AC ENVIRONMENTAL CONSULTING

Environmental Management System

Milton Gough's

Shaw Ln

Cudworth

Barnsley

S71 3HJ

April 2026

Ref: MG.PT.EMS.2604

AC Environmental Consulting Ltd

Environment House,

Werrington Road,

Stoke-on-Trent

ST2 9AF

Reference & Revision	Issue	Prepared	Approved
MG.PT.EMS.2604	**1**	**SD**	

CONTENTS

1. Location 4
2. History 4
3. Design 4
3.1 Vulnerable Locations 6
3.2 Drainage 7
3.3 Water, Gas and Electricity 8
3.4 Waste Handling 8
3.5 Waste Types 9
3.6 Retention Times 10
3.7 Waste Acceptance Procedures 11
3.8 Non-Conforming Waste 11
3.9 Hazardous Waste 12
3.10 Weighing Facilities 12
3.11 Traffic Movements 12
3.12 Operating Arrangements 13
3.13 Inspections & Maintenance 13
3.14 Site Tidiness 14
3.15 Site Security 14
3.16 Dust Control 15
3.17 Noise Management 15
3.18 Odour Control 16
3.19 Litter Control 16
3.20 Pest Control 17
4. Contingency Plans 17
5. Accident Prevention and Management Plan 18
6. A Changing Climate 18
7. Personnel and Duties 18
8. Staff Competence and Training 18
9. Records 19
10. Fire Control and Prevention 19
11. Complaints 19
12. Review of the System 19
13. Site condition report 20
Appendix 1 – Management Structure 21
Appendix 2 – fire prevention plan: 2510ASL101 22

Appendix 3 – site location plan Drawing Ref: 2510ASL102 23
Appendix 4 – sensitive receptor plan Drawing Ref: 2510ASL103 24

This Environmental Management System is for the Milton Gough car breaking facility, located on Shaw Ln, Cudworth, Barnsley, S71 3HJ

The Environmental Management System comprises this description of site operations and the Site Working Procedures Manual.

1. LOCATION

Milton Gough's is located on Shaw Ln, Cudworth, Barnsley, S71 3HJ. The site is located on a 4000m^2 industrial unit consisting of an office building, depollution building, two parts storage buildings, a 20ft ISO container and a large open area for storing depolluted ELV shells. The site is immediately bordered to the north by Shaw ln, beyond which the site is surrounded to the north, west and south by industrial units ranging from similar ELV breakers to general scrap metal merchants and skip hire firms.

The site is located partially in flood zone 2 and partially in flood zone 3, meaning the annual risk of flooding is between 1 in 100 and 1 in 30. The nearest residential housing is located approximately 220m to the west of the site on Shaw Ln.

2. HISTORY

The earliest cartographic data on the location of the site is from 1854, which shows the railway line to the west of the site in place. 1906 is the first appearance of development on the Milton Gough site, with evidence of an access road running from the southern edge of Shaw Ln. Further development of. The railways can be seen throughout the early 20th century with another significant line popping up to the east of the site, showing how the area has had a history of significant industrial development and importance. The large scale railway complex remains in place after the latest available cartographic data in 1966. The eastern railway line had been cleared and the site and surrounding land developed by 1999, the earliest available satellite imagery.

3. Design

The site is designed to ensure freedom of movement between the depollution building, site access and the external yard. The site is covered partially with concrete and partially with compacted hardstanding, which while not as impermeable as concrete is generally considered to be practically impermeable. All hazardous wastes are stored inside a building on impermeable concrete. The site is accessed from the north east. The site office is immediately to the left as you enter the site and the depollution building is opposite the entrance in the north west corner. The depollution building consists of the depollution ramp, as well as storage for lead acid batteries, waste oil and waste antifreeze, spill kits and an oil filter and rag bin. The site has installed a sleeping policemen across the

entrance of the depollution building in order to retain any potential runoff. The office building contains hydrosnakes and PPE storage. The northern area of the site also includes 2 buildings and a 20ft ISO container which will hold parts designated for resale. Engines and tyres are stored on the impermeable concrete in the north of the site, with site operatives ensuring that engines and tyres are free from oil and debris by wiping them down with a cloth prior to storage. The drainage is also in the north of the site, with all surface runoff flowing to a sump located on the northern boundary of the site. the topography of the site dictates that all runoff will be collected in this sump, minimising the risk of environmental damage. The sump tank will be emptied by a suitably permitted waste carrier as and when necessary. The one mobile plant machine on site (forklift) will be stored next to the office building when not in use. The southern portion of the site is where all depolluted ELVs will be stored. The site has a maximum capacity of 126 ELVs, all of which will be thoroughly depolluted, with site operatives letting waste liquids completely drain from vehicles and then wiping down any potentially oily parts so that the vehicle is entirely oil free ahead of storage. The site is accessed by a road off Shaw Ln, and is secured by 2m high spiked palisade gates. Other site boundary treatments consist of 3m and 4m high concrete panel fencing (south and west), 2m and 3m high steel sheet fencing (north) and 2m high mesh fencing (east) and palisade fencing (east and north). The steel sheet and concrete panel fencing is dug into the ground so that runoff cannot leave the site. Where the mesh fencing borders the site, the yard is set down approximately 20cm so that surface runoff can't leave the site here. Site operatives will be on hand with hydrosnakes if any runoff appears to be heading towards the palisade fencing, however this is unlikely as all site runoff naturally drains into a 3000L sump in the north east of the yard. The site also features a CCTV system, which covers each external waste stockpile through 3 cameras – 2 located on the site office and a 3rd located on the eastern boundary. The access road will be kept clear so that a fire truck could fit down it at all times. The forklift will be fitted with a fire extinguisher, along with 2 extinguishers located in the depollution building and 2 in the site office.

Regarding site operations, there will only be one ELV being depolluted at any given time. ELVs will be depolluted at the first possible opportunity after being delivered to the site and site management will arrange deliveries to the site in a way which minimises the risk of a build up of undepolluted ELVs. Batteries will be removed from the ELVs immediately upon receipt prior to the depollution process. These are then stored in a 1000L IBC with the top removed within the building on impermeable concrete. A maximum of one ELV will be depolluted in this area at any one time, which will take no longer than a few hours. The depollution process will involve the thorough removal of all waste contaminant liquids, with site operatives letting the flid drip and then wiping down any parts at risk of leaking il during storage with a rag. Oil and antifreeze will be stored in 1000L IBCs in the depollution

shed, and petrol and diesel will be put into mobile plant or staff vehicles, eliminating the need for a storage facility. Once an ELV has been depolluted, it is stripped for parts before being stored in one of the 6 stockpiles in the south of the yard. Further parts may be extracted on customer request while the depolluted ELV is stored in one of its stockpiles. The car parts which are stripped from the car during the dismantling process will be stored in the north of the site, in one of two buildings, a 20ft ISO container or the external engine/tyre stockpiles on impermeable concrete. The parts for resale will be processed in accordance with the demands of the market. Waste storage locations are subject to the benefit of operational efficiency while also considering appropriate separation measures as a means of fire prevention. For example, products of depollution are all stored in the depollution area, however this area has sufficient fire prevention measures to mitigate the risk of fire such as storing wastes in designated approved containers and daily thermal monitoring. Every stockpile is accessible from at least 2 sides for the purposes of fire fighting.

The site is fully covered inside and outside the depollution building with an impermeable surface. Drainage consists of a self contained private drainage system featuring an entrance point on the northern boundary of the site. the topography of the site will dictate that all runoff flows into this tank. All water and other liquids will be held within the unit by the building's brick walls and by the deployment of flood sax at the base of each of the access points, which will be used to retain fire water within the building.

There is an office area in the north east corner of the building, in addition to the depollution area. All wastes are clearly separated from each other and from the storage of parts within the building.

The site security system consists of a CCTV/intruder alarm system that operates 24 hours a day and will alert site staff via text both during operational hours and out of hours if a break in or a fire is detected. The system consists of one standard security camera covering the entrance which will alert management to a break in, and two thermal cameras covering the depollution bay and depolluted ELV stockpile, which will alert management in the event of a fire. It is crucial to note that the CCTV cameras are UKAS accredited and have been designed, installed, and maintained by a UKAS accredited installer. The site is secured by 2m high fencing around the site and 2m high spiked gates at the entrance.

It is important to note that the site has been operating as an ELV breaker facility since the 1980s with no significant incidents of fire, theft or environmental damage.

3.1 Vulnerable Locations

Given the sites semi rural location, there are relatively few sensitive receptors within 1km of the site. there are two schools which both lie on the 1km boundary to the west of the site – Carlton Primary

School and Outwood Academy Carlton. The nearest residential property is 220m to the west of the site beyond the large railway embankment. There is another small row of houses 315m east, north east and further residential developments to the east and west towards the 1km boundary. The most significant sensitive receptors within 1km of the site are the designations for a Local Nature Reserve and Site of Special Scientific Interest. The Carlton Marsh (LNR) lies to the north of the site, wrapping around the industrial complex on the opposite side of Shaw Ln, and the Dearne Valley Wetlands (SSSI) immediately borders the site to the east, extending southward for over 1km. There are no care or medical facilities within 1km of the site.

Due to the mitigative measures in place (please refer to Sections 3.12, 3.13, 3.14, 3.15 and 3.16 for further detail), the nearby receptors are at minimal risk of experiencing adverse impacts from the site. The site is fully surfaced with impermeable concrete and compacted hardstanding, has 4m high concrete panel fencing where the site immediately borders the SSSI, has water containment measures and pollution control measures in place to prevent pollution e.g., spill kits, flood sax, a private drainage system and beneficial topography preventing water from leaving the site. In the event that sensitive receptors may be at risk, they will be notified by phone call or by site operatives knocking on doors in the case of properties on Shaw Ln, and informing them of the incident and reassuring them that every measure is being taken to control and rectify the situation.

3.2 Drainage

Drainage on site is served by a private drainage system, which has a single entrance point leading to a sump on the northern border of the site. the topography of the site, impermeable concrete and compacted hardstanding surface, and the fencing and kerbing. The sump tank will be emptied as and when necessary by a suitably permitted waste carrier. Site operatives will regularly monitor the level of liquid in the tank so that it does not overflow.

The depollution building also has strategies in place which will retain liquids within it. There is a sleeping policeman across the entrance to the building which stops liquid from flowing out onto the external yard, and waste contaminant liquids are stored in double bunded 1000L IBCs. The building is constructed of impermeable brick and is surfaced with impermeable concrete, ensuring that no liquid can escape. In the event of a spillage in the building, a spill kit will be used in order to clean up the liquid. Hydrosnakes will be used to retain fire water on site. they will be deployed across the site entrance.

3.3 Water, Gas and Electricity

The water on site is supplied by Yorkshire Water. The electricity on site is distributed by Northern Powergrid and there is no gas on site.

3.4 Waste Handling

The operations will be subject to the Environmental Permitting Regulations. The site will accept between 20 and 30 ELVs per week, with an average of 25. The only wastes which are on site are as follows.

Undepolluted ELVs – Material will be processed immediately on arrival to the site, on the ramp in the depollution shed. Operatives will depolluted vehicles thoroughly, ensuring that each ELV is completely free of oil and other contaminant liquids ahead of storage, by letting the liquids drip for a sufficient amount of time and wiping any potentially oily parts with a rag ahead of storage.

Depolluted ELVs – Once the depollution process has been completed, vehicles will be transferred to the external waste stockpiles in the south of the yard. There are 6 stockpiles in total with a maximum capacity of 124 vehicles. Each stockpile has a 6m separation gap between each other to act as a firebreak. Where stockpiles are in 6m of a boundary, the boundary will either be a concrete fire wall or have no other property on the other side of the boundary (the eastern edge of the yard is neighboured by an open concrete access area to other sites). Each stockpile will have vehicles stacked 2 high and each vehicle will be accessible from at least 1 side for fire fighting purposes.

Waste Contaminant Liquids (oil & antifreeze) – Once extracted from an ELV, waste oil will be stored in one of two double bunded 1000L IBCs in the north west corner of the depollution shed. Antifreeze will be stored in a single 1000L IBC in the same area. The liquids are stored on concrete and will be bunded by an impermeable blockwork wall which will be able to hold 1100L in accordance with environment agency regulations. The liquids will also be bunded by the sleeping policeman across the entrance to the building. Petrol and diesel extracted from ELVs does not require a storage facility because it is immediately transferred to the site forklift or staff vehicles.

Batteries – Lead acid batteries extracted from ELVs are stored in one of 2 IBCs in the north east of the depollution shed. The IBCs will have the tops cut off so that the batteries can easily be transferred in and out of their container. Crucially, the batteries will be stored upright with their terminals taped or capped to prevent sparking and ignition. CATs do not require a storage facility as they are immediately locked in the back of the site van upon removal and transported off site at the end of each working day.

Oil Rags and Filters – Oil rags and filters will be stored in the depollution shed inside bang within a sealed wheelie bin. The bin is sealed to eliminate oxygen flow, which is a key component of combustion

Tyres – Tyres will be designated for resale or as waste depending on the condition. They are stored on impermeable concrete in the northern area of the yard meaning any runoff which comes into contact with the rubber will flow straight into the drainage sump.

Parts for resale – Parts for resale are all stored in the northern area of the yard, either in one of two designated parts buildings, a 20ft ISO container or on the impermeable concrete. All engines will be designated for resale due to their value. These will be stored on the concrete area in the north of the yard so that all runoff which comes into contact with the engines flows straight into the drainage sump. The rest of the parts for resale will be stored in one of the three aforementioned structures. All parts will strictly be wiped down with a rag in order to remove any oil ahead of storage.

3.5 Waste Types

The range of wastes handled on site are described above in section 3.4. All the waste accepted at the site will be in accordance with the Environmental Permit for the site. The waste types and stockpile sizes are as listed in the table below

Stockpile Number	Material Type/Stockpiles	Form	Location	Maximum Amount in each area (m^3)
1	ELV	Depolluted	Central westof yard	8 x 2 x 2 = 32 ELVs = 320m^3
2	ELV	Depolluted	South west area of yard	8 x 2 x 2 = 32 ELVs = 320m^3
3	ELV	Depolluted	South of the yard	4 x 1 x 2 = 8 ELVs = 80m^3
4	ELV	Depolluted	South east of the yard	8 x 1 x 2 = 16 ELVs = 160m^3
5	ELV	Depolluted	South east of the yard	6 x 1 x 2 = 12 ELVs = 120m^3
6	ELV	Depolluted	Central east of yard	7 x 2 x 2 = 28 ELVs = 280m^3

7	Tyres	Mixed tyres for resale and disposal	Northern area of yard by the site entrance	30m^3
8	Parts	For resale	Building in north of yard	14.56m^3
9	Parts	For resale	Building in north of yard	20.24m^3
10	Parts	For resale	ISO container in north of yard	38.3m^3
11	Antifreeze	Product of depollution	IBC in north west corner of depollution building	1m^3
12	Oil	Product of depollution	2 x IBCs on western wall of depollution building	2m^3
13	Batteries	Product of depollution	2 x IBCs in north east corner of depollution building	2m^3
14	ELV	In process of depollution	1 ELV on depollution ramp	10m^3
15	Oil Filters and rags	In sealed bin	South east corner of depollution building	0.25m^2

All wastes are stored in their largest form. No cutting or shredding will occur on site

3.6 Retention Times

As shown below, high risk material will be processed in no longer than 30 days. Low risk material will be processed in accordance with the demands of the market.

Material Risk Rating	**Timescale**
Higher risk material (un-depolluted ELVs)	Material will be processed (depolluted) upon immediate arrival on site
Products of depollution (batteries, CATs, waste fluids)	Materials will be processed when the container reaches capacity, or every 3 months
Low risk material (parts for resale)	Material will be processed depending on the demands of the market
Depolluted ELVs	Material will be processed once all valuable parts have been extracted, maximum retention period of 6 months

3.7 Waste Acceptance Procedures

3.7.1 The site has procedures designed to ensure that wastes received at site do not present a considerable risk of fire. Checks to ensure the suitability of wastes accepted begin prior to receipt. The site will make enquiries regarding the specific details of the waste including the EWC code, specific details of the vehicle, whether the waste is classed as hazardous (this will always be the case due to the hazardous components within the vehicle), details of the source of the waste, including the waste producer and any subsequent waste carriers.

3.7.2 ELVs are inspected by site staff at the point of collection prior to being accepted. Wastes are also supervised so that any issues which were hidden and not identified prior to receipt can be seen. The aim of this is to ensure that a problematic load is not accepted.

3.7.3 The site only accepts hazardous waste in the form of ELVs, so the potential of a fire arising from mixtures of wastes or incompatible wastes is very limited. However, it is also recognised that some scrap metal wastes can include chemicals, as surface treatments etc, and although these are likely to be in very small quantities, it is theoretically possible that a residual risk from incompatible wastes remains. If such a load is identified at collection it shall be rejected and site management advised.

3.7.5 Site operatives will be trained to inspect areas of ELVs including storage compartments, wheel arches, exhaust pipes and engine bays ahead of waste acceptance so that if any non conforming materials are found they can be sent off site with the waste producer. However, on the unlikely occasion that non conforming materials are discovered following waste acceptance, they will be segregated to the quarantine area before removal from site within a maximum timeframe of 48 hours.

3.8 Non-Conforming Waste

Any non conforming material discovered during waste inspection procedures will be instructed to be removed from the site from the original waste carrier. If this is not possible, or the waste producer/carrier refuses, it will be placed in the quarantine area before a suitably permitted waste carrier removes it from site within 28 hours. If non conforming waste is found within a load and cannot be separated from the rest of the waste, the entire load shall be rejected.

On the unlikely occasion that non-conforming materials are found after entering the site, they will be segregated immediately and stored in the quarantine area to the west of the site before being removed from site by a suitably permitted waste carrier with 48 hours

If the same waste stream is regularly found to contain non-conforming materials, then a review of the acceptance procedures will be undertaken. This involves a discussion with the waste producer to resolve the issue and prevent any further occurrences. If it is necessary, non-conforming loads shall be reported to the appropriate authorities.

3.9 Hazardous Waste

The range of hazardous waste that the site accepts is Limited to ELVs. The site is also permitted to store hazardous components of ELVs following waste processing activities (depollution). Waste will be delivered by other carriers, pre arranged by site management. The site does not operate its own recover truck, however it does operate a van which can be used to remove wastes from the site to suitably permitted facilities.

On arrival, hazardous waste will be inspected at the gate by the site manager to ensure that the waste delivered to the site meets the following criteria:

- EWC Code on the waste transfer note conforms to the waste inside the container.
- Permit waste acceptance criteria – waste meets with the criteria of the environmental permit and the planning permissions for example, waste accepted would be within the permissible tonnage and waste type acceptance criteria. The only waste which the site accepts is undepolluted ELVs so the risk of accepting non permitted hazardous waste is low

If non-conforming hazardous waste is identified, the load will be rejected immediately.

If non-conforming hazardous waste is identified after it has been checked and delivered at the site, it will be immediately transferred to the quarantine area to the west of the site

3.10 Weighing Facilities

The site does not have any weighing facilities available. Tonnages of materials handled will be recorded in accordance with Environment Agency guidance and shall be used to provide data for waste returns.

3.11 Traffic Movements

The site is a small enough operation to assume that the impacts on traffic on Shaw Ln will be mitigated. The site benefits from an access road area which will mean that any incoming waste which has to wait outside of the site will not have to do so on the main road. If issues start to arise, site management will begin operating under a traffic management system to minimise the impacts on the local community.

3.12 Operating Arrangements

The site operates a forklift truck which will be used during daily site activities, serving the purpose of moving stock which is too heavy to be moved by hand (ELVs, IBCs). The forklift truck will be stored next to the site office, more than 6m away from any other combustible waste. The vehicle will be fitted with a fire extinguisher and will be subject to a maintenance schedule.

3.13 Inspections & Maintenance

The forklift truck will be used for daily activities and will be subject to a planned maintenance programme to minimise downtime and unplanned failures. A service planner is maintained to ensure that the required inspection and servicing is undertaken in a timely manner.

Routine inspections are carried out daily by the site manager and the company COTC holder. Where any damage is found, these shall be reported and repaired within the following set timescales:

- Vehicles – 48 hours
- Drainage – 7 days
- Buildings – 7 days

If this is not possible alternative arrangements shall be made as detailed below.

Daily temperature monitoring routines will also be carried out. This will involve training site operatives to scan over each stockpile with the on site thermal monitoring gun. If an abnormally high temperature (over 50^{o}C) is observed, the load will be moved using the forklift to the quarantine area, where it will be continually monitored (every 30 minutes) by a site operative. If the temperature of the stockpile fails to decrease, it will be doused in water from the mains, and the FRS will be contacted if necessary. Records of temperature monitoring will be kept in the site office. Records will be kept on site of which wastes have been on site for greater than 3 months, and temperature monitoring will occur twice per day for these wastes.

A site inspection will be carried out by the company COTC holder (site manager). The results are recorded on the site inspection sheet.

As a minimum the site inspection shall consider:

- Condition of the site surface
- Site access.
- Unit building condition (shutter doors, walls, roof).
- Waste records.
- Site tidiness/stockpiles.

- Litter, pests, mud, dust, and odour.
- Alarm and security system.
- Pressures and condition of fire suppression devices (extinguishers and roof mounted AFFF systems)

The COTC holder will determine whether the site can continue to safely operate with any potential damage to infrastructure

If any other issues are found they will be dealt with promptly and within the timescales highlighted above. A review of site inspections shall take place at management meetings. Any trends identified will be discussed and action taken to address the issues.

3.14 Site Tidiness

The site will be inspected daily by the site manager who is also the COTC holder. Any accumulated litter, debris or dust will be removed. The site access and tarmac area will be swept as necessary by a manual sweeper. If potential visible accumulations of debris are identified transferring to the public highway, a mechanical sweeper will be hired immediately to clean the highway.

Stockpiles will be maintained within the limits set out in the environmental permit.

3.15 Site Security

The site security system consists of a CCTV system that operates 24 hours a day and will alert site staff via text out of operational hours if a break in is detected on site. The system consists of 2 cameras located on the office building covering the north of the site and the site entrance, and one camera on the eastern boundary of the site covering the stockpiles in the southern area of the yard. It is crucial to note that the CCTV cameras have been designed, installed, and are maintained by a suitably accredited installer. Site boundary treatments consist of 3m and 4m high concrete panel fencing (south and west), 2m and 3m high steel sheet fencing (north) and 2m high mesh fencing (east) and palisade fencing (east and north). The site is inaccessible from the west due to the dense foliage and steep railway embankment, and to the south, the site benefits from security measures implemented by the neighbouring site. Many of the business on the industrial complex have been operating for a considerable length of time (including Milton Gough's) and are quick to contact the other businesses in the event of a fire or break in

3.16 Dust Control

The following sections (3.16 to 3.20) relate to potential impacts of the site on nearby sensitive receptors, and how the site can mitigate these impacts so that receptors are subject to as minimal impact as possible.

Given the sites semi rural location, there are relatively few sensitive receptors within 1km of the site. there are two schools which both lie on the 1km boundary to the west of the site – Carlton Primary School and Outwood Academy Carlton. The nearest residential property is 220m to the west of the site beyond the large railway embankment. There is another small row of houses 315m east, north east and further residential developments to the east and west towards the 1km boundary. The most significant sensitive receptors within 1km of the site are the designations for a Local Nature Reserve and Site of Special Scientific Interest. The Carlton Marsh (LNR) lies to the north of the site, wrapping around the industrial complex on the opposite side of Shaw Ln, and the Dearne Valley Wetlands (SSSI) immediately borders the site to the east, extending southward for over 1km. There are no care or medical facilities within 1km of the site.

All areas where external vehicles operate is on impermeable concrete meaning the likelihood of dust/mud from tyres protruding onto Shaw Ln is minimal. Any visible accumulations of dusts on site will be removed by hand sweeping or by a mechanical sweeper. If visible accumulations of dust are transferred onto the public highway, then a mechanical sweeper will be hired immediately.

A 5mph speed limit will be strictly enforced on site to reduce the level of dust kicked up by tyres. During days of high temperature and/or wind, the site may spray the surface with water from the mains to dampen any potential fugitive dust emissions.

Any dust issues will be dealt with in accordance with procedure SWP004 of the Site Working Procedures Manual.

3.17 Noise Management

The site operations are not considered to be noisy and are unlikely to cause an issue beyond the site boundary.

However, measures are taken to minimise noise generated by permitted operations.

As a result, certain limitations have been implemented which restricts operations to set hours. Noise generated by permitted operations will be controlled and minimised.

Measures taken to minimise noise are:

- Only operate during working hours.
- All depolluting activities will occur within the building on site
- Switch engines off whilst unloading or waiting to unload.
- When not in use vehicles will be switched off.
- Noise complaints to be recorded and investigated.
- ELVs will not be driven around site, they will be transported using the forklift only

Any problems with noise will be dealt with in accordance with procedure SWP0011 of the Site Working Procedures Manual.

3.18 Odour Control

The nature of waste accepted on site means that odour is unlikely to become an issue. However, the following measures are put in place to minimise odours should they occur:

- Malodourous wastes are removed from the site for disposal at the earliest opportunity and are transferred to a suitable permitted facility.
- Waste acceptance and hazardous waste handling procedures are in place if hazardous malodorous waste enters the site
- In the event of a spillage of any ELV fluids on site, site management will be notified, and it will be dealt with in situ immediately. There are spill kits located on site in the depollution building

3.19 Litter Control

There is a very low risk of litter due to the type of wastes accepted on site.

In the event that litter does accumulate it will be dealt with in accordance with procedure SWP009 of the Site Working Procedures Manual.

The measures taken to minimise litter are:

- Restricting the inputs of wastes which can lead to litter.
- Litter pick will be carried out by a member of staff on site.
- Waste acceptance, rejection and quarantine procedures are in place if litter based non conforming materials are discovered on site

- The 4m high concrete panel wall separating the site and the Dearne Valley SSSI will mitigate the potential impacts of litter, particularly when considering the prevailing wind direction is from the east, away from the SSSI

3.20 Pest Control

Due to the waste types accepted on site, it is unlikely that pests will become an issue as ELVs do not provide food or habitat for pests. However, if an issue does develop the following measures will be taken:

- Use of commercial products.
- Use of a professional pest service.
- Waste acceptance, rejection and quarantine procedures are in place if pests are found within a load

If a waste is causing pest issues, then it will be removed from site immediately. This waste will not be accepted again until measures have been implemented to prevent pests.

Any evidence of pests will be dealt with in accordance with procedure SWP014 of the Site Working Procedures Manual.

4. CONTINGENCY PLANS

In the event of a fire at the site all operations on site would cease. No vehicles other than the Fire Rescue Service or Environment Agency would gain access to the site due to control of the site gates by staff. Any customers or ELV waste deliveries will be diverted away either by phone (management will have the contact details of any incoming waste carriers) or by a staff member who will be manning the gate.

In the event of a flood all operations on site would cease. No vehicles other than the Fire Rescue Service or Environment Agency would gain access to the site due to control of the site gates by staff. If there are reports of flooding in the area, site staff will deploy the on site hydrosnakes in an attempt to keep flood water off site. If flood water does come onto site, it will be retained on site by the site boundary and hydrosnakes and will be removed by a suitably permitted carrier.

5. ACCIDENT PREVENTION AND MANAGEMENT PLAN

Please refer to document Ref: ASL.PT.AMP.2510 Accident Management Plan for the detailed plan. The Accident Prevention and Management Plan was last reviewed in October 2025. The plan will be reviewed and updated annually or after any incident.

6. A CHANGING CLIMATE

The main effects climate change will have on site is increased rainfall and intensity of storms. The site is prepared to deal with the consequences of this flooding and has an impermeable surface and all ELV depollution is enclosed within the brick and concrete depollution building. Wastes are then either stored within bunded tanks, or within battery boxes.

The site is not located within a flood zone, indicating that the land is assessed as having than a less than 1 in 1,000 annual probability of river or sea flooding (<0.1%).

Please refer to the climate change risk assessment for this site (ref: MG.PT.CCRA.2604 – Appendix 5) for more information regarding mitigative strategies to protect the site against climate change.

7. PERSONNEL AND DUTIES

The site is operated by various personnel with discrete duties and responsibilities. A management structure is shown in Appendix 1 below.

Technically competent management is available on site. A copy of the CV and WAMITAB certificate of the COTC holder is kept on site.

8. STAFF COMPETENCE AND TRAINING

Site management is responsible for ensuring that all operatives are appropriately trained in the moving, organising and storage of waste and any other activities that are carried out on site by the operatives. Training is carried out in the form of toolbox talks, induction training, refresher training and introductions to any new plant or equipment on site.

Operatives are responsible for carrying out all daily operations. All training that is carried out on site will be recorded in either site folders, site diaries or on a computer spreadsheet. Training will be carried out annually and involve a refresher on all the relevant planning and permitting documents.

Each member of staff will receive a copy of the FPP/EMS and be trained on the requirements of the documents. After each training module, a small knowledge quiz will be issued to all recipients of the training to ensure that the training will be implemented into the every day operations of the site.

9. RECORDS

Maintenance, inspections, and all other related records will be kept inside the site office in either folders or on a spreadsheet on a computer.

10. FIRE CONTROL AND PREVENTION

Fire suppression will be primarily served by a fire hydrant located approximately 30m to the north east of the site entrance, which the FRS will use to provide water in tackling a fire on site. There are also 4 fire extinguishers to be used by site staff in the early stages of a fire and an automatic roof mounted fire suppression device.

The site also operates a thermal monitoring gun which can be used for the benefit of segregating hot waste from other nearby wastes as a means of fire prevention, using the forklift to transfer the hot load to the quarantine area.

Sources of ignition such as gas heaters will not be present on site, and hot work will be subject to a permit to work system featuring a risk assessment and fire prevention procedures

Fire prevention will be practiced by the site operating in accordance with the Schedule 3 Fire Prevention Plan provided for SR2021 No 12 and through good housekeeping.

Please refer to document ref: MG.PT.FPP.2604

11. COMPLAINTS

Any complaints received shall be dealt with in accordance with the procedure SWP002 Complaints Procedure of the Site Working Procedures Manual.

12. REVIEW OF THE SYSTEM

A review of the Environmental Management System shall take place in response to any incidents or accidents and annually on or around the anniversary of the System. The review shall be carried out by site management and the findings recorded. Any defects, shortfalls, or changes to the system shall be recorded and the system amended accordingly.

At each review staff will receive training in the form of toolbox talks to highlight any changes.

13. SITE CONDITION REPORT

The following site condition report outlines the natural and anthropological history of the site and describes the measures currently in place to continue to protect the environment around the site

SITE CONDITION REPORT TEMPLATE

For full details, see H5 *SCR guide for applicants* v2.0 4 August 2008

COMPLETE SECTIONS 1-3 AND SUBMIT WITH APPLICATION

DURING THE LIFE OF THE PERMIT: MAINTAIN SECTIONS 4-7

AT SURRENDER: ADD NEW DOC REFERENCE IN 1.0; COMPLETE SECTIONS 8-10; & SUBMIT WITH YOUR SURRENDER APPLICATION.

1.0 SITE DETAILS	
Name of the applicant	Milton Gough's
Activity address	Shaw Ln, Cudworth, Barnsley, S71 3HJ
National grid reference	SE 37651 10145

Document reference and dates for Site Condition Report at permit application and surrender	MG.PT.SCR.2604 Date of SCR at application – 22/04/26

Document references for site plans (including location and boundaries)	FPP Layout – 260310MG101 Boundary Plan – 260310MG102 Sensitive Receptors – 260310MG103

Note:
In Part A of the application form you must give us details of the site's location and provide us with a site plan. We need a detailed site plan (or plans) showing:

- Site location, the area covered by the site condition report, and the location and nature of the activities and/or waste facilities on the site.
- Locations of receptors, sources of emissions/releases, and monitoring points.
- Site drainage.
- Site surfacing.

If this information is not shown on the site plan required by Part A of the application form then you should submit the additional plan or plans with this site condition report.

2.0 Condition of the land at permit issue	
Environmental setting including: • geology • hydrogeology • surface waters	**Geology –** The site lies on an area of sedimentary bedrock, specifically the Pennine Middle Coal Measures Formation, consisting of mudstone, siltstone and sandstone. This rock type was formed around 310 million years ago and was formed through hydrological processes, reflecting the channels, floodplains and deltas of a river in a coastal setting **Hydrogeology –** The site lies on a moderately productive aquifer where the flow of groundwater is predominantly through cracks and fissures **Surface Waters –** The site lies partially in flood zone 2 and partially in flood zone 3 for fluvial flooding meaning it has a relatively high flood risk, likely due to the wetlands and dykes which lie near to the site. in terms of surface water flooding from precipitation, the site is virtually free from risk, aside from a small piece of the permitted area just inside the entrance in the north east of the site
Pollution history including:	According to recorded EA pollution incidents, there has been 7 of varying significance and

• pollution incidents that may have affected land • historical land-uses and associated contaminants • any visual/olfactory evidence of existing contamination • evidence of damage to pollution prevention measures	pollution type within 1km of the site. the only major incident occurred approximately 140m west of the site beyond the large railway embankment. This involved raw sewage being discharged to water however its location suggests it is unrelated to Milton Gough's or any of the other sites on the industrial complex. The other 6 incidents occurred to the east of the site and are all category 2 (significant incidents). The pollutant types for the other 6 incidents are as follows: Agricultural, oils & fuels, atmospheric pollutants, organic chemicals, sewage, and food & drink. Given the distance from site that these incidents occurred and the impermeable surface of the site it is unlikely that any of these incidents have impacted the site itself.
Evidence of historic contamination, for example, historical site investigation, assessment, remediation and verification reports (where available)	No historic site assessments or reports available at this time.
Baseline soil and groundwater reference data	- The nearest borehole records to the site are around 300m north and do not give any indication as to the depth of geological strata. However it can be observed that the ground immediately below the surface where the borehole lies
Supporting information	• Source information identifying environmental setting and pollution incidents • Historical Ordnance Survey plans • Site reconnaissance • Historical investigation / assessment / remediation / verification reports • Baseline soil and groundwater reference data

3.0 Permitted activities	
Permitted activities	- Accepting ELVs on site as waste - Depolluting ELVs in the building in the north east of the site - Storing depolluted ELV shells and the products of ELV depollution in appropriate stockpiles/containers
Non-permitted activities undertaken	- Storing and selling non waste parts which have been extracted from ELVs
Document references for: • plan showing activity layout; and • environmental risk assessment.	Activity Layout – 260310MG101 Environmental Risk Assessment – MG.PT.ERA.2604

Note:

In Part B of the application form you must tell us about the activities that you will undertake at the site. You must also give us an environmental risk assessment. This risk assessment must be

based on our guidance (*Environmental Risk Assessment - EPR H1*) or use an equivalent approach.

It is essential that you identify in your environmental risk assessment all the substances used and produced that could pollute the soil or groundwater if there were an accident, or if measures to protect land fail.

These include substances that would be classified as ‘dangerous’ under the Control of Major Accident Hazards (COMAH) regulations and also raw materials, fuels, intermediates, products, wastes and effluents.

If your submitted environmental risk assessment does not adequately address the risks to soil and groundwater we may need to request further information from you or even refuse your permit application.

4.0 Changes to the activity	
Have there been any changes to the activity boundary?	No
Have there been any changes to the permitted activities?	No
Have any 'dangerous substances' not identified in the Application Site Condition Report been used or produced as a result of the permitted activities?	No
Checklist of supporting information	n/a

5.0 Measures taken to protect land	
- The site has implemented measures to protect the surrounding environment, however it is important to note that the site has been operating as a breakers yard since the 1980s and has had no record of adverse impacts to the surrounding environment throughout its lifespan - Impermeable surface on site with the northern portion being surfaced with concrete and the southern portion with compacted hardstanding to block the pollution pathway coming in and out of the ground - All depollution activities occur within the building to the north of the site and spilled liquids will be contained in the building by the walls, concrete surface, spill kits and a sleeping policeman across the entrance to form a bund - 4m concrete wall separating the site and the SSSI to the west – ensures that the SSSI retains its natural form by providing a fire break as well as protection against fugitive emissions such as dust and litter. Residential receptors will also feel the benefit of this barrier which will also act as a noise screen alongside protecting against dust and litter - Fire mitigation methods such as 6m gaps between stockpiles to act as firebreaks and a sufficient number of extinguishers/overhead automatic fire suppression systems	
Checklist of supporting information	

6.0 Pollution incidents that may have had an impact on land, and their remediation	
Aside from the pollution incidents outlined in section 2.0 from the Environment Agency database, which occurred outside of the permitted area, there have been no reported incidents of spills, fires or land disturbance which have impacted the Dearne valley wetlands SSSI or Carlton Marsh LNR	
Checklist of supporting information	n/a

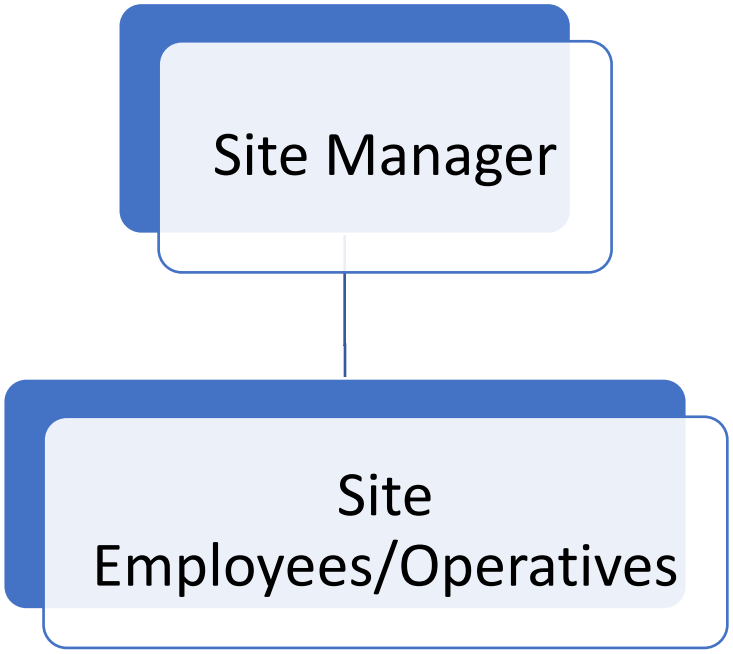
7.0 Soil gas and water quality monitoring (where undertaken)	
n/a	
Checklist of supporting information	

8.0 Decommissioning and removal of pollution risk	
n/a – site not being decommissioned	
Checklist of supporting information	

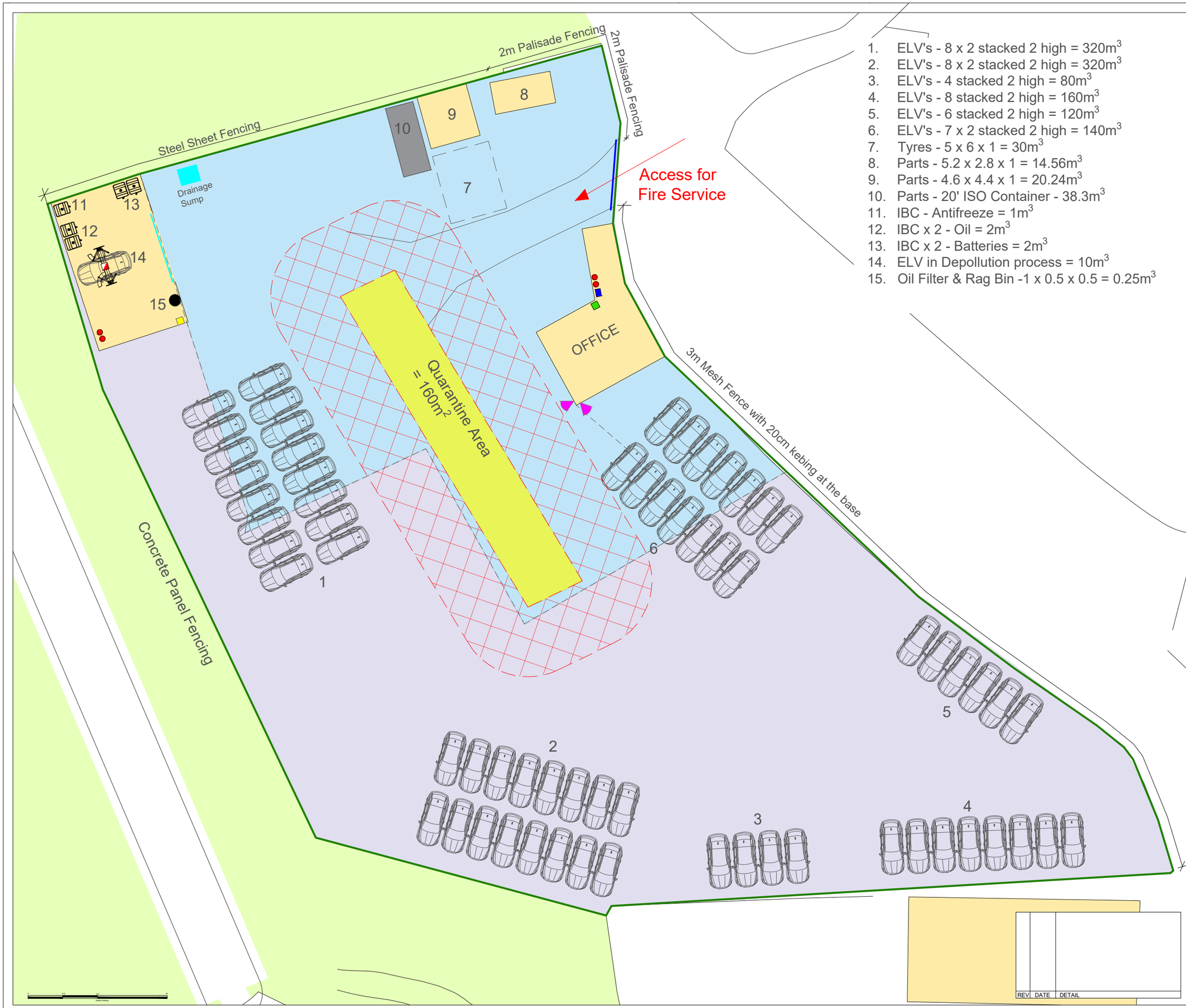
9.0 Reference data and remediation (where relevant)	
The information outlined in previous sections shows that soil/gas/water monitoring has not been required because the permitted operations have not caused any environmental harm	
Checklist of supporting information	

10.0 Statement of site condition
The current site condition is good and of an acceptable level whereby the company can continue operate an ELV breakers yard without causing any negative environmental impacts. Both the concrete and compacted hardstanding are in good condition, as is the site boundary, particularly the 4m high concrete panel wall. Spill kits and hydrosnakes are on site to assist in retaining potentially contaminated runoff on site, alongside the drainage system which ensures that no contaminated runoff reaches a sewer, watercourse or the ground.

APPENDIX 1 – MANAGEMENT STRUCTURE



APPENDIX 2 – FIRE PREVENTION PLAN: 2510ASL101



1. ELV's - 8 x 2 stacked 2 high = 320m^3
2. ELV's - 8 x 2 stacked 2 high = 320m^3
3. ELV's - 4 stacked 2 high = 80m^3
4. ELV's - 8 stacked 2 high = 160m^3
5. ELV's - 6 stacked 2 high = 120m^3
6. ELV's - 7 x 2 stacked 2 high = 140m^3
7. Tyres - 5 x 6 x 1 = 30m^3
8. Parts - 5.2 x 2.8 x 1 = 14.56m^3
9. Parts - 4.6 x 4.4 x 1 = 20.24m^3
10. Parts - 20' ISO Container - 38.3m^3
11. IBC - Antifreeze = 1m^3
12. IBC x 2 - Oil = 2m^3
13. IBC x 2 - Batteries = 2m^3
14. ELV in Depollution process = 10m^3
15. Oil Filter & Rag Bin -1 x 0.5 x 0.5 = 0.25m^3

AC ENVIRONMENTAL
Environment House
Werrington Road
Stoke-on-Trent
ST2 9AF

N

- Fire Extinguisher
- Automatic Fire Extinguisher
- Sleeping Policeman
- Spill Kit
- Hydrosnake Storage
- Hydrosnake deployment
- Sleeping Policeman
- Quarantine Area (showing 6m buffer zone)
- Concrete Surface
- Hardcore Surface
- Covered Area
- CCTV Camera

CLIENT
Milton Goughs

SITE
Shaw Ln
Cudworth
Barnsley
S71 3HJ

PROJECT
Permit Application

TITLE
Fire Prevention Plan

SCALE @A3	DATE	DRAWN BY	CHECKED BY
1:300	Apr 2026	T Kearns	D Alcock

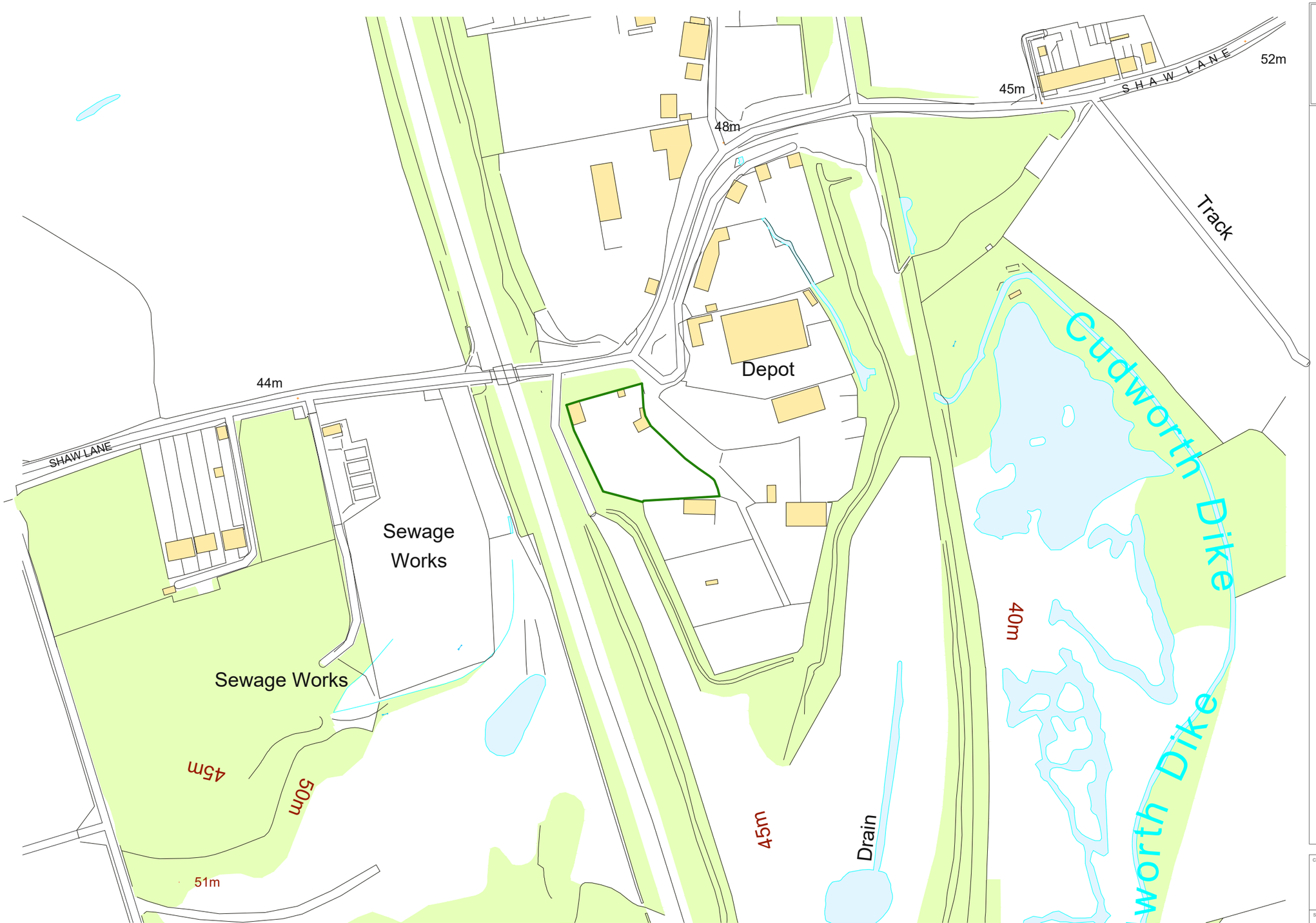
DRAWING NO
260310MG101

REVISION

REV	DATE	DETAIL

APPENDIX 3 – SITE LOCATION PLAN DRAWING REF: 2510ASL102

AC ENVIRONMENTAL
Environment House
Werrington Road
Stoke-on-Trent
ST2 9AF



REV	DATE	DETAIL

CLIENT
Milton Goughs

SITE
Shaw Ln
Cudworth
Barnsley
S71 3HJ

PROJECT
Permit Application

TITLE
Site Location Plan

SCALE @A3	DATE	DRAWN BY	CHECKED BY
1:2500	Mar 2026	T Kearns	D Alcock

DRAWING NO
260310MG102

REVISION

APPENDIX 4 – SENSITIVE RECEPTOR PLAN DRAWING REF: 2510ASL103

EDUCATIONAL

1. Carlton Primary School
2. Outwood Academy Carlton

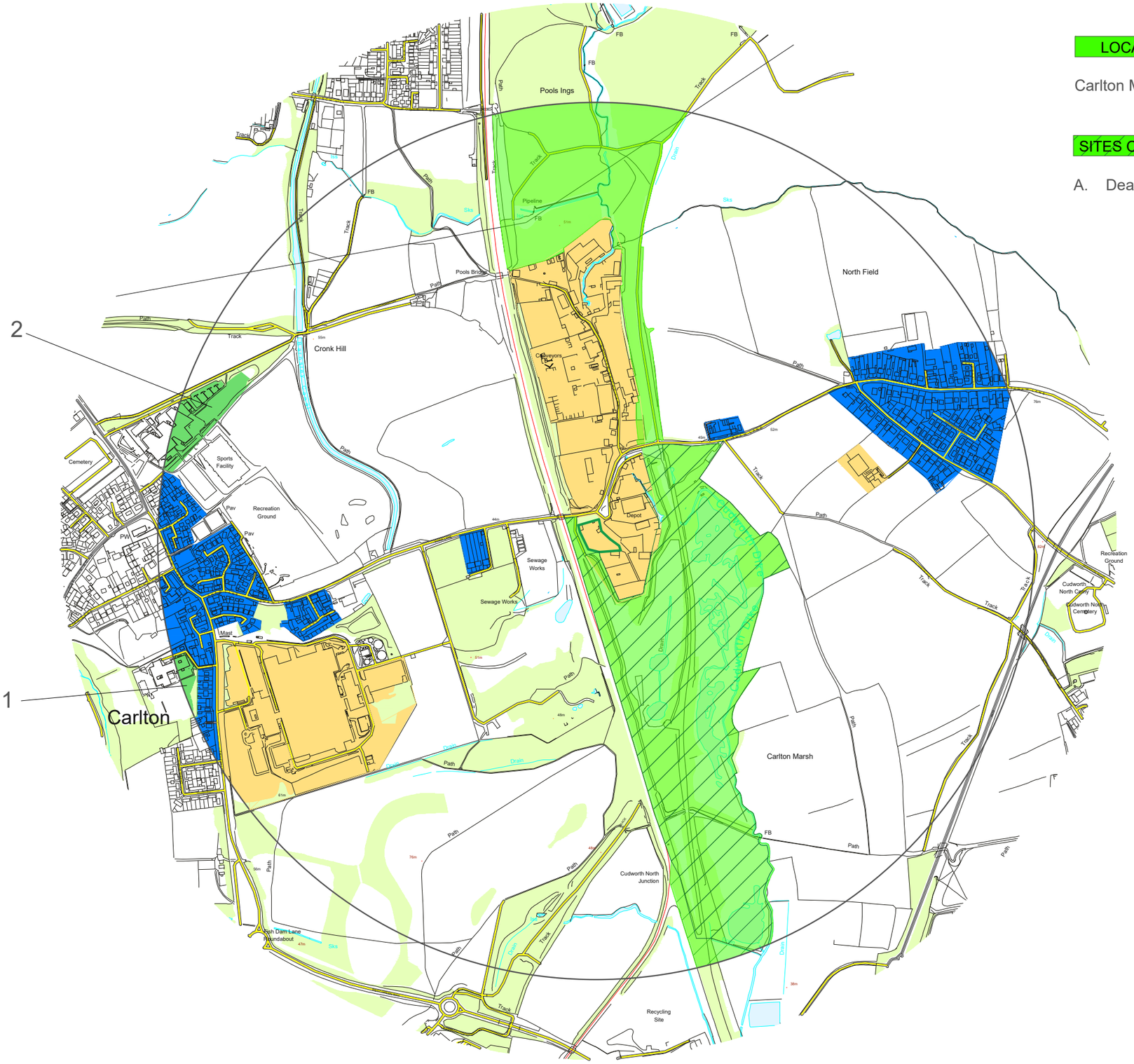
LOCAL NATURE RESERVE

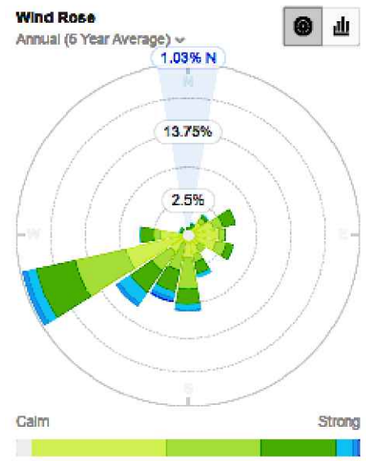
Carlton Marsh (mapped boundary not verified)(LNR)

SITES OF SPECIAL SCIENTIFIC INTEREST

A. Dearne Valley Wetlands (SSSI)

AC ENVIRONMENTAL
Environment House
Werrington Road
Stoke-on-Trent
ST2 9AF





- Residential
- Commercial / Industrial
- Educational
- Road
- Rail

CLIENT
MILTON GOUGH

SITE
Shaw Ln
Cudworth
Barnsley
S71 3HJ

REV	DATE	DETAIL

PROJECT
PERMIT APPLICATION

TITLE
KEY RECEPTOR PLAN

SCALE @A3	DATE	DRAWN BY	CHECKED BY
1:10000	MaR 2026	T Kearns	D Alcock

DRAWING NO
260310MG103

REVISION

Appendix 5 - CCRA

Climate Change Risk Assessment

Facility: Milton Gough's

Location: Shaw Ln , Cudworth, Barnsley, S71 3HJ

Location of environmentally sensitive sites (km / m): 0m West

Risk assessment carried out by: Sam Davies

Date: 23-Apr-26

Data and information				Judgement				Action (by permitting)	
Receptor	**Source**	**Harm**	**Pathway**	**Probability of exposure**	**Consequence**	**Magnitude of risk**	**Justification for magnitude**	**Risk management**	**Residual risk**
What is at risk? What do I wish to protect?	**What is the agent or process with potential to cause harm?**	**What are the harmful consequences if things go wrong?**	**How might the receptor come into contact with the source?**	**How likely is this probability of exposure?**	**How severe will the consequences be if this occurs?**	**What is the overall magnitude of the risk?**	**On what did I base my judgement?**	**How can I best manage the risk to reduce the magnitude?**	**What is the magnitude of the risk after management? (This residual risk will be controlled by Compliance Assessment)**
Local human population	Greater potential for increased waste reactions and fires.	Harm to human health - respiratory irritation and illness.	Air transport then inhalation.	Low	Medium	**Medium**	Batteries and waste liquds will be stored under cover to avoid heating from the sun as will cars during the depollution process. All vehicles stored outside will be depolluted so will not contain any hazardous substances	As stated - reactive wastes stored away from the elements and vehicles exposed to the sun will be depolluted. Management completes daily fire watch using a thermal imaging gun and records temperatures. Any abnormally high temperatures will be investigated further and appropriate measures will be taken. The quarantine area in the centre of the sitewill be utilised to segregate abnormally warm waste and the FRS will be contacted if necessary	Low
Local human population	Potential increased risk of wildfires impacting the site	Harm to human health - respiratory irritation and illness.	Air transport then inhalation.	Low	Medium	**Low**	The sites location dictates that it is unlikely to be impacted by wildfires. To the west of the site is a large railway embankment with a railway line on top which will act as a firebreak. To the north, south and east of the site are more industrial sites of a similar nature to Milton Gough's, and beyond these is an area of wetland which would not be appropriate for providing fuel for a wildfire. There is a hydrant around 30m from the entrance to the site.	The roller shutter door to where the waste liquids and batteries are stored will be closed and locked if there are reports of wildfires in the area to reduce the likelihood of these wastes combusting. If necessary, the water from the hydrant may be used by the FRS to prevent wildfire from spreading	Low

Local human population	Potential for fire if the temperature exceeds the heat rating of components in electrical equipment or components are subjected to intense and direct sunlight	Harm to human health - respiratory irritation and illness.	Air transport then inhalation.	Low	Medium	**Low**	Electrical equipment will be stored away from the elements, aside from the forklift truck which is designed to operate outdoors. If any plant or equipment shows any sign of heat related damage, it will be removed from operation and repaired immediately.	Daily fire logs will be taken using the thermal imaging gun, including on electrical components. Appropriate measures will be taken if abnormal temperatures are recorded, such as the quarantine area, ceasing electrical operations, fire extinguishers, and the contacting the FRS if necessary. electrical equipment will be PAT tested at appropriate intervals	Low
Staff, visitors, local human population, any wildlife sites in the vicinity	Increase in high temperature expansion and stress of plant, pipework and fittings	Harm to physical health - plant malfunctioning and causing injury. Potential for fire	Gravity - falling parts, air transport then inhalation	Low	Medium	**Low**	There is minimal plant on site (forklift) and the the site is relatively small which reduces the risk of injury as there are few sources of risk to consider. Furthermore, while becoming more common, extreme temperatures such as this will only occur a few times throughout the year	If any member of staff notices that plant or fittings appear damaged or are not functioning as intended, this will be reported to management and the relevant operations will be ceased immediately. Faulty plant will be repaired at the first possible opportunity (usually within 48 hours). Any new employees/contractors who enter site will be given an induction to make them aware of any potential source of injury. All individuals on site will be required to wear the correct PPE to avoid harm or injury.	Low
Local human population, livestock and wildlife.	Potential increased dust emissions with reduced availability of water for dust suppression	Nuisance, loss of amenity and harm to animal health	Air transport then deposition	Very Low	Low	**Low**	The nature of the waste on site is such that won't give rise to dust. Furthermore, residential and educational properties are far enough away from site, and there are significant topographical barriers between the site and these receptors.	Cleaning routines are in place throughout the year in order to prevent the build up of dust. If levels of dust become unmanageable and the site cannot control it	Very Low
Local human population	Odour intensifying due to increased temperatures both in summer and winter	Nuisance, loss of amenity	Air transport then inhalation.	Very low	Low	**Very Low**	Malodorous waste such as food waste is not permitted on this site. robust waste acceptance and rejection procedures are in place to prevent this from occurring	on the unlikely occasion that malodorous waste is accepted on site, the quarantine area will be used and it will be transported off site by a permitted carrier at the soonest possible opportunity	Very Low
Local human population	Scavenging animals and scavenging birds due to the higher summer temperatures	Harm to human health - from waste carried off site and faeces. Nuisance and loss of amenity.	Air transport and over land	Very Low	Very Low	**Very Low**	Food waste will not be present on site. robust waste acceptance and rejection procedures are in place to prevent this	The site operates a CCTV system which will detect any largescavenging animals. Any bin for food waste to use by members of staff will be located inside the office building which is locked at night. Scavenging animals will be dealt with using the appropriate measures e.g. the use of a professional pest service	Very Low
Local human population	Long periods of hot and dry weather could lead to a drought thus reducing the water supply used to manage the site and put out any fire that may occur	Harm to human health, respiratory issues	Air transport and inhalation	Low	Medium	**Low**	The site relies on a hydrant for fire extinguishment which is maintained by Yorkshire Water. All aspects of the FPP will be followed in order to minimise the likelihood of a fire occurring to begin with. ELVs require comparatively less fire water than other waste stockpiles.	As previously mentioned, safe stockpiles and daily fire log undertaken. Non water based methods of fire supression are in place such as, an automatic fire supression system in the depollution bay and 4 fire extinguishers around the site which are to be used by staff in the early stages of a fire. The FRS may choose to use foam	Very Low

Local human population	Potential increased use or reliance on mains water for dust suppression and cleaning and provision of fire water due to drier summers	Harm to human health - respiratory irritation and illness. Also nuisance, loss of amenity and harm to animal health	Air transport then inhalation or deposition	Low	Low	**Low**	Sensitive receptors are a considerable distance away from the site, the site has a 4m high concrete panel wall on the western side of the yard, all depollution activities are carried out within the confines of a building and ultimately ELV waste does not generally give rise to dust emissions	Other methods of fire supression as discussed in the cell above. Members of staff will check for build ups of dust, and sweep them into a container for disposal. If levels of dust become uncontrollable, the site receives complaints and there is no mains water available for supression then operations may have to be ceased	Very Low
Staff, visitors, local human population	Lower winter temperatures could increase risk of pipework and other external equipment freezing	harm to human health, damaged pipework/fittings causing injury	Gravity - falling parts	Low	Low	**Low**	There is minimal plant/pipework/fittings on site (forklift) and the the site is relatively small which reduces the risk of injury as there are few sources of risk to consider, and the likelihood of a familiar member of staff injuring themsleves on frozen fittings is low. Furthermore, while becoming more common, extreme temperatures such as this will only occur a few times per year.	If temperatures drop to a point where the ground is slippery and pipes/fittings/plant no longer functions, then site operations will be ceased.	Very Low
Local human population and local environment	Potential for increased site surface water and flooding	If waste is washed off site it may contaminate buildings / gardens / natural habitats downstream.	Flood waters	Low	Medium	**Low**	The site is not located in an EA defined flood boundary meaning the risk of flooding is extremely low. There are three local wildlife sites within 1km of the site, however only one of these lies downstream of the site	The site boundary is kerbed with gravel board so that in the unlikely event of a flood, contaminated waste does not run off. The site drainage is also self contained and removed off site by a permitted carrier, removing the risk of contaminated water running into a drain connected to a water course.	Low
Local human population and local environment	There is potential for increased incidents involving water-reactive wastes	Increased risk of fire and contaminated surface water	Human health through water contamination or smoke inhalation	Low	Low	**Low**	There are no water reactive wastes on site. Battery storage refers to lead acid batteries rather than lithium ion	no mitigation needed	Low
Local environment, groundwater, and nearby watersystems	There is potential increased impact of discharge to watercourse from on-site drainage systems where connected to water courses.	Unspended solids and increased turbidity, impact on water quality	Drainage System	Low	Low	**Low**	Site drainage does not run off into any local water courses. The site drainage is a private system consisting of a blind sump which water is channeled into using gravity and topography	Site operatives will monitor the level of the sump and have it drained by a suitably permitted waste carrier when necessary. On the unlikely occasion that water does rise above the top of the sump, it will be retained on site by a mixture of the site boundary, the topography and ydrosnakes across the entrance of the site	Low
Local environment, groundwater, and nearby watersystems	Potential for increased site surface water and flooding resulting in drainage systems and interceptors being overwhelmed.	Unspended solids and increased turbidity, impact on water quality	Drainage System	Medium	Low	**Medium**	The site is in an EA defined flood risk boundary so there is some level of risk presented in terms of flooding	all contaminant wastes are stored in the depollution building in the north west of the site. in the event of a flood warning being issued, site operations will cease, operatives will bring the engines and tyres into the depollution building alongside the liquids and batteries using the forklift. the building is bunded by a sleeping policeman which, along with the steel roller shutter will ensure that water stays out of the depollution building. The only waste stored outdoors in the event of a flood will be depolluted ELVs, which will not lead to contaminated runoff.	Low

Staff, visitors, local human population, any wildlife sites in the vicinity	If located near the coast, a site could experience increased corrosion due to increase in saltwater spray	n/a	n/a	n/a	n/a	**n/a**	The site is not located near the coast	n/a	n/a
Local human population and local environment	If a site is located near the coast there is potential increased risk of coastal flooding	If waste is washed off site it may contaminate buildings / gardens / natural habitats downstream.	Flood waters	n/a	n/a	**n/a**	The site is not located near the coast	n/a	n/a
Staff, visitors, local human population, and nearby animals	Potential for high winds to damage buildings and infrastructure and blow waste from the site.	Nuisance, loss of amenity, harm to human health and harm to animal health	Air transport then deposition, gravity	Low	Low	**Low**	The nature of the waste on site means that it is very unlikely that it will be blown away onto neighbouring sites. The site recieves some shelter from the wind from the site boundary walls and railway embankment as the prevailing wind originates in the south east, and critically, the depolluting bay is contained within a substantial brick building which will prevent pollutants inside the shed from escaping due to high winds.	the forklift could be used to temporarily reduce the height of the depolluted ELV stockpile to ensure that it is stable in high winds. The steel roller shutter of the depollution building will be closed during periods of high wind. If winds rise to a level at which they are deemed to be a threat to staff safety, site operations will cease	Very Low
Staff, visitors, local human population	Potential for lightning strikes to damage buildings and infrastructure.	loss of amenity, harm to human health	Air transport then through potential conductors	Very Low	Medium	**Very Low**	the chances of a lightning strike are extremely low, however the increase in thunderstorms due to climate change must be considered. If one were to occur on site it could have serious impacts on staff members or the site itself	if a thunderstorm is imminent, the forklift may be used to temporarily lower the height of the depolluted ELV stockpiles as these are conductors and a potential source of fire if struck by lightning.. If site management deems operations to be unsafe, the site may be temporarily closed until the storm has passed	Low
Staff, visitors, local human population	Storms and high winds could damage building structures with increased potential for fugitive emissions.	Nuisance	Air Transport	Very Low	Low	**Low**	The place of storage for hazardous wastes is the brick building in the north west of the yard. There are a further 3 brick buildings for parts storage/office space and a 20ft ISO container for parts storage. It is highly unlikely that wind would cause damage resulting in fugitive waste emissions.	Ensure that on the unlikely occasion that fugitive emissions do occur that the correct cleaning procedures are undertaken and it is reported to the correct authorities. Buildings will be repaired within the timescale set in the FPP	Low

Yellow columns contain drop down menus that allow automatic evaluation of risk in green column