ferry Terminal - Warehouse See Drawing 03 and 04.	Air, Land and surface water	The receipt of unauthorised materials could result in wastes with unacceptable levels of contamination being taken and stored at the site. No waste will be accepted that is dusty, odorous or visibly contaminated. Strict waste acceptance procedures will be enforced at all times to ensure that only those wastes authorised by the permit and matching the details on the transfer note are accepted on site. If non-compliant waste is identified before unloading, it will not be accepted on site. In the unlikely event that unauthorised waste is delivered to the site, the waste will be segregated and stored in a designated quarantine/isolation containers prior to export from site to an alternative suitably permitted facility. The containers used for waste quarantine can be seen on Drawing 5.	Low	Nuisance, harm to human health	Not significant
Vehicle collision	Receptors as identified in Table 4, namely: - Ferry Terminal - Warehouse	Land	There is the potential for collision of vehicles with site infrastructure, equipment and storage vessels which could lead to loss of containment. Mitigation measures in place include: - A Site speed limit of 5 mph will be implemented; - Vehicles will follow designated routes; and - Where appropriate, barriers will be constructed to prevent vehicles from damaging equipment.	Low	Damage to vehicles, buildings, and harm to human health.	Not significant
Flooding	Surface water, soils and groundwater - River Tees - Adjacent commercial and industrial workplaces - Teesmouth SSSI, SPA - Teesmouth SPA	Flood waters over land	There are no surface water features within the permit boundary. A very small area of the site lies within a Flood Zone 3. The majority of the site lies within a Flood Zone 2 or Flood Zone 1, therefore has an annual probability of flooding from the River Tees of between 1 in 100 and 1 in 1000 (1% to 0.1%). In the event that the site operations are impacted by pluvial flooding requiring temporary evacuation of the site, all equipment would cease operation in accordance with the Site's emergency action plan. Before re-commencement of site operations, checks would be carried to ensure that equipment can start safely and to ensure that any residues / contamination is addressed.	Low	Contaminated flood waters impacting land in residential, ecological and commercial areas	Not Significant



WHAT DO YOU DO THAT CAN HARM AND WHAT COULD BE HARMED			MANAGING THE RISK	ASSESSING THE RISK		
HAZARD	RECEPTOR	PATHWAY	RISK MANAGEMENT	PROBABILITY OF EXPOSURE	CONSEQUENCE	WHAT IS THE OVERALL RISK
WHAT HAS THE POTENTIAL TO CAUSE HARM?	WHAT IS AT RISK WHAT DO I WISH TO PROTECT?	HOW CAN THE HAZARD GET TO THE RECEPTOR?	WHAT MEASURES WILL YOU TAKE TO REDUCE THE RISK? – WHO IS RESPONSIBLE FOR WHAT?	HOW LIKELY IS THIS CONTACT?	WHAT IS THE HARM THAT CAN BE CAUSED?	WHAT IS THE RISK THAT STILL REMAINS? THE BALANCE OF PROBABILITY AND CONSEQUENCE
	• Teesmouth RAMSAR • Railway line See Drawing 03 and 04		PD Teesport maintains a business continuity plan which provides contingency measures should the storage facility be made non-operational. This involves diverting incoming waste to other locations and notifying suppliers that the site is closed.			



Table 4-5 Surface water risk assessment

WHAT DO YOU DO THAT CAN HARM AND WHAT COULD BE HARMED			MANAGING THE RISK	ASSESSING THE RISK		
HAZARD	RECEPTOR	PATHWAY	RISK MANAGEMENT	PROBABILITY OF EXPOSURE	CONSEQUENCE	WHAT IS THE OVERALL RISK
WHAT HAS THE POTENTIAL TO CAUSE HARM?	WHAT IS AT RISK WHAT DO I WISH TO PROTECT?	HOW CAN THE HAZARD GET TO THE RECEPTOR?	WHAT MEASURES WILL YOU TAKE TO REDUCE THE RISK? – WHO IS RESPONSIBLE FOR WHAT?	HOW LIKELY IS THIS CONTACT?	WHAT IS THE HARM THAT CAN BE CAUSED?	WHAT IS THE RISK THAT STILL REMAINS? THE BALANCE OF PROBABILITY AND CONSEQUENCE
Spillage and Leakage	Surface water	Surface water drainage system	Accidental spillages or leakage of potentially contaminating liquids could contaminate surface water run-off. There will be no storage of chemical or fuel storage within the permitted area, and the only risk of leakage is from the site plant. However, to minimise the risk and impact of releases the following measures will be implemented: - No chemical or fuel storage will occur within the permitted area. Any - Spill kits: materials suitable for absorbing and containing minor spillages will be maintained on site; and - Monitoring techniques: the site staff will undertake daily monitoring for evidence of spillage and leakage. In the event of any potentially polluting leak or spillage occurring on site, the following action will be taken: - Minor spillages will be cleaned up immediately, using sand or proprietary absorbent. The resultant materials will be placed into containers and will then be removed from site and disposed of at a suitably permitted facility. The incident will be logged in the site diary. - Any dry wastes spilled on site will be collected and transported to the appropriate area of the site. - In the unlikely event of a major spillage, which is causing or is likely to cause polluting emissions to the environment, the Penstock shut-off valve will be closed to prevent releases to surface water and immediate action will be taken to contain the spillage and prevent liquid from flowing outside the permit boundary. The spillage will be cleared immediately and placed in containers for offsite disposal, and the EA will be informed. The Site Manager is responsible for implementing risk management measures in conjunction with the OT document (Ref:416.065498.00002_OT).	Low	Contamination of surface water	Not significant
Firewater run-off	Surface water	Site drainage system, run-off from site boundary	The Site will be managed in accordance with the approved Fire Prevention Plan submitted with this EP application (Ref: 416.065498.00002_FPP).	Low – due to mitigation and management measures proposed.	Contamination of surface water	Not significant



WHAT DO YOU DO THAT CAN HARM AND WHAT COULD BE HARMED			MANAGING THE RISK	ASSESSING THE RISK		
HAZARD	RECEPTOR	PATHWAY	RISK MANAGEMENT	PROBABILITY OF EXPOSURE	CONSEQUENCE	WHAT IS THE OVERALL RISK
WHAT HAS THE POTENTIAL TO CAUSE HARM?	WHAT IS AT RISK WHAT DO I WISH TO PROTECT?	HOW CAN THE HAZARD GET TO THE RECEPTOR?	WHAT MEASURES WILL YOU TAKE TO REDUCE THE RISK? – WHO IS RESPONSIBLE FOR WHAT?	HOW LIKELY IS THIS CONTACT?	WHAT IS THE HARM THAT CAN BE CAUSED?	WHAT IS THE RISK THAT STILL REMAINS? THE BALANCE OF PROBABILITY AND CONSEQUENCE
			The plan follows EA guidance for FPPs¹¹, and details the required mitigation and management methods to prevent a fire of combustible materials stored on site. The information contained within the FPP aims to meet the three main objectives of the EA's GPP Guidance: • Minimise the likelihood of a fire happening; • Aim for a fire to be extinguished within 4 hours; and • Minimise the spread of fire within the site and to neighbouring sites. The FPP also includes measures for preventing contaminated firewater being released to surface water, including site containment and deployment of a Penstock shut off valve to isolate site drainage from the discharge to surface water.			
Acceptance of Waste containing contaminants	Surface water	Site drainage system	The acceptance of unauthorised materials could result in wastes with unacceptable levels of contamination being accepted and stored at the site. WAP will be implemented on site with strict enforcement to ensure that no unauthorised waste is accepted. All wastes will be subject to inspection and checking against the waste transfer note. No waste will be accepted that is dusty, odorous or visibly contaminated. In the event that unauthorised waste is delivered to the site, the waste will be segregated and stored in a designated quarantine/isolation area prior to export from site to an alternative suitably permitted facility. The Site Manager is responsible for implementing the waste acceptance procedure detailed in the OT document (Ref: 416.065498.00002_OT).	Low	Contamination of surface water	Not significant
Flooding	Surface water	Flood waters over land / site boundary	A very small area of the site lies within a Flood Zone 3, but the majority of the site lies within a Flood Zone 2 or Flood Zone 1 and therefore has an annual probability of flooding from the River Tees of between 1 in 100 and 1 in 1000 (1% to 0.1%). In the event of a flood, water would continue to drain and discharge to surface water. There are no additional pollution sources on the site other than those that are also present during normal rainfall events and therefore the risk of contamination would not be increased during a flood event	Low	Contamination of surface water	Not Significant



5.0 CONCLUSIONS

This ERA has been undertaken in accordance with EA guidance: *Risk assessments for your environmental permit*.

Qualitative risk assessments have been carried out for odour, noise, fugitive emissions (including dust, pests, litter and mud), releases to surface water, and potential for accidents and incidents. The assessment concludes that with the implementation of the risk management measures described above, potential hazards from the proposed development are not likely to be significant and no further assessment is required.





Appendix A EA Nature and Heritage Screening Report

Nature and Heritage Conservation

Screening Report: Bespoke Waste

Reference	EPR/BP3320LB/P001
NGR	NZ 55144 22858
Buffer (m)	400
Date report produced	10/02/25
Number of maps enclosed	1

This nature and heritage conservation report

The nature and heritage conservation sites, protected species and habitats, and other features identified in the table below **must be considered in your application**.

In the further information column, there are links which give more information about the site or feature type and indicate where you are able to self-serve to get the most accurate site boundaries or feature locations.

Most designated site boundaries are available on [Magic map](#). Using Magic map allows you to zoom in and see the site boundary or feature location in detail, Magic map also allows you to measure the distance from these sites and features to your proposed boundary. [Help videos](#) are available on Magic map to guide you through.

Where information is not publicly available, or is only available to those with GIS access, we have provided a map at the end of this report.

Sites and Features within screening distance	Screening distance (m)	Further Information
Special Protection Area (pSPA or SPA) Teesmouth and Cleveland Coast	1000	Joint Nature Conservation Committee and Magic map
Sites of Special Scientific Interest (SSSI) Teesmouth and Cleveland Coast	1000	Natural England and Magic map

Protected Species within screening distance

Screening distance (m) Further Information

Atlantic Salmon migratory route

up to 500m

[Natural England](#)

European Eel migratory route

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

River Lamprey migratory route

Sea Lamprey migratory route

Environment Agency. Dial 03708 506 506 for your local Fisheries and Biodiversity team

Where protected species are present, a licence may be required from [Natural England](#) to handle the species or undertake the proposed works.

The following nature and heritage conservation sites, protected species and habitats, and other features have been checked for, where they are relevant for the permit type requested, but have not been found within screening distance of your site unless included in the list above.

Special Areas of Conservation (cSAC or SAC), Special Protection Area (pSPA or SPA), Marine Conservation Zone (MCZ), Ramsar, Sites of Special Scientific Interest (SSSI), National Nature Reserve (NNR), Local Nature Reserve (LNR), Local Wildlife Sites (LWS), Ancient Woodland, relevant species and habitats.

Please note we have screened this application for features 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.

The nature and heritage screening we have conducted as part of this report is subject to change as it is based on data we hold at the time it is generated. We cannot guarantee there will be no changes to our screening data between the date of this report and the submission of the permit application, which could result in the return of an application or requesting further information.

Protected Species

Legend

Protected species screened for Env Permits - complete set

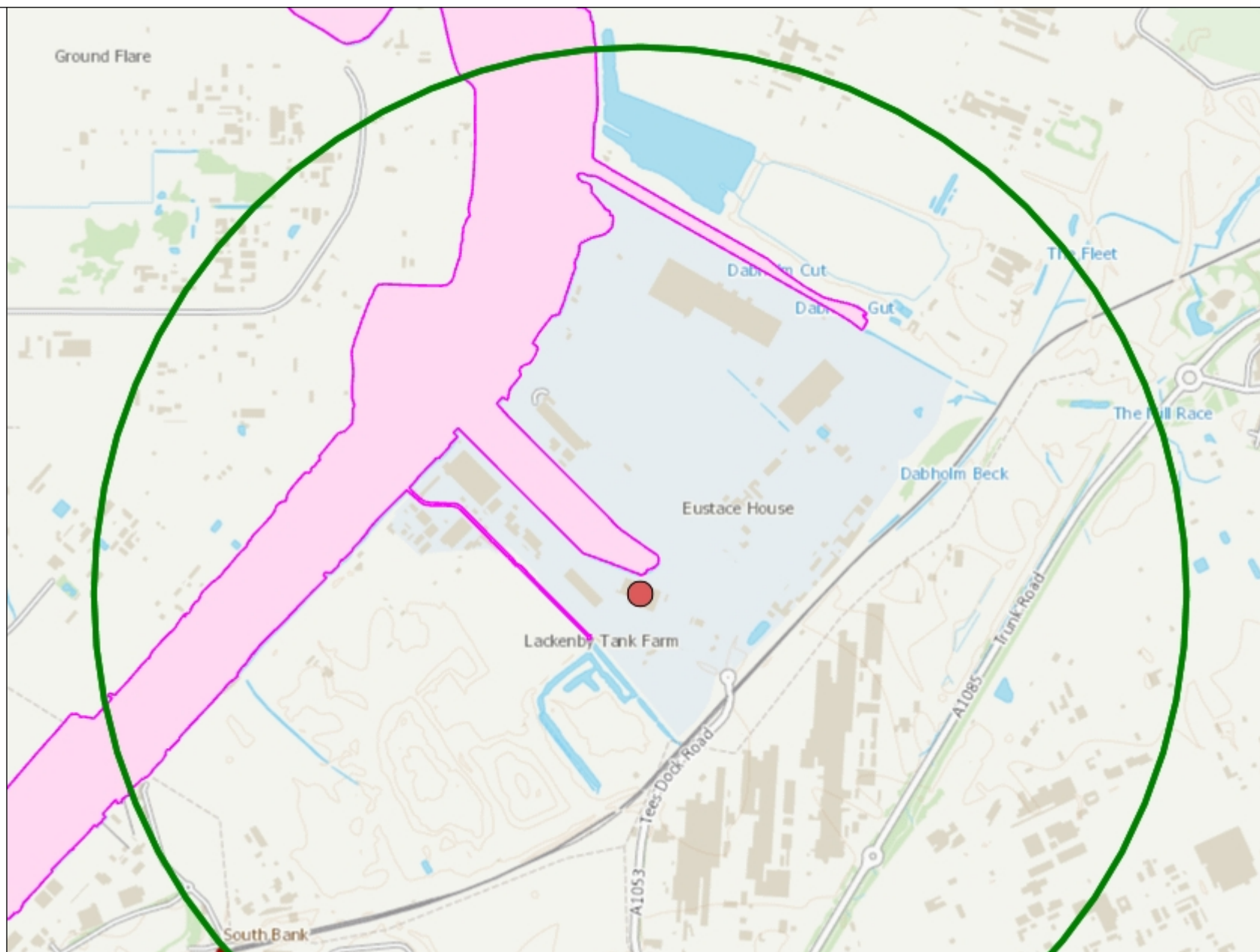
 Protected species, non fish

 Protected fish

 Protected fish migratory route

 Coded

 Fish migratory routes screened for Environmental Permits





Making Sustainability Happen