

WR11



Non Technical Summary

08 October 2018

The new building being erected at the site on Windermere Road in this application is the subject of the Bespoke Waste Permit application to the Environment Agency and a Planning Permission application submitted to Hartlepool Borough Council.

The waste materials entering the site are dry recyclables. There are no liquids being imported as waste to the facility and the process does not create liquids that will require control and onward handling. All material are solid items of dry recyclables.

There are two streams of mixed fibre materials arriving at the site for sorting.

MATERIAL A

Will arrive at site direct from Local Authority kerbside wheelie bin collections and contain a source separated paper and cardboard mixture.

MATERIAL B

Will arrive in controlled vehicles from MRF facilities across the Country. The content will be mixed fibre from co-mingled collections, paper cardboard and magazines.

On arrival the operatives will check transfer paperwork and Duty of Care contents for compliance. The vehicle will be directed to the weighbridge for gross weight recording.

After travelling around the site at the maximum of 5 mph the vehicle will be directed into the internal offloading area for discharge. The Infeed area. Vehicles carrying the waste are predominately of the type with a walking floor which removes the dangers of raised bodywork. These vehicles also allow a controlled discharge.

There are 3 operational areas to the plant. Infeed, Sorting, and Finished Goods laid out in a linear arrangement through the building linking the sorting steps.

INFEED

This offloading area inside the building is made up of four bays. Each bay is enclosed by concrete blockwork 6 metres high 7.5 metres wide and 53 metres in length. The bays are open at both ends to allow offloading at one end and collection of material from the opposite end utilising a loading shovel.



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As material is drawn from one end by the shovel and fed into sorting conveyors the vehicles will continue to off load at the opposite end.

As material is fed through the bay and contents reduce, the loading shovel will push remaining material down through the bays towards the sorting plant conveyor feed. This will allow easier loading of the shovel and free up offloading space. By rotation of the contents in the four bays the space is continually available for vehicle discharge.

After discharge the vehicle will return to the weighbridge to gather the tare weight and the weight of materials delivered to site before either leaving site or returning to the Finished goods area for collection of an off site load.

SORTING

This is the area where the conveyor sorting machines are housed inside the building. Apart from one feed conveyor from the Infeed area, the Sorting area is totally separate from the Infeed area.

Concrete "lego type" blocks of approx. 1.2m x 0.8m x 0.6m high are utilised to divide the operation areas and assist in fire control and overall fire management.

The sorting equipment is an optical sorting based system which is designed to run at a maximum 30 tonnes per hour. The sole purpose in this stage one is to remove any non paper fibre contamination. In stage two the equipment will sort the paper and cardboard into separate streams thus creating a low grade board and high grade paper for re-use in the printing industry. The final stage, stage three is a human quality control stage. The six staff on stage three are to manually retrieve any final unwanted materials from the conveyor systems.

FINISHED GOODS

This is the largest area and is still inside the building. The size is approx. 82.5metres long and 37.5metres wide.

The Finished goods area is again separated from the Sorting area by interlocking concrete "lego type" blocks used earlier. The output conveyor from the Sorting area crosses into the Finished goods area.

Loose materials in the area and baled materials in the area are held in bays with concrete block walls that are 6metres high. This control will reduce the risk of fire spreading and improve the quality of the finished materials.

Loading of vehicles for onward material movement takes place inside the Finished goods area.



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LEAVING SITE

After loading and sheeting the vehicles the driver will exit the building and then the site at a maximum of 5mph through the weighbridge to gain the material details and content for paperwork and the Quarterly return

SENSITIVE HABITAT

Included in the site environmental Risk Assessment WR7 there is a sensitive habitat to the south of the site. However we have all of the operations controlled inside the building. There will be no intended waste likely to escape from the building and the prevailing wind is typically in a direction that diverts waste away from the sensitive area.

Our site inspection routines also include perimeter fence checks and a weekly visit to the sensitive area by site management to reinforce our intentions to protect the environment. Our procedures for the site will provide a low or no risk to the sensitive habitat.

RESIDUAL WASTE

The items that are not suitable for use by our company will be contained and controlled before onward movement to an appropriate licensed facility and details captured on Quarterly returns.

SYNOPSIS

With the advent of the ban on waste paper going to Asia the UK has a demand for a sustainable solution for it's waste paper. With the written word diminishing year on year it is more than imperative to recover as much as possible the high grade papers within our mixed paper fibres.

What is also clear is that we have UK based solutions and contracts for 10 years as a minimum, which means we are not so exposed to other Countries policies and have a stable solution for our material in a volatile market.

CONCLUSION

We are able to provide a practical clean and controlled solution for the sorting of the waste which does NOT include any liquids in the operation. We only plan to process and handle dry materials and improve the output quality in the process.



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