

**An application to vary Environmental Permit number EPR/GB3003GR for the inert and excavation waste transfer station operated by DB Cargo (UK) Limited at Barking Eurohub, Box Lane, Renwick Road, Barking to provide for changes to the waste types accepted at the site**

**Non-technical summary**

- 1.1** The application comprises an application to vary Environmental Permit number EPR/GB3003GR (the permit) for the inert and excavation waste transfer station operated by DB Cargo (UK) Limited (DB Cargo) at Barking Eurohub, Box Lane, Renwick Road, Barking (the site). The permit currently comprises a bespoke permit for the operation of an inert and excavation waste transfer station permitted to accept up to 750,000 tonnes of waste per annum (tpa). The most recent variation of the permit (V003 to increase the annual tonnage limit from 250,000 tpa to 750,000 tpa) was issued on 16 February 2021. The site is centred approximately at National Grid Reference (NGR) TQ 47550 83230. Waste is delivered to the site in road vehicles and transferred off the site by rail in train wagons.
- 1.2** This variation application proposes to make the following changes to the permit:
- A. To add to List of Waste (LoW) codes 19 12 12 and 19 13 02. It is proposed that these waste types will be stored in the northern half of the permitted area adjacent to, but segregated from, soil and stones waste categorised under LoW code 17 05 04 currently authorised to be accepted at the site. LoW codes 19 12 12 and 19 13 02 will be stored on an impermeable surface with sealed drainage.
  - B. To add a range of metal wastes specified under LoW Chapters 02, 12, 16, 17, 19 and 20. The metal waste types to be added to the permit are all specified in Standard Rules Permit SR2009No7: storage of furnace ready scrap metal for recovery. Loose tipped metal wastes will be stored exclusively in an area in the south of the permitted area which currently operates a similar activity under a T9 waste exemption for the storage and recovery of scrap metal. Once the varied permit has been issued it is proposed that the T9 exemption will be deregistered. The storage and transfer operations will then be subject to the permit rather than the T9 exemption.
- 1.3** There are no proposals to increase the overall annual tonnage limit at the site or to include waste activities at the site additional to those already consented. There are no proposals to undertake the mechanical treatment of waste at the site. There are no proposals to increase the permit boundary.
- 1.4** The site is located at a rail sidings in an area surrounded by commercial industry to the north west, south and south east and residential areas to the north east and south west. The site is located to the south of Ripple Road (A13) and to the east of Renwick Road from which the site is accessed via Box Lane. The residential properties closest to the site are located on Levine Gardens and adjoining roads approximately 50m to the north east of the site and on Keel Close approximately 150m to the south west of the site.
- 1.5** The application is supported by a qualitative Environmental Risk Assessment (ERA) for accidents, odour, noise and fugitive emissions. It is concluded in the ERA that the proposed changes will not increase significantly the potential for nuisance impact on

the surrounding environment. Based on the assessment presented in the ERA it is unnecessary to provide an odour management plan with the application.

- 1.6** A dust and emissions management plan (DEMP) is included with the application. The DEMP identifies the operations at the site which may have the potential to have an impact on air quality as a result of emissions of particulate matter, presents the details of the operational controls which are implemented to minimise emissions and describes the monitoring which will be carried out to confirm the effectiveness of the management controls. Consistent with the current observations at the site, it is considered that operational controls which are implemented to minimise the release of particulate matter and the generation of dust at the site will provide effective control of dust emissions at the site.
- 1.7** Although it is considered unlikely that the limited activities comprising the unloading of metal wastes from HGVs and the loading of metal wastes on to rail wagons will have a significant environmental impact in respect of noise, a noise impact assessment (NIA) has been undertaken and a noise management plan (NMP) has been prepared based on the findings of the NIA. In the Executive summary of the NIA it is stated:
- “The BS 4142:2014 + A1:2019 assessment indicates that metal tipping and train loading/unloading operations will not exceed the adverse impact threshold of + 5dB at the closest residential properties.”*
- 1.8** The site will continue to be managed in accordance with a management system pursuant to Condition 1.1.1(a) of the permit using sufficient competent persons and resources pursuant to Condition 1.1.1(b) of the permit. A summary of the DB Cargo Environment Management System and Certificates of Technical Competence and Continuing Competence for the technically competent site manager are included with the application.