Environmental Risk Assessment

Blaydon Metal Recycling Site

Report No. K0238-AYE-R-ENV-00020

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Northern Metal Recycling Limited

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[1] Introduction

[1.1] Background and Site Details

This Environmental Risk Assessment (ERA) has been prepared by Ayesa on behalf of Northern Metals Recycling Ltd (NMR, the Operator) to support a permit variation application at Blaydon, environmental permit reference EPR/BB3533AY. The site address is Chainbridge Road, Blaydon, Gateshead, NE21 5TW (the Site).

The Site currently has a Standard Rules (SR) 2008 No.7 permit (75kte household, commercial and industrial waste transfer stations with treatment and asbestos storage). The Environment Agency (Agency) have withdrawn SR 2008 No.7 and replaced it with SR 2022 No.4 (non-hazardous waste recycling with asbestos, hazardous batteries, cable and WEEE storage). The Operator has the choice to comply with the new SR or apply for a bespoke permit.

The Operator proposes to vary the permit into a bespoke permit to allow the addition of vehicle depollution and metal recycling activities and associated EWC codes.

[1.2] Report Objectives

This report has been prepared in line with Agency guidance on risk assessments for your environmental permit. The guidance referenced identifies the following step process to risk assessments which can be summarised as:

- Identify risks;
- Identify receptors;
- Identify possible pathways
- Assess relevant risks; and
- Control risks.

The guidance indicates that the following parameters require assessing:

- Any discharge;
- Accidents;
- Odour;
- Noise and vibration;
- Fugitive emissions;
- Visible emissions; and
- Release of bioaerosols.

The following key documents and data sources have been consulted in the preparation of this variation application report including:

- Risk assessments for your environmental permit - GOV.UK (www.gov.uk)
- Depolluting end-of-life vehicles: guidance for treatment facilities - GOV.UK

- Treating metal waste in shredders: appropriate measures for permitted facilities - Guidance - GOV.UK
- Magic Map Application (defra.gov.uk)
- Online maps & routes for walking, cycling and running | OS Maps
- Google Earth
- Data - Met Office
- Wind Forecast - United Kingdom - WillyWeather
- AQMAs interactive map

The guidance requires that receptors are considered with regard to the proximity of the site. Table 1 this report identifies the most likely sensitive receptors adjacent to the site and has been compiled using information available through internet-based searches.

[1.3] Assessment of Environmental Risk

Agency guidance requires that everyone applying for a new environmental permit, or a variation (other than a standard permit) should present information in the form of risk assessment tables, one table for each actual or possible hazard identified. Identification of accidents scenarios and their prevention through operational management should also be detailed. Each table should identify the hazard, the potential receptors and the pathway from the hazard to those receptors. In addition, the tables should also include the preventative risk management practices to be employed along with an assessment of the mitigated risk.

There is a risk of an adverse environmental or amenity impact occurring during the normal operation of this type of facility or if an unforeseen accident occurs. The nature of existing risks characterised in the original application may change as a result of a variation; however, as this variation primarily seeks to extend historic activities utilising the same materials the nature of emissions should not change. The site is governed by a detailed site Environmental Management System (EMS) which sets out the monitoring, reporting and controls for all aspects of the development. A copy of the EMS is held on site for reference and review by all relevant stakeholders (staff, contractors and regulators).

[2] Scope of the Assessment

[2.1] Current Operations

The Site covers an area of land comprising approximately 0.41 hectares and is located at an approximate National Grid Reference of NZ1903163497. The Site is accessed from Chainbridge Road and is enclosed by palisade fencing, approximately 1.8 metres in height, with a gate in the north-east corner. The northern and western boundaries of the site are closed by dense areas of trees and vegetation. The Site is bounded in all directions by industrial / commercial land with both Chainbridge Road and Blaydon Highway to the north and west of the site.

The SR 2008 No.7 permit was originally issued on 29 September 2011 to Armo Skip Hire Limited. The permit was transferred to NMR on 13 January 2025 who operate the site in accordance with the SRs.

[2.2] Proposed Operations

The proposed variation is to vary the extant SR permit to a bespoke permit that allows for the operation of a mixed metal recycling and vehicle dismantling site. Revisions will be made to the site layout, the annual throughput is proposed to be amended from 75,000 tonnes to 70,000 tonnes per year and additional waste types are proposed to be added.

The Authorised Treatment Facility (ATF) would be confined to a designated building with adjacent storage (fuel and baled ELVs). The ATF activities will be undertaken in accordance with Defra Guidance “depolluting end-of-life vehicles: guidance for authorised treatment facilities” dated March 2011 and internal procedures. The metal recycling activities would be undertaken on the concreted hard surface of the wider site. The metal recycling waste is stored prior to mechanical treatment such as sorting, separation, grading, shearing, shredding, baling, compacting, crushing, granulating, cutting of ferrous metals or alloys and non-ferrous metals into different scrap metal grades. The metal recycling activities will be undertaken in accordance the Agency appropriate measures guidance for “treating metal waste in shredders” with internal procedures regarding waste acceptance, treatment and scrap metal grades. The revised Environmental Permit boundary is shown on drawing K0238/3/001.

The restrictions detailed below will still apply to the bespoke permit:

- The Site will be permitted to accept up to 60,000 tonnes per annum of hazardous and non-hazardous waste for metal recycling and 10,000 tonnes per annum for depollution of ELVs.
- No more than 10 tonnes of intact waste vehicle catalytic converters (waste code 16 01 21* or 16 01 22) shall be stored at the site at any one time.
- The maximum quantity of non-hazardous waste stored subject to a shredding operation shall not exceed 75 tonnes per day.
- All wastes will be stored on an impermeable surface with sealed drainage.
- The treatment of metal waste will be limited to manual sorting such as sorting, separation, grading, shearing, shredding, baling, compacting, crushing, granulating and cutting of ferrous metals or alloys and non-ferrous metals into different components for recovery.
- Treatment consisting only of depollution of waste motor vehicles and sorting, separation, grading, baling, shearing, compacting, crushing or cutting of waste into different components for recovery.

- All wastes will be treated on an impermeable surface with sealed drainage except for uncontaminated wastes such as ferrous, alloys and non-ferrous wastes. The latter waste types can be treated on hardstanding or an impermeable surface with sealed drainage.
- Recovered metals will either be sent off for further recycling at a suitable permitted site or will be sold to customers.
- No treatment of lead acid batteries, other than sorting and separating from other wastes.
- No treatment including the decanning of catalytic converters, other than sorting and separating from other wastes.
- Wastes shall be stored for no longer than 1 year prior to disposal and 3 years prior to recovery.
- The maximum quantity of hazardous waste treated for disposal or recovery shall not exceed 10 tonnes per day. This does not include the manual depollution and dismantling of waste motor vehicles
- The maximum quantity of hazardous waste stored at the site shall not exceed 50 tonnes at any one time of which no more than 10 tonnes shall be stored for disposal. This does not include waste motor vehicles awaiting manual depollution.
- No more than 50 tonnes of intact waste vehicle tyres (waste code 16 01 03) shall be stored at the site at any one time.
- No more than 25 tonnes of waste vehicle batteries (waste code 16 01 01* or 16 06 05) shall be stored at the site at any one time.

[3] Potential Hazards

[3.1] Water / Liquid Pollution

The potential for Site to cause water pollution has been associated with contaminated rainwater run-off of leakages from permitted waste types, and use of vehicle / plant fuels, lubricants or engineering liquids. The depollution of ELVs will be undertaken in the ATF building with all liquids drained from the ELVs in accordance with the depollution procedures. All bungs and plugs when removing oils are replaced to prevent any residual leakage when stored. Any minimal oil that may leak from the stored depolluted ELVs as identified through the daily site inspections will be cleaned immediately in accordance with the spillage procedure The Site has an impermeable surface with sealed drainage, and an interceptor which can be shut off in the event of a spillage and/or contaminated runoff.

Fuel, oil and vehicle fluids will be stored within a bunded storage tank (110% capacity) adjacent to the storage building. All flammable liquids including fuels and oils are stored in accordance with the Oil Storage Regulations (The Control for Pollution (Oil Storage) England) Regulations 2001)).

All site vehicles and plant will be inspected daily, any vehicles or plant found leaking fuel or oil will be repaired immediately.

Spillages will be cleared up immediately on discovery using spill kits available in the storage building. The spill kits contain clear instructions and all site staff are trained in how to use the spill kit. Visual inspections of the spill area will be used to monitor for the presence of oil. Regular maintenance and inspection of plant and equipment will reduce the likelihood of spillages occurring. Further details regarding spillages are also contained in the FPP and procedures provided in the EMS.

[3.2] Odour

The wastes to be received at the site are unlikely to be a source of odour. The low or negligible organic content results in no production of malodorous leachate or smell. Consequently, odour is not considered further in this report.

[3.3] Noise

Noise and vibration attributed to site activities will be generated primarily by the movement and operation of Site plant and machinery, and by the loading and unloading of waste during operational hours. The Site is located within a busy industrial estate which is likely to generate noise and vibration emissions of its own.

Planning condition restricts site operational hours. Waste processing and its removal from the site (including recycling and re-used waste) shall only take place between the hours of 06:00 and 20:00. The Site is surrounded by concrete block walls to reduce noise / vibration. Plant such as Shears are located to the west of the Site where there are limited receptors. The west and north of the site benefit from dense areas of trees and vegetation which also help to reduce noise and vibration.

All Site plant will be chosen according to its suitability for the task, maintained according to the manufacturer's recommendations and fitted with silencing equipment were appropriate. Vehicles will be appropriately maintained so as to ensure that the operation of the Site does not give rise to unacceptable levels of noise or vibration. Plant and vehicles will be operated in a quiet and efficient manner. Deposit of material will not be undertaken from height and items such as skips will not be dragged across the ground. Double handling of waste will be avoided wherever possible. Where practicable, engines to be switched off when not in use.

Speed limits will also be enforced onsite. Surfaces will be routinely inspected for defects and damage and repairs will be implemented as soon as possible to maintain a smooth surface clear of large cracks and potholes.

Staff will be appropriately trained on the requirements to minimise noise and vibration onsite. Depollution activities will be undertaken within the building at site therefore minimising noise and vibration associated with the ATF activities. The Operator will give due regard to minimising noise and vibration associated with vehicles (reversing alarms, well maintained roads, effective maintenance of vehicles to reduce noise etc.).

The site is located in industrial / commercial setting and surrounding activities (e.g. Northgate Vehicle Hire, The NWH Group Newcastle, JSB Metals Limited Metal Recycling, and CF Motoring Services Ltd) have the potential to produce their own noise and vibration. A noise and vibration management plan is not considered necessary.

A complaints procedure is in place on Site. Any complaints received directly or via the regulatory bodies including the Agency will be recorded in the Site Diary. The complaint will instigate additional monitoring and mitigation measures and if necessary, at the location of the complaint to determine the extent of the issue. Where possible, as much information and detail about the complaint will be recorded and this information used to assist in the investigation and resolve the issue. To our understanding there have been no noise or vibration complaints.

The risk associated with potential noise and vibration emissions and the management protocols used to control them are detailed in Table 2.

[3.4] Fugitive / Visible Emissions

[3.4.1] Visible Plumes

No routine activities carried out within the facility will result in a visible plume. The most likely source of a visible plume would be as a result of a fire occurring at the Site. The risk associated with fires is addressed in detail in the FPP.

[3.4.2] Dust

The Site is not located within a designated Air Quality Management Area (AQMA). It is not located within 1 km of an AQMA for PM10 and S02 according to DEFRA. The nearest AQMA for NO_x (as NO_2) is located 320m northwest of the Site. NO_x is produced from combustion and no combustion activities are proposed onsite.

Wastes consisting solely or mainly of dusts, powders or loose fibres will not be accepted at the site. As the proposed activities comprise metal recycling and dismantling and depollution of ELVs it is expected that dust and fibre emissions will be low. Control measures will be employed at the site to limit any potential liberation of dust and fibres. These are summarised below, and further details are provided in the Fugitive Emissions Management Plan (FEMP, reference: K0238-AYE-R-ENV-00023).

Good housekeeping practices are in place to minimise the levels of dust and fibres. ATF activities are undertaken inside a building. The Site is surrounded by concrete block walls and woodland surrounds the northern and western boundaries which acts as a barrier for dust and fibre. Outside plant is located to the west of the Site where there are limited receptors.

Waste acceptance procedures (Report Ref: K0238-AYE-R-ENV-00021) will ensure that no wastes consisting solely or mainly of dusts, powders or loose fibres will be accepted at the Site. Due to the

nature of the activities to be undertaken at the Site, the waste types are typically stored in their largest form pending treatment.

All Site plant will be chosen according to its suitability for the task, maintained according to the manufacturer's recommendations and appropriately operated to ensure that Site does not give rise to unacceptable levels of dust. All vehicles will be enclosed, sheeted or netted as appropriate.

A regular maintenance and inspection programme for all site areas including machinery is undertaken. A Daily Record Sheet records if any dust is detected at the Site. If dust is identified remedial works will be undertaken in accordance with the FEMP.

A complaints procedure is in place on Site. Any complaints received directly or via the regulatory bodies including the Agency will be recorded in the Site Diary. The complaint will instigate additional monitoring and mitigation measures and if necessary, at the location of the complaint to determine the extent of the issue. Where possible, as much information and detail about the complaint will be recorded and this information used to assist in the investigation and resolve the issue. To our understanding there have been no dust complaints.

The risk associated with potential dust emissions and the management protocols used to control them are detailed in Table 3.

[3.4.3] Mud

Mud is unlikely to be entrained onto the highway by vehicles leaving the site after transit along the hardstanding or at point of deposit. The Site comprises concrete hardstanding across the full permitted area and the waste types exclude any waste types such as soils that may result in mud being present at the Site. Mud is not considered further in this assessment.

[3.4.4] Litter

The nature of the materials to be accepted excludes the potential for the site to generate litter. Litter is not considered further in this assessment.

[3.4.5] Pests and Vermin

The nature of the materials to be accepted excludes the potential for the site to attract pests and vermin. Pests and vermin are not considered further in this assessment.

[3.5] Accidents

There is potential for accidents to occur during site operations which may have a detrimental environmental impact. This can include spillages of fuels or other polluting liquids; fires causing damage to containment measures or generating contaminated liquid; or, deliberate vandalism resulting in pollution similar to the aforementioned.

The risks of pollution occurring from accidents and the proposed management measures are discussed further in Table 4.

The Site has an Accident Management Plan (AMP) and procedures for incident reporting and investigation. Procedures are in place to address accidents / incidents and / or abnormal operations, along with reporting lines internally and externally, and timeframes for making reports or notifications. The relevant permit conditions for reporting requirements for accidental releases due to spillages or abnormal operating conditions will apply to the Site.

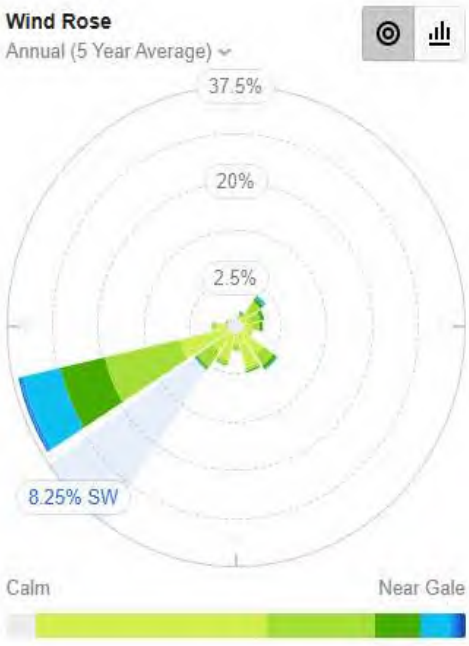
[4] Potential Hazard Pathways

When identifying the receptors, the closest and most sensitive (if different from the closest) have been considered in each direction from the hazard and the mechanism of transport to each sensitive receptor (e.g. proximity to highway, access/egress points for mud and wind direction for airborne dust).

[4.1] Airborne Pathways

Transit of airborne emissions will be determined by the prevailing wind direction and physical obstructions. There additionally may be an interrelationship between the nature of a potentially harmful emission and how it behaves in transit. Meteorological data from the River Tyne – Blaydon Bridge approximately 650 m to the northeast of the site is expected to provide representative meteorological data for the area and has been used to determine the prevailing wind direction which is from the west-southwest blowing towards east-northeast (Figure 1). The frequency the wind blows toward potentially sensitive receptors is detailed in Table 1.

Figure 1. Windrose Diagram for River Tyne



[4.2] Overland Pathways

Transit of emissions which could travel overland will be limited by physical barriers such as containment engineering, fencing and vegetation / trees. The site surfacing is comprised of concrete hardstanding. Passage of vehicles around the site will be restricted to the concrete.

[5] Potential Receptors

A review of the sensitive receptors within 1,000m is listed in Table 1 below. The location of each sensitive receptor is indicated in drawing referenced K0238/3/002: Sensitive Receptors Plan. The site is located in a predominantly industrial / commercial setting. Woodland runs along the western and northern boundary of the Site. Chain Bridge Road and Blaydon Highway are located to the north of the site. The closest residential receptors are properties off Shibdon Road located approximately 420 m to the southwest.

Table 1 Sensitive Receptors

Number	Receptor	Description	Approx. Distance from Site (m)	Direction from Site	Freq. (%) of Prevailing Wind
1	Shibdon Pond (LNR & SSSI)	Priority Habitats	270	ESE	1.7
2	Newcastle to Carlisle Railway Line (Tyne Valley Railway)	Railway	<10	S	0.9
3	Blaydon Business Centre	Industrial / Commercial	20	S	0.9
4	Blaydon Shopping Centre	Commercial	210	SW	5.6
5	Properties off Shibdon Road	Residential	420	SW	5.6
6	Blaydon West Primary School	School	565	WSW	4.7
7	Chain Bridge Road / B6137	Highway	<10	N	3.8
8	Blaydon Highway / A695	Highway	15	N	3.8
9	Blaydon Haughs Industrial Estate	Industrial / Commercial	70	N	3.8
10	River Tyne	Watercourse / Protected Species	250	NW	8.2
11	A1	Highway	400	E	3.9
12	Properties off Scotswood Road	Residential	855	N	3.8
13	Bells Close Industrial Estate	Industrial / Commercial	775	NE	8.3
14	Newburn Haugh Industrial Estate	Industrial / Commercial	450	NW	8.2
15	Northgate Vehicle Hire	Industrial / Commercial	<10	E	3.9
16	Blaydon Trade Estate / Chainbridge Road Industrial Estate	Industrial / Commercial	400	E	3.9
17	Derwenthaugh Industrial Estate	Industrial / Commercial	570	ESE	1.7
18	Playing Fields	Recreational	360	S	0.9
19	Properties off Shibdon Bank	Residential	490	S	0.6
20	Church of St Joseph and Presbytery Adjoining & Church of St Cuthbert	Place of Worship	480	NW	8.2
21	Properties off Cochran Street	Residential	750	W	4.3
22	Scotswood Road / A6085	Highway	720	NE	8.3
23	Mudflats / Intertidal Substrate Foreshore	Priority Habitat	240	NW	8.2
24	Lowland Meadows	Priority Habitat	700	N	3.8
25	Shibdon Dene / Deciduous Woodland	Priority Habitat	530	SW	5.6

[5.1] Nature and Heritage Conservation Screen

Basic preapplication advice and a 'Conservation & Heritage Screen' (referenced: EPR/BB3533AY/P003) were provided by the Environment Agency. A copy of the Screen is provided

as Appendix A. The Screen identified Shibdon Pond a Site of Special Scientific Interest (SSSI) which has been included in Table 1 as receptor 1. It is located 270 m east southeast of the Site. Shibdon Pond is a wetland site, regionally important for its high number of bird species. A review of Magic Maps also identified Shibdon Pond as a Local Nature Reserve (LNR) and identified a number of priority habitats within including deciduous woodland, reedbeds, good quality semi-improved grassland, and lowland fens.

Deciduous woodland was also identified in Shibdon Dene included in Table 1 as receptor 25. Lowland meadows were also identified to the north of the Site included in Table 1 as receptor 24.

The Conservation & Heritage Screen also identified a number of protected species in the River Tyne including Atlantic Salmon, European Eel, River & Sea Lamprey and Smelt. The River Tyne and the protected species have been included in Table 1 as receptor 10, and the closest point of the River Tyne is 250m northwest of the Site. A review of Magic Maps also identified mudflats along the River Tyne included in Table 1 as receptor 23.

No Special Areas of Conservation (SAC), Special Protection Area (SPA), Marine Conservation Zone (MCZ), Ramsar, National Nature Reserve, Local Wildlife Site, or Ancient Woodland were identified.

[6] Risk Assessment

[6.1] Risk Assessment

The site specific risk assessments completed for Noise and Dust are detailed in Tables 2 to 3 below. Where there is an inter-relationship between the specific risk assessment and meteorological conditions, this has been identified. The pathway is determined by the location of the receptor relative to the site, the distance from the boundary (m) and the frequency (likelihood) the prevailing wind will blow in the direction of the receptor (%) as determined by historical wind rose data for River Tyne Station located approximately 650m northeast of the Site boundary.

The Mitigated Risk is the residual risk presented by the hazard after control measures have been implemented. This is the most realistic representation of the risk as effective controls will be maintained under the requirements of the environmental permit, planning consent and management procedures set out in the Operator's EMS.

[6.2] Environmental Accidents

The Agency guidance requires the completion of an Accident Risk Assessment Management Plan. This should assess potential hazards associated with the proposed activity not described in the sections above.

An accident management plan is detailed in Table 4.

Table 2 Noise and Vibration Risk Assessment and Management Plan

Hazard & Pathway	Receptor				Probability of Exposure	Unmitigated Consequence	Initial Risk / Reason	Risk Management	Residual Risk
	ID No.	Dist. (m)	Direct.	Wind Freq. (%)					
Noise through Air from vehicle movements and deposit of waste	1	270	ESE	1.7	High – close proximity to Site	Medium – disturb local wildlife	Medium	Site is located in industrial / commercial setting and surrounding activities have the potential to produce noise. Planning condition restricts site operational hours. Depollution activities will be undertaken within the building, site surrounded by concrete block walls and woodland is along the northern and western boundaries to reduce noise / vibration. Plant such as Shears are located to the west of the Site where there are limited receptors. Site plant and vehicles will be chosen according to its suitability for the task, maintained according to the manufacturer's recommendations and fitted with silencing equipment were appropriate. Plant and vehicles will be operated in a quiet and efficient manner. Where practicable, engines to be switched off when not in use. Deposit of material will not be undertaken from height and items such as skips will not be dragged across the ground. Speed limits enforced. Surfaces routinely inspected for defects and damage and repairs will be implemented as soon as possible to maintain a smooth surface clear of large cracks and potholes. Staff will be appropriately trained. A complaints procedure is in place on Site.	Low
	2	<10	S	0.9	High – close proximity to Site	Low – railway transient nuisance	Low		
	3	20	S	0.9	High – close proximity to Site	Medium – nuisance to workers	Medium		
	4	210	SW	5.6	High – close proximity to Site	High – nuisance to workers	High		
	5	420	SW	5.6	Medium – proximity to Site	High – nuisance to residents	Medium		
	6	565	WSW	4.7	Medium – proximity to Site	High – nuisance to students	Medium		
	7	<10	N	3.8	High – close proximity to Site	Low – road transient nuisance	Low		
	8	15	N	3.8	High – close proximity to Site	Low – road transient nuisance	Low		
	9	70	N	3.8	High – close proximity to Site	Medium – nuisance to workers	Medium		
	10	250	NW	8.2	High – close proximity to Site	Low – not a nuisance (watercourse)	Low		
	11	400	E	3.9	Medium – proximity to Site	Low – road transient nuisance	Low		
	12	855	N	3.8	Low – distant from Site	High – nuisance to residents	Medium		
	13	775	NE	8.3	Low – distant from Site	Medium – nuisance to workers	Medium		
	14	450	NW	8.2	Medium – proximity to Site	Medium – nuisance to workers	Medium		
	15	<10	E	3.9	High – close proximity to Site	Medium – nuisance to workers	Medium		
	16	400	E	3.9	Medium – proximity to Site	Medium – nuisance to workers	Medium		
	17	570	ESE	1.7	Medium – proximity to Site	Medium – nuisance to workers	Medium		
	18	360	S	0.9	Medium – proximity to Site	High – nuisance to users	Medium		
	19	490	S	0.6	Medium – proximity to Site	High – nuisance to residents	Medium		
	20	480	NW	8.2	Medium – proximity to Site	High – nuisance to users	Medium		
	21	750	W	4.3	Low – distant from Site	High – nuisance to residents	Medium		
	22	720	NE	8.3	Low – distant from Site	Low – road transient nuisance	Low		
	23	240	NW	8.2	High – close proximity to Site	Medium – disturb local wildlife	Medium		
	24	700	N	3.8	Low – distant to Site	Medium – disturb local wildlife	Medium		
	25	530	SW	5.6	Medium, proximity to Site	Medium – disturb local wildlife	Medium		

Table 3 Fugitive Emissions Risk Assessment and Management Plan

Hazard & Pathway	Receptor				Probability of Exposure	Unmitigated Consequence	Initial Risk / Reason	Risk Management	Residual Risk
	ID No.	Dist. (m)	Direct.	Freq. (%)					
Dust through Air from vehicle movements and deposit of waste	1	270	ESE	1.7	High – close proximity, occasionally downwind	High– potential to smother vegetation	High	Strict waste acceptance procedures are in place. Wastes consisting solely or mainly of dusts, powders or loose fibres are excluded. Good housekeeping practices are in place to minimise the levels of dust and fibre. ATF activities are undertaken inside a building. Surrounding concrete block walls and woodland along the northern and western boundaries acts as a barrier for dust and fibre. Outside plant is located to the west of the Site where there are limited receptors. All Site plant will be chosen according to its suitability for the task, maintained according to the manufacturer's recommendations and appropriately operated to ensure that Site does not give rise to unacceptable levels of dust. All vehicles will be sheeted or netted as appropriate. A regular maintenance and inspection programme for all site areas including machinery is undertaken. in accordance with the FEMP. A complaints procedure is in place and detailed in the FEMP.	Low
	2	<10	S	0.9	High – close proximity, occasionally downwind	Medium – railway transient nuisance	Medium		
	3	20	S	0.9	High – close proximity, occasionally downwind	Medium - nuisance to workers	Medium		
	4	210	SW	5.6	High – close proximity, infrequently downwind	High - nuisance to workers	High		
	5	420	SW	5.6	Medium – proximity, infrequently downwind	High - nuisance to residents	Medium		
	6	565	WSW	4.7	Medium – proximity, infrequently downwind	High - nuisance to students	Medium		
	7	<10	N	3.8	High – close proximity, occasionally downwind	Medium – road transient nuisance	Medium		
	8	15	N	3.8	High – close proximity, occasionally downwind	Medium – road transient nuisance	Medium		
	9	70	N	3.8	High – close proximity, occasionally downwind	Medium - nuisance to workers	Medium		
	10	250	NW	8.2	High – close proximity, frequently downwind	High– potential to accumulate in watercourse	High		
	11	400	E	3.9	Medium – proximity, occasionally downwind	Medium – road transient nuisance	Medium		
	12	855	N	3.8	Low – distant, occasionally downwind	High - nuisance to residents	Medium		
	13	775	NE	8.3	Low – distant, frequently downwind	Medium - nuisance to workers	Medium		
	14	450	NW	8.2	Medium – proximity, frequently downwind	Medium - nuisance to workers	Medium		
	15	<10	E	3.9	High – close proximity, occasionally downwind	Medium - nuisance to workers	Medium		
	16	400	E	3.9	Medium – proximity, occasionally downwind	Medium - nuisance to workers	Medium		
	17	570	ESE	1.7	Medium – proximity, occasionally downwind	Medium - nuisance to workers	Medium		
	18	360	S	0.9	Medium – proximity, occasionally downwind	Medium – nuisance to users (open space)	Medium		
	19	490	S	0.6	Medium – proximity, occasionally downwind	High - nuisance to residents	Medium		
	20	480	NW	8.2	Medium – proximity, frequently downwind	High - nuisance to users	Medium		
	21	750	W	4.3	Low – distant, infrequently downwind	High - nuisance to residents	Medium		
	22	720	NE	8.3	Low – distant, frequently downwind	Medium – road transient nuisance	Medium		
	23	240	NW	8.2	High – close proximity, frequently downwind	High– potential to smother vegetation	High		
	24	700	N	3.8	Low – distant, occasionally downwind	High– potential to smother vegetation	Medium		
	25	530	SW	5.6	Medium, proximity, infrequently downwind	High– potential to smother vegetation	Medium		

Table 4 Accident Management Plan

Hazard	Receptor	Pathway	Probability	Consequence	Overall Risk	Risk Management	Mitigated Risk
Fuel / engine oil Leak or damage to portable fuel bowser, static fuel storage tank or site vehicles and liquid pollution	Groundwater and surface water	Through ground or over ground into surface water	Low	High - pollution of groundwater or surface water	Medium	The Site has an impermeable surface with sealed drainage, and an interceptor. Spillages will be cleared up immediately on discovery using spill kits available in the storage building. The spill kits contain clear instructions and all site staff are trained in how to use the spill kit. Visual inspections of the spill area will be used to monitor for the presence of oil. Regular maintenance and inspection of plant and equipment will reduce the likelihood of spillages occurring. Further details regarding spillages are also contained in the FPP. Fuel, oil and vehicle fluids are stored within a bunded storage tank (110% capacity) adjacent to the storage building. All flammable liquids including fuels and oils are stored in accordance with the Oil Storage Regulations (The Control for Pollution (Oil Storage) England) Regulations 2001)). . Site vehicles and plant subject to regular preventative maintenance in accordance with EMS procedures.	Low
Fire Accidental fire associated with plant and equipment.	Groundwater	Through ground	Low	High - pollution of groundwater through firewater run-off or leaks from damaged equipment	Medium	Wastes to be accepted at site will have a low organic content and are inherently non-combustible in nature. Site vehicles and plant subject to regular preventative maintenance in line with site EMS procedures. If a fire was to occur it will be dealt with in accordance with site EMS Procedures. No smoking except in designated areas.	Low
	Receptors listed in Table 1 above	Airborne	Low	Medium - smoke / odour annoyance	Medium		
Explosion Compressed gas cylinders, combustion of gas or fuel storage tank	Site staff	Airborne	Low	High - danger of serious injury	Medium	Fuel is stored in appropriate containers with appropriate controls to prevent fire or explosion (i.e. no smoking onsite). Compressed gases not required and therefore not present for operation. Low organic content of waste will generate negligible volumes of landfill gas and will not present an explosion risk.	Low
	Groundwater	Through ground	Low	High - pollution of groundwater through leaks from damaged equipment	Medium		
Wastes deposited Chemical reaction of incompatible wastes	Receptors listed in Table 1 above	Airborne	Low	Medium - odour annoyance or smoke from oxidising agents	Medium	Waste Acceptance Procedures in place onsite (referenced: K0238-AYE-R-ENV-00021) and will exclude the deposit of chemically reactive wastes.	Low

Hazard	Receptor	Pathway	Probability	Consequence	Overall Risk	Risk Management	Mitigated Risk
Vandalism Damage to site vehicles, fuel bowsers, gas or leachate extraction pipework	Groundwater	Through ground	Low	High - pollution of groundwater through leaks from damaged equipment	Medium	Existing site security will prevent access by unauthorised persons. Vehicles will be kept overnight in a secure area with appropriate security measures. Wastes not expected to require exposed active gas or active leachate control infrastructure which could be subject to damage.	Low
	Receptors listed in Table 1 above	Airborne	Low	Medium - odour annoyance	Medium		

[7] Conclusions

The operational hazards associated with site activities have been considered in the tables above. It has been concluded that with the use of appropriate mitigating controls where necessary, the Site will not present a significant risk to surrounding receptors. The permit variation from a SR permit to a bespoke permit has been prepared primarily to regularise site activities to mixed metal recycling and vehicle dismantling site, to include additional waste types and to revise the site layout.

The potential hazards for noise & vibration, dust and accidents have been considered and the risks associated have been reduced and managed as far as reasonably practicable. The most sensitive receptors have been identified and their impacts of any emissions from sites have been addressed with mitigation measures in place. As a result, it is considered that any emissions from the operations of the Site with all management techniques in place will not have a detrimental impact on the sensitive receptors identified.

Drawings

A1

GENERAL NOTES

NOTES:

1. ALL DIMENSIONS IN MILLIMETRES AND ALL LEVELS IN METRES ABOVE ORDNANCE DATUM.

2. DO NOT SCALE FROM THIS DRAWING.

3. ANY ANOMALIES IDENTIFIED WITH THE DETAILS SHOWN ON THIS DRAWING ARE TO BE BROUGHT TO THE ATTENTION OF AYESA PRIOR TO CONSTRUCTION WORKS COMMENCING.

LEGEND:

- PERMIT BOUNDARY
- (10) RECEPTOR MARKER
- 1000M BUFFER ZONE

Rev	Date	Description	By	Chk	App

ayesa

CLIENT
NORTHERN METAL RECYCLING LTD

PROJECT
BLAYDON METAL RCYCLING AND ATF FACILITY

DRAWING TITLE
SENSITIVE RECEPTOR PLAN

STATUS
FINAL

Date: 04/04/25	Scale: 1:4,000	Drawn: JM	Chk: EG	App: JB
Project No: K0238	Drg. No: K0238.3.002			Rev: 00

Appendix A – Conservation Screening

Nature and Heritage Conservation

Screening Report: Bespoke Waste

Reference	**EPR/BB3533AY/P003**
NGR	**NZ 19031 63497**
Buffer (m)	**55**
Date report produced	**02/04/25**
Number of maps enclosed	**1**

This nature and heritage conservation report

The nature and heritage conservation sites, protected species and habitats, and other features identified in the table below **must be considered in your application**.

In the further information column, there are links which give more information about the site or feature type and indicate where you are able to self-serve to get the most accurate site boundaries or feature locations.

Most designated site boundaries are available on Magic map. Using Magic map allows you to zoom in and see the site boundary or feature location in detail, Magic map also allows you to measure the distance from these sites and features to your proposed boundary. Help videos are available on Magic map to guide you through.

Where information is not publicly available, or is only available to those with GIS access, we have provided a map at the end of this report.

Sites and Features within screening distance	Screening distance (m)	Further Information
Sites of Special Scientific Interest (SSSI)	1000	Natural England and Magic map
Shibdon Pond		

Protected Species within screening distance	Screening distance (m)	Further Information
Atlantic Salmon migratory route	up to 500m	Natural England
European Eel migratory route		Appropriate Local Record Centre (LRC)
River Lamprey migratory route		
Sea Lamprey migratory route		Environment Agency. Dial 03708 506 506 for your local Fisheries and Biodiversity team
Smelt migratory route		

Where protected species are present, a licence may be required from Natural England to handle the species or undertake the proposed works.

The following nature and heritage conservation sites, protected species and habitats, and other features have been checked for, where they are relevant for the permit type requested, but have not been found within screening distance of your site unless included in the list above.

Special Areas of Conservation (cSAC or SAC), Special Protection Area (pSPA or SPA), Marine Conservation Zone (MCZ), Ramsar, Sites of Special Scientific Interest (SSSI), National Nature Reserve (NNR), Local Nature Reserve (LNR), Local Wildlife Sites (LWS), Ancient Woodland, relevant species and habitats.

Please note we have screened this application for features for which we have information. It is however your responsibility to comply with all environmental and planning legislation, this information does not imply that no other checks or permissions will be required.

The nature and heritage screening we have conducted as part of this report is subject to change as it is based on data we hold at the time it is generated. We cannot guarantee there will be no changes to our screening data between the date of this report and the submission of the permit application, which could result in the return of an application or requesting further information.

Protected Species

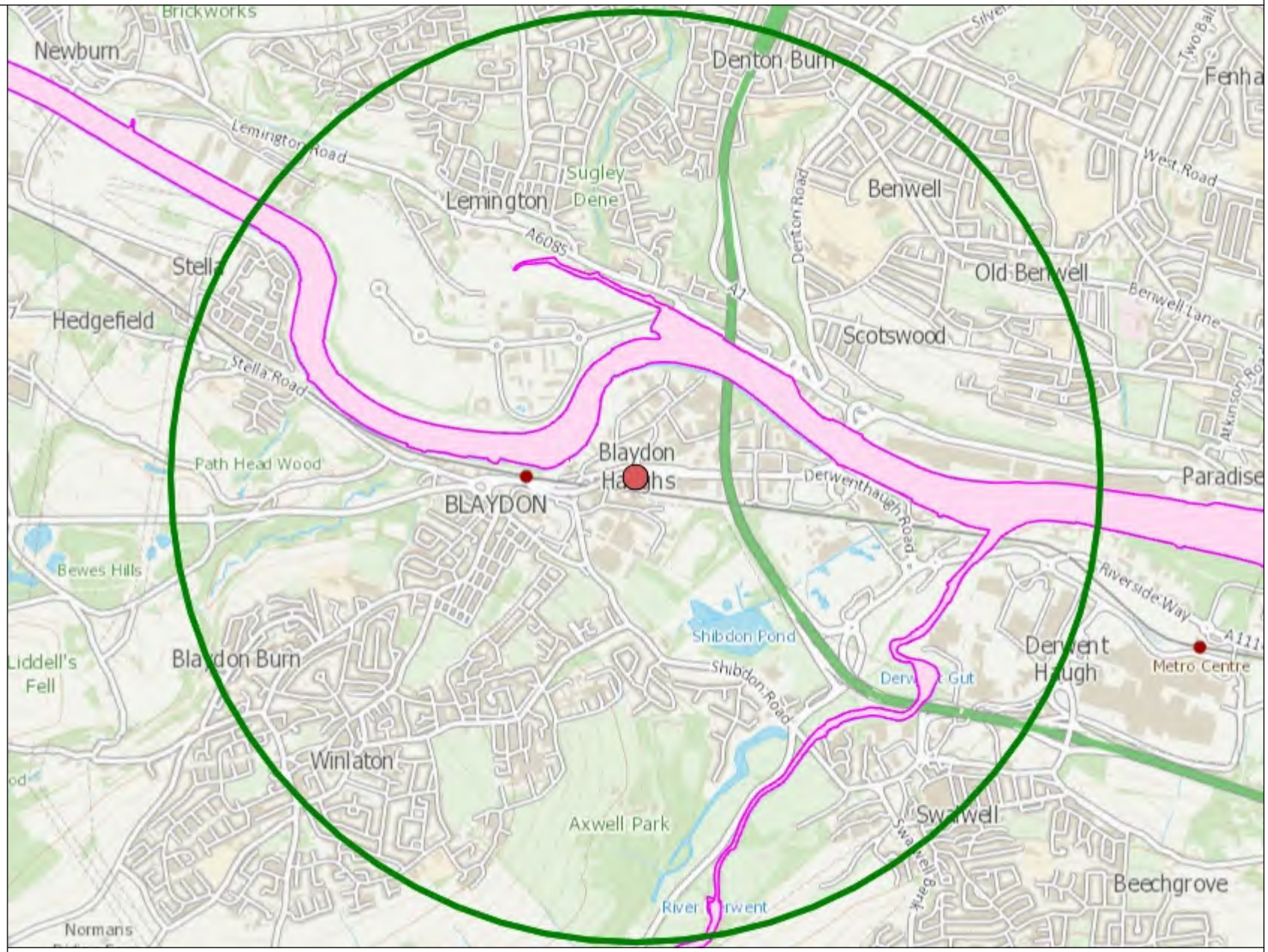
Environment Agency

Legend

Protected species screened for Env Permits - complete set

- Protected species, non fish
- Protected fish
- Protected fish migratory route
- Coded

Fish migratory routes screened for Environmental Permits



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Metres

N W E S