Permit Application Report

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For: Ringway Infrastructure Services Ltd

Site: Newport Pagnall

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Quality Assurance

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Initials	Name	Position
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Revision Detail

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1. Introduction

Ringway Infrastructure Services Ltd (the 'Operator') operates a maintenance contract on behalf of National Highways covering sections of the M1, A5, A1M & A421 in the vicinity of Newport Pagnall services (MK16 8DS). Maintenance includes clearing drains and gullies along these stretches of road and roadsweeping, including responding to incidents such as flooding or spills. The storage bay is to be used as a temporary storage depot / transfer station. It will be used to help the Operator maintain working capacity on their contract outside of the opening hours of other facilities which would normally receive the waste, thus enhancing their capacity and ensuring critical infrastructure is not adversely impacted. As a result, the waste will be stored for short durations only, typically overnight and removed from Site within a week.

The facility will be operated from purpose-built, concrete storage bay within the National Highways Newport Pagnall depot, next to Newport Pagnall Services at Junction 14/15 M1, Newport Pagnell MK16 8DS (the 'Site').

The proposed permit boundary (the Site) is shown on the Site Layout Plan, edged in green.

1.1 Site setting

The waste storage and separation site is located within the National Highways Newport Pagnall depot within Newport Pagnall motorway services. The passage of vehicles (including HGV's) will be commplace in this location and so the additional movement of a tanker each day to the Site, will not be disproportionate in this setting.

The Site setting can be seen on the Site Location Plan and the layout on the Site Layout Plan.

The Site is set within a motorway services depot, which is a high-traffic area. The M1 motorway runs approximately from north to south, c.50 m east of the Site. The Site is situated within a predominately commercial area of the Newport Pagnall motorway services.

To the east is the M1 motorway, followed by the southbound service area, then residential housing. To the south lies the north-bound service area, then housing. To the west lies commercial buildings associated with the service station, including the Hilton hotel, and then the River Great Ouse which is also designated as a Local Wildlife Site (LWS). To the north is the Newport Pagnall National Highways Depot, followed by the River Great Ouse LWS.

1.2 Application information

Payment of the application fee (substantial variation) has been paid using payment reference **PSCAPPRINGW001**.

This application report is accompanied by the relevant application forms, Part A, Part B2, Part B4, and Part F1. A copy of the F1 checklist is provided as a separate document. This checklist includes the appendices required by the forms.

Part B2 question 3 asks about the technical competence. The Technically Competent Manager (TCM) will be James Jordan. James is booked on a course for CIWM Level 4 diploma in non-hazardous waste treatment. A copy of the booking is provided as Appendix B.

Part B2, question 3d, requests a summary of the Site's EMS. The EMS summary is enclosed as Appendix C. The Site operates in accordance with a written EMS which is accredited to ISO 14001.

Part B2 question 5 requests site plans. These plans are appended to this report, see Drawing section.

An Environmental Risk Assessment (ERA) was prepared for the proposed waste activity, see Appendix E1. This ERA did not identify any areas of concern, particularly in relation to dust and odour. In the interest of expediency, a Dust Management Plan and Odour Management Plan have been prepared for the activity and will be implemented on site to prevent any fugitive emissions. The DMP and OMP are included as Appendix G and Appendix H respectively.

A H1 risk assessment was prepared for the discharge of effluent to foul sewer. The H1 assessment considers the potential impact of the discharge on the eventual receiving surface water environment, see Appendix E2. The H1 screened out the need for more detailed monitoring, concluding that the risk from the site can be adequately mitigated by the on-site and wastewater treatment plant, even though an untreated sample was analysed.

Part C3, Table 3 asks about the technical standards for each activity. A review of the site against Appropriate Measures for inert and non-hazardous waste. This assessment is included as Appendix F.

1.3 Waste operation

Waste will arrive to Site in roadsweeping vehicles, tankers or similar and be deposited within the purpose-built, concrete storage bay. Water will be allowed to separate from the solids and passively drain to foul sewer via a silt trap and hydrocarbon interceptor. The water discharge to foul sewer will be authorised by a separate consent to the local wastewater authority which will be in place prior to use. Based on previous experience the Operator estimates that the deposited waste may comprise up to 80% water.

The storage bay measures 11m L x 4m W x 1.92m H and so the theoretical maximum storage capacity at any one time is 85 m^3. The Operator estimates a maximum throughput of 11,000 tonnes per annum. This throughput assumes an incoming volume (including water which will be discharged to sewer) of 30 m^3 per day, over a conservative 365 days. Waste exports are assumed to be more than 80% less than imports due to removal of the water fraction.

The Operator will accept waste predominately via their own vehicles, following cleansing activities. In the event of a fuel/oil spill or similar, which would result in waste unsuitable for deposit on site, this waste will be taken directly to a suitably permitted site. A separate container will be provided as quarantine, though unacceptable wastes will be preferentially rejected prior to unloading.

2. Non-Technical Summary

Ringway Infrastructure Services Ltd (the Operator) will deposit roadsweepings and gully waste into a concrete storage bay at their vehicle depot adjacent Newport Pagnall Motorway Services. The water fraction of the gully waste will be discharged to foul sewer via a separate discharge consent.

This activity will allow the Operator to provide a more efficient service to National Highways, particularly in demanding periods, supporting the operation of this nationally significant infrastructure.

Waste will be accepted to site by the Operators own vehicles using waste code 20 03 03 “street cleaning residues including gully emptyings”.

The maximum storage capacity at any one time is 85 m^3. The maximum throughput of waste will be 11,000 tonnes per annum.

The remaining solid fraction will be removed from site for recovery elsewhere.

The proposed operation have been compared to appropriate measures for inert and non-hazardous waste facilities and is deemed to meet the criteria.

Risk Assessments, including a H1 screen for the discharge, conclude that the site does not pose a significant risk of pollution.

A Site Condition Report has been prepared for the permitted area.

The Site will be operated by a Technically Competent Manager and in accordance with a written Environmental Management System. Ringway operate a management system accredited to ISO14001.

Drawings

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