

**WORKING PLAN**  
**WASTE MANAGEMENT SITE**

UNIT 2  
BULL LANE  
WEDNESBURY  
WEST MIDLANDS  
WS10 8RR

**ORDANANCE SURVEY GRID REFERENCE 397130/295620**

**1. Site Description**

- a) The proposed site consist of a 66000 sq ft covered building on a secure fenced 1.5 acre site at the above address. See plan reference MWR 001 and MWR 002 site layout internal MWR 001, site location MWR 002.
- b) All areas within the building are to be used for the reception of mixed or sorted recyclable dry waste for sort, segregation and shipped or transported onto the re-processors for reuse that would otherwise go for landfill or incineration

## Section 2

### Site Engineering

- a) The factory covered floor space consist of impermeable concrete and all roof drainage is engineered via internal pipes to external drains. No liquid waste is to be allowed on site for processing or treatment.
- b) A tarmac covered ground is found to the outside of the building and within the perimeter fence. Two gated areas for access to and from site are to be used as an onsite one way system i.e. entry onto site via Bull Lane and exit factory via gate on Western Way. Although some hazardous wastes are to be encouraged on suite this will consist of wastes from within the WEEE directive, monitors, televisions, fridges and freezers which will be moved on to licensed and accredited de-manufacturing facilities when a maximum quantity of 300 items of monitors / televisions – 100 items of fridges / freezers.

### Section 3

#### Site Infrastructure

- a) The proposed operation will be supported by a large industrial baler for the densification of materials prior to despatch to the re-processors, A Materials Recovery Facility MRF will be utilised for accepting, sorting and segregating mixed dry recyclable wastes into designated bays prior to baling and despatch.
- b) A weighbridge is to be located on site (see drawing MWR 001) for the weighing of all vehicles entering and leaving site with material for processing and re-processing.
- c) Large roller shutter doors (3) will be used as entrances and exit areas for all vehicles as a one way system in and out (see MWR 001)

## Section 4

### Site Operations

- a) Proposed hours of operation are:
- |                 |               |
|-----------------|---------------|
| Monday – Friday | 06:00 – 18:30 |
| Saturday        | 06:00 – 15:30 |
| Sunday          | Closed        |
| Bank holiday    | Closed        |
- b) All areas to be used for the reception, sort and segregation of wastes will be under factory cover and concrete hard standing surfaces are in situation throughout all factory areas.
- c) The proposed facility would be described as a Waste Management site that will support recovery of wastes for recycling by other re-processors.
- d) Storage of materials would only be required to form loads for despatch i.e. 25 tonnes cardboard, 25 tonnes paper, 27 tonnes glass, 18 tonne plastics, 400 pallets so I anticipate no more than 200 tonnes of materials to be on site at any one time.
- e) Dry wastes consisting of cardboard, paper, polythene, plastics, metal including cans, glass, wood and textiles would be sourced from the Birmingham and greater Midlands area including commercial, industrial and local authorities that have an obligation to recycle. Incoming sorted and unsorted wastes would be deposited in designated areas inside the building i.e.
1. Production sort area MRF
  2. WEEE sort and processing area
  3. Baling / storage for despatch
- f) Dry sorted wastes would be primarily sought from existing and new customer base. This material would be fine tuned and any cross contamination removed i.e. paper from cardboard and processed further to meet reprocessor expectations.
- g) Dry unsorted waste would be sought from existing and new customer base. Waste make up would be card, paper, plastic, polythene, wood, metal and strapping. This material would be subject to treatment process by going through a materials recovery facility (M.R.F.) for single commodity extraction and bales to meet reprocessor expectations.
- h) Any waste that does not have a recycling value will be bulked up for disposal at a licensed landfill site.

- i) Although our stated aim is to divert waste from landfill, it is recognised that some waste can not be recycled because of manufacturing make up, cross contamination etc.
- j) All co-mingled waste as described above (1) would be brought in by Metal and Waste vehicles and other waste management companies who are properly licensed and the vehicles are in a fit and proper state and controlled waste transfer note has been completed under the Duty of Care.
- k) On entering the site each vehicle must go through our weighbridge procedure. The driver of the vehicle is directed to a tipping area within the production / sort area depending on the type of waste.

All vehicles are tipped or unloaded under supervision and the vehicle contents must adhere to the description on the controlled waste transfer note and weighbridge ticket (See tipping procedure)

The production / sort area will house one material recovery facilities (M.R.F.) and one industrial mill size balers.

- l) M.R.F. one will be utilized for the sort and segregation of co-mingled door to door collected material from the County Durham area and material will be loaded onto a conveyor belt and dropped into allocated bays. Material then sorted would be baled and stored ready for dispatch to the reprocessors in 22 tonne loads approximately.

W.E.E.E. material would be processed according to the W.E.E.E. directive. Any material with a cathode ray tube will be dispatched to Envirocom of Northampton.

Normal non-hazardous W.E.E.E. material would be further processed to extract motors, cable, plastic, metal etc.

m) Non-conforming or unacceptable waste

Waste arriving on site that falls outside the criteria of our site license would be rejected according to our load rejection procedure.

1. Vehicle arriving on site with load that does not conform to our site license – the driver and the company Manager is informed of their reject load and reasons why.,
2. If a load is tipped and found to be outside of our acceptance criteria – the driver and company manager is informed. Load would be quarantined subject to inspection if required by the Environment Agency. The load would be dispatched with the correct paperwork via its own transport to its correct destination.

All waste arriving on site or leaving site would be sheeted or netted according to its composition.

All waste arriving on or leaving site will have the correct duty of documentation.

- n) Mud or debris on road - Although no mud or debris should be created, Waste will clean any mud or debris on the surrounding roads with water outside the site by using existing manpower and a road sweeper for this purpose. All vehicles entering site to be loaded with materials for off-site use will do so inside the factory in specially designed dispatch loading bays.

We will provide one person to ensure all boundary fences and structures are free from debris and loose litter and give guarantees on containment.

All waste arriving on or leaving site will have the correct duty of care documentation.

- n) Mud or debris on road - Although no mud or debris should be created Metal and Waste will clean any mud or debris on the surrounding roads within the site or just outside the site by using existing manpower and a road sweeper hired in for that purpose. All vehicles entering site to be loaded with materials for dispatch again will do so inside the factory in specially designed dispatch loading bays.

We will provide one person to ensure all boundary fences and surrounding areas are free from debris and loose litter and give guarantees on control and containment.

## **Section 5**

### **Pollution control – Monitoring and Reporting**

- a) As previously mentioned – no liquids will be processed on site and therefore surface water drains will not be contaminated.
- b) A quarantine bay area will be created on site which would be utilised if required for any non licensed waste entering or being found on site. The company bringing in unwanted or unlicensed waste will be informed and asked to remove it and the Environment Agency will also be informed and advice will be sought.
- c) Vehicles entering site will be a maximum of 35 per day. Vehicles and drivers will adhere to speed limits on and off site and a one way system is used on site to control vehicles entry and exit. No vehicle will have to wait outside prior to entry onto site but each vehicle will be processed on site because of the increased vehicle parking area available.
- d) No dusty material is to be encouraged into the factory for processing. Where dust does arise there is a dust extraction system in the factory. As yet we have not tried this system. Dust masks will be issued to personnel if dust does enter the factory and a water bowser will be used to suppress and control excess dust by spraying the waste slightly prior to processing.
- e) All wastes would be processed inside the factory building. The residues of wastes that are not suitable for recycling will be held in a holding bay in the factory and will be bulked up into 10 tonnes loads and despatched to landfill from inside the factory. The waste height inside the factory will not exceed 5 metres. The waste destined for landfill will be moved each day and no long term storage of waste is required. All waste residues for landfill will be cleared and no waste will be stored on site each weekend so that by Friday of each week all wastes destined for landfill will be sent off site. Because of close containment of all waste processes within the factory there is no possible threat of odour, dust or migration.
- f) The plant and machinery that will be used for the processing of waste on the Bull Lane site is:
  - 1 x Industrial baler – this machine is used to condense cardboard, paper, plastic and polythene into more manageable sizes for safe and economic transport to its final destination
  - 1 x MRF – this material recovery facility will be utilised for co-mingled or mixed waste to be pushed onto a conveyor belt and onto a picking / sorting station so that waste can be sorted and segregated for recycling and not to be destined for landfill
  - 1 x Eddy current separator for aluminium / steel cans this machine automatically separates and baled aluminium cans from steel cans – this

allows us to create better value and also there is a market for steel / aluminium cans that are separated otherwise mixed cans would be destined for landfill

- g) Although the bulk of the 100,000 tonnes per annum of controlled waste will come from the Birmingham area, we have found companies in the surrounding counties do require our type of service because it can't be found in their area. It is always sorted wastes i.e. cardboard that is brought into our facility from outside Birmingham.
- h) All vehicles entering site will have a containment sheet or net. Any vehicle not sheeted or netted will not gain access to site and his / her company will be informed. Vehicles travelling to and from site will be on surfaced roads and no vehicle is expected to deviate from them and so unlikely to deposit mud or debris on any road. However if mud or debris was deposited on a surrounding public highway, Metal and Waste recycling will take responsibility for the removal of the mud or debris using our existing manning levels and investigate the reason this event occurred so that action could be taken against the offending vehicle and driver i.e. no further entry onto site.
- i) Litter – all material brought onto site for processing will not be accepted unless it is suitably contained in a bin that is either netted or sheeted to prevent any migration of litter. All material will be emptied inside the building for processing and all processed material will be loaded onto vehicles outside the building for sale and despatch. However regular daily inspections will take place on site and site boundaries and we will provide litter pickers where necessary to keep the site in a prestige condition.
- j) We intend to use measures to control noise. Our plant and equipment do not and will not produce noise above background at our factory boundaries. The motors and drives used in the movement of conveyor belts and balers are suppressed. The noise can be assessed by visiting our existing factory to find similar operations.
- k) The acceptance of controlled waste on site for processing would or can be processed at 40 tonnes per hour to a maximum of 45 tonnes per hour which would take our annual tonnage through put at our facility to 150,000 tonnes per annum. These figures are at the top end of the scale and we would probably see 30 tonnes per hour and an annual through put of 110,000 tonnes per annum.
- l) Emergency procedures will be site specific. Fire extinguishers and hose reels are in situation and will be added to if required. An existing sprinkler system is in place throughout the factory although this may have to be recommissioned.
- m) Any liquid containers held on site will have the appropriate bund. Any unauthorised spillage will be dealt with using the following procedure.
  - 1. A minimum of 2 tonnes of bagged sand is held on stock to control and contain any spillage

APPLICANT

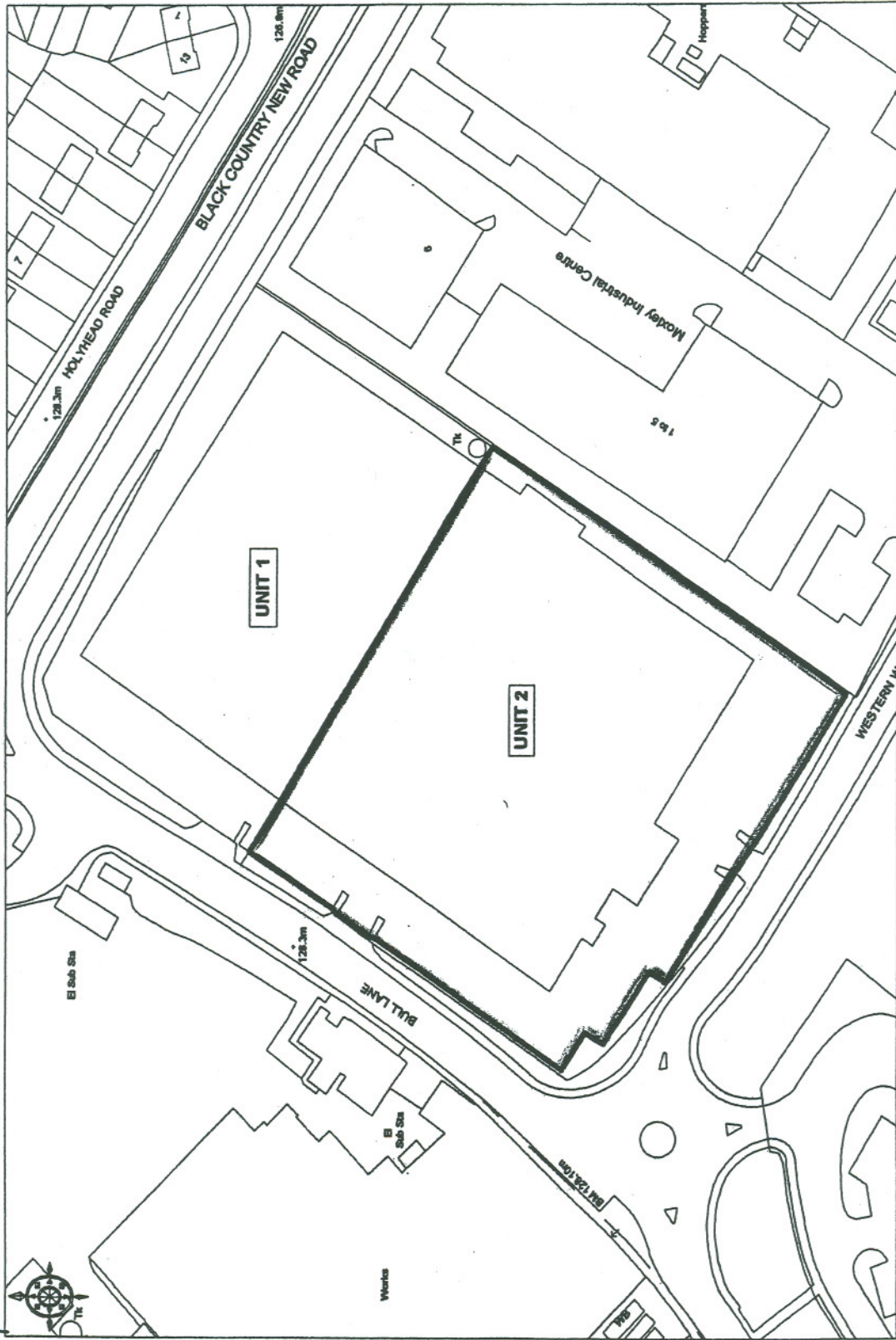
METAL & WASTE RECYCLING LTD

PLAN REF MW20001

DATE 25/7/06

UNIT 2 Bull Lane Wednesbury

Site location



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OS  
Ordnance  
Survey



APPLICANT:

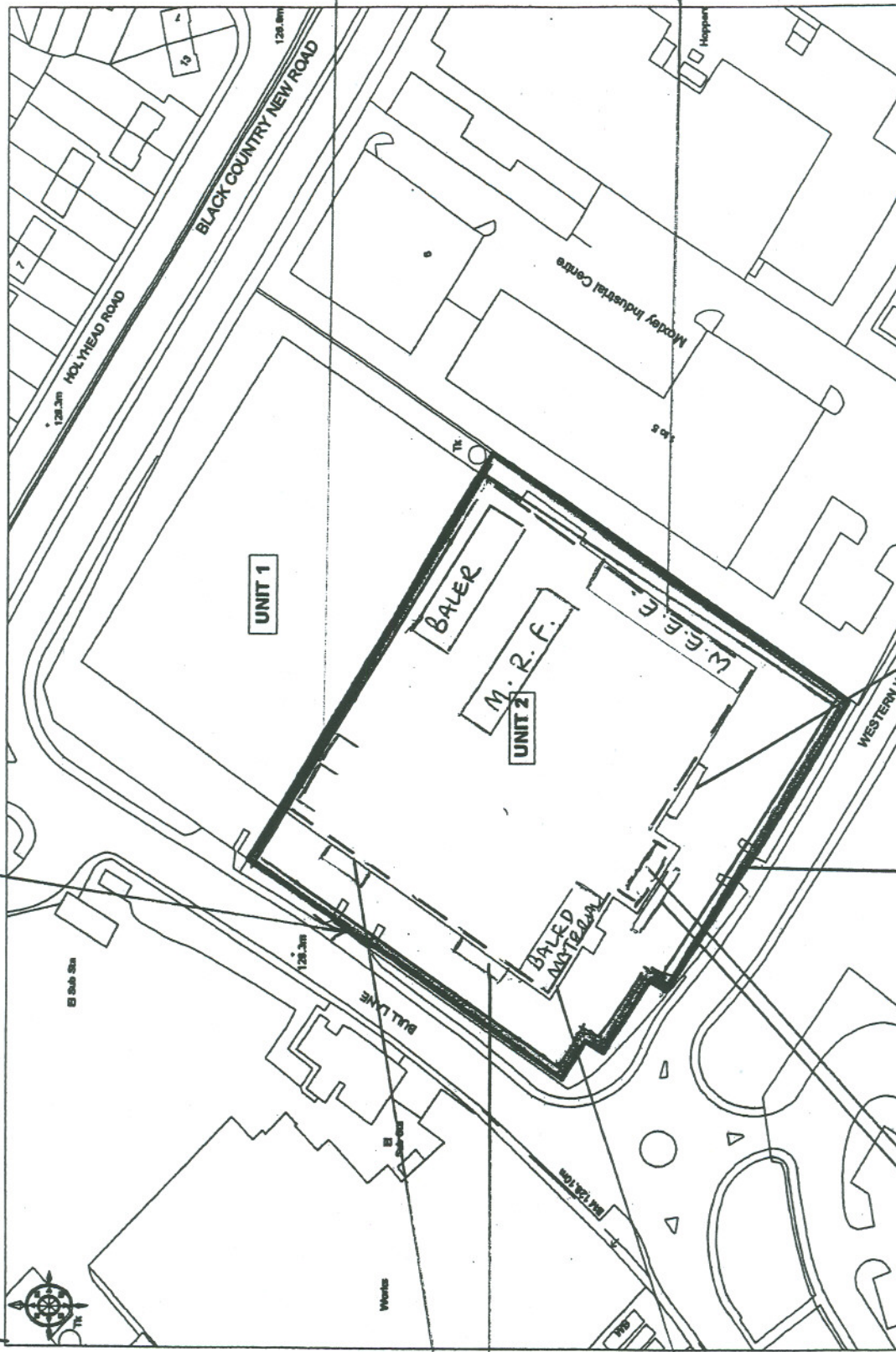
METAL & WASTE RECYCLING LTD

SITE ENTRANCE ONLY

PLAN REF MW0001

UNIT 2 Bull Lane Wednesbury

DATE 25/7/06



FACTORY EXIT NO.1

FACTORY EXIT NO.2

BALED CATED/PAPER

FOR DESPATCH.

WEIGHBRIDGE + OFFICE

SITE, EXIT ONLY

FACTORY ENTRANCE ONLY