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PARRY'S QUARRY WASTE TRANSFER STATION

BESPOKE ENVIRONMENTAL PERMIT APPLICATION

NON TECHNICAL SUMMARY

Prepared for

Parry's Landfill Ltd

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Prepared for:

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DRAWINGS

Drawings referred to in this document are provided in the accompanying Technical Standards Document Reference 2661/R/002/1.

APPENDICES

Appendix A	Application Forms
Appendix B	Operator Competence

1 INTRODUCTION

- 1.1.1 This permit application is being submitted in parallel with a permit application for a Landfill Installation (document ref. 2434-R01) which together will form a multi-operator permit installation comprising the following activities:

Activity	Operator
Landfill Installation for disposal of non-hazardous and stable non-reactive hazardous wastes	RJS Civil Engineering Limited
Waste transfer station for non-hazardous wastes	Parry's Landfill Limited

- 1.1.2 The two activities are to be located at Parry's Quarry Landfill and will form one permit installation as shown on 2434/1/004A. Wastes for the landfill site will be delivered to the waste transfer station prior to being transferred for disposal to the landfill.

2 THE APPLICATION

- 2.1.1 The Environmental Permit application will be technically assessed by the Natural Resources Wales (NRW). NRW will continue to provide regulatory control over the proposed activities to ensure the site operates without detrimental impact to the surrounding environment.

3 THE FACILITY

- 3.1.1 The planned WTS location is approximately 1.2 km to the south of Northop Hall, 1.6 km west of Ewloe and 1.2 km north of Buckley at a National Grid Reference of SJ27545 66297. The general location is shown on TerraConsult drawing referenced 2434/1/002 in the accompanying Technical Standards document. Access to the site is via Pinfold Lane, an unclassified road running adjacent to the site from the A494 trunk road. The surrounding area is predominantly rural, comprising arable farmland and woodland. Parry's Landfill Ltd (PLL) proposes to operate the Waste Transfer Station (WTS) within the permitted future landfill boundary in the southwestern corner (see drawing referenced 2434/1/002 in the accompanying Technical Standards document).
- 3.1.2 The WTS will utilise the existing site gate, access roads and weighbridge office currently servicing the landfill site. Subject to planning permission an additional vehicular access road from Pinfold Lane will be constructed at a point approximately 250 m north of the existing access (300 m north of the junction with the A494 Mold Road). It is proposed that the new access would be used by all heavy goods movements to and from the site (for both quarry and waste management activities). The existing access road will be closed to HGVs but retained for use by cars and light vehicles travelling to the WTS. Waste loads will be weighed and recorded at the new weighbridge (operated by PLL) before being directed to and then deposited at the WTS.

- 3.1.3 The WTS is expected to process an estimated 325,000 tonnes of non-hazardous waste per annum (the expected annual landfill intake) with an anticipated maximum of up to 400,000 tonnes per annum. A full list of wastes to be accepted at the WTS is provided in the accompanying Technical Standards document (ref. 2661/R/002/1).
- 3.1.4 All waste transfer activities at the WTS will be carried out inside a 60 m x 40 m split level building occupying an overall area of 2400 m² (see drawing ref. 2661/1/002). The building will be 12 m tall to the eaves and 17 m to the pitch of the roof. The 30 m x 30 m western portion of the building is for the reception of road-going waste vehicles (of varying sizes). The waste bulking hall to the east is immediately adjacent to the reception area. It also occupies an area of 30 m x 30 m and is also within the fully enclosed building. The waste bulking hall is fully enclosed by push walls on the east and south side and a 0.7 m high bund wall to the north and west. The waste reception and bulking hall are therefore separated by a 0.7 m high wall. The lower level at the northern side of the building is accessed via a 10 m wide ramp which descends to 6 m below ground level. This ramp levels out as it enters the building and draws level with the northern boundary of waste bulking hall. This forms a 10 m x 30 m waiting area 6 metres below ground for site bulk trailers whilst they are loaded with waste from the waste bulking hall. Fully loaded bulk trailers drive straight out of the loading bay at the eastern elevation of the site and down to the landfill. Access and egress from all points of the building (the waste reception hall and the loading bay ramp) are sealed by a roller shutter door.
- 3.1.5 Clean road and roof water will be drained into the existing quarry surface water management system for discharge to the Alltami Brook to the northwest of the permitted site. As no waste storage or processing activities will occur outside, there is no potential for contamination of surface or groundwater by clean runoff from the site. Any effluent generated by wash water from inside the building will drain to a number of sealed storage tanks before being pumped to the public foul sewer adjacent to the site on Mold road via the existing foul water drain. There will be no pathway to surface or groundwater for internal effluent, and emissions are not expected to occur as a result.
- 3.1.6 The vehicles will reverse up to one of 5 tipping lanes and into parking bays marked up along the eastern edge of upper vehicle reception level. A 0.7 m high concrete wall will separate the vehicle reception area from the waste bulking hall. This will include a removable section for entry and removal of wheeled loading shovels. The waste reception vehicles will deposit their waste loads over the barrier and into the bulking hall. The deposited waste will be visually inspected for suitability against the conditions of the permit. They will also be inspected for signs of 'hot loads' and if so suspected, the surface temperature will be taken using a portable infrared thermometer. Any unsuitable loads will be transferred to a 10 m x 10 m quarantine area marked on the ground in the north east corner of the bulking hall (see drawing ref. 2661/1/002). Unsuitable loads will be subsequently

removed or if combustion is suspected, appropriate fire containment controls applied before it is removed. The boundary between the waste bulking hall and the loading bay will be separated with a 0.7 m high water tight concrete barrier to contain any fire water should a fire develop in the main waste bulking pile.

- 3.1.7 Suitable waste deposited into the bulking hall will be consolidated into one pile no larger than 450 m³ in volume. Subject to sufficient accumulation of waste loads, this will be immediately loaded into a dedicated site vehicle for subsequent deposit into the landfill. This vehicle will operate exclusively within the landfill and will not be used on public roads. It is unlikely the consolidated stockpile will reach 450 m³ in volume and likely that all waste will be removed from the site by the end of the working day. Adverse weather conditions may mean the landfill is not available and waste may be kept in the building overnight. No waste will be retained in the building for more than 72 hours.
- 3.1.8 Storage of materials inside the building is expected to minimise risk of odour, noise, dust and litter emissions, and to limit pests and vermin. Further details regarding site operations are contained within the Technical Standards Document reference 2661/R/002/01.

4 TECHNICAL STANDARDS

- 4.1.1 Section 3 of Application Form Part B4 requires that where there is no Technical Guidance Note for a facility, a document is to be provided detailing the measures that will be used to control the main issues detailed within the H1 Assessment. The site will therefore operate in accordance with Technical Standards document 2661/R/002/01.

5 IMPACT ON THE ENVIRONMENT

- 5.1.1 Potential impacts from odour, noise, visible plumes, dust, litter, bioaerosols, mud, pests and vermin have been considered as part of the Environmental Permit application in the form of a H1 Risk Assessment (document ref 2661/R/003/01). Measures considered as being industry best practice, including maintenance of all site equipment will be implemented to reduce the risks. In addition, an Odour Management Plan has been prepared in support of this application and is provided as Appendix A to the H1 Risk Assessment reference 2661/R/003/01.

6 SITE CONDITION REPORT

- 6.1.1 The WTS poses a low risk to both groundwater and surface water due to the impermeable surfaces, enclosed building and effluent management system on site. A Site Condition Report has been prepared in support of this submission, in accordance with Environment Agency Guidance "H5 SCR guide for applicants v3.0" (April, 2013) to characterise ground conditions at point of permit issue.

7 OPERATOR ABILITY

- 7.1.1 The Technically Competent Manager's Certificate of Technical Competence is provided in Appendix B.
- 7.1.2 PLL have had no charges or prosecutions filed against them or the duration of their operations.
- 7.1.3 The site will be operated under the operator's own Environmental Management System (EMS) which is applicable across both the landfill and waste transfer station activities. A contents summary for the EMS is provided in Appendix B.