



Teesport Waste Storage Facility Environmental Permit Application

Operating Techniques

PD Teesport Limited

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Basis of Report

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1.0 INTRODUCTION

PD Teesport Limited (PD Teesport) has instructed SLR Consulting Limited (SLR) to prepare a bespoke Environmental Permit (EP) application for a proposed waste storage facility to be located at Teesport Dock, off Tees Dock Road, Middlesbrough, TS6 6UD.

The purpose of this document is to provide a description of the operating techniques in place at the Site to minimise the risk of pollution, in line with Environment Agency (EA) guidance on Environmental Management Systems (EMS) and the '*Non-Hazardous and Inert Waste: Appropriate Measures for Permitted Facilities*¹' guidance, updated August 2023.

The report:

- provides an overview of the activities and site;
- describes in detail how the site will be operated and the measures in place to control pollution;
- identifies how these measures satisfy the requirements of the Non-hazardous and inert waste appropriate measures guidance.

PD Teesport is fully conversant with its environmental responsibilities in relation to the site and is committed to ensuring that its relevant facilities are designed, constructed and operated to the highest possible standards. It is intended that this will be clear from the detail contained within this OT.

1.1 Site Location

The site is located on Tees Dock Road, Middlesbrough, North Yorkshire, TS6 6UD centred on National Grid Reference (NGR) NZ 54836 23042. The city of Middlesbrough is located approximately 10km west of the site.

The surrounding area is comprised predominantly of port-related industry. The North Sea is situated approximately 4.5km north, and the site is located on the Tees Dock, part of the mouth of the River Tees which flows to the north of the Tees Dock.

The total area of the proposed facility is approximately 3.6 hectares and is situated within the wider port area. Access is via Tees Dock Road which is near the westernmost point of the permitted area. At its closest point, the nearest residential receptor is approximately 3km to the northeast in Dormanstown.

The site's location is illustrated on Drawing 01, and the EP Boundary and Site Layout are illustrated in Drawing 02. Local receptors within a 1km radius of the site are shown on Drawings 03 and 04.

Table 1-1 below summarises the surrounding land uses.

¹ [Non-hazardous and inert waste: appropriate measures for permitted facilities - Guidance - GOV.UK \(www.gov.uk\)](https://www.gov.uk/guidance/non-hazardous-and-inert-waste-appropriate-measures-for-permitted-facilities)



Table 1-1: Surrounding Land Uses

Boundary	Description
North	The Tees Dock lies directly adjacent to the site to the north, beyond which are port-related industrial and commercial premises, including container storage and distribution centres for Tesco and Asda.
East	Extending for a kilometre to the east are maintenance and storage facilities related to British Steel.
South	Immediately to the south - and extending for over a kilometre - are industrial premises that form the south bank of the Teesworks development. Companies occupying this development include Tarmac, Hanson and SeAH Wind.
West	Commercial and industrial premises are located adjacent to the west of the site, beyond which is the local road network and a surface water ditch.

1.2 Summary of Operations

The site will be used for the external storage of non-hazardous wastes prior to transfer to cargo vessels for the purpose of export. No treatment will take place at the site.

The site will only accept non-hazardous waste consisting of clean, pre-treated scrap ferrous metal, smaller quantities of non-ferrous metal scrap and Refuse Derived Fuel (RDF). Strict waste acceptance procedures will be in place at the site to ensure that non-conforming waste is not accepted at the site.

Waste will be brought onto site in large 8-wheeler trucks. Incoming vehicles will enter the site via Tees Dock Road, undergo waste acceptance checks at the weighbridge, before being directed to the appropriate unloading area.

The Site is comprised of two main zones: the Bulk Storage Zone, which is where incoming waste is initially deposited and stored, and the Loading Zone, where waste is transferred to from the Bulk Storage Zone for short-term storage prior to loading onto a cargo vessel.

It is expected that the facility will be active throughout the year, although fluctuations in the price and demand of the material will likely cause some variation in the tonnages passing through the site. It is proposed that up to 500,000 tonnes of waste will be accepted at the site per year, with 45,000 tonnes of material being stockpiled at any one time. These maximum quantities should provide the operational flexibility required to meet any variations in demand.

The port benefits from an impermeable surface, and all internal drainage, both clean and contaminated, is collected within a sealed drainage system with a Class 1 full retention interceptor and an attenuation tank which can be isolated via Penstock valve in order to contain any accidental spillages or contaminated fire-water. Rainfall-derived surface water collected in the attenuation tank will be tested before either releasing to the dock or tankering off site for treatment at an appropriately regulated facility.



1.3 Regulated activities

The activities that will be carried out at the site as defined under Annex II of the Waste Framework Directive can be summarised as follows:

- R13: Storage of waste consisting of materials intended for recycling or reclamation.

1.4 Key Technical Standards

The OT describes the operating and control techniques that will be implemented at the facility to ensure compliance with the conditions of the environmental permit and the following published guidance:

- Non-hazardous and inert waste: Appropriate measures for permitted facilities, gov.uk, last updated 1 August 2023²; and
- Develop a management system: environmental permits, gov.uk. last updated 3 April 2023³.
- The Environmental Permitting (England and Wales) Regulations 2016 (as amended);
- EA Guidance, Risk assessments for your environmental permit, August 2022;
- EA Guidance, Control and Monitor Emissions from your EP, November 2022;
- Relevant EA Guidance e.g. Environmental Risk Assessments, Fire Prevention Plans, and Site Condition Reports.

The format of this document follows the headings in the EA's appropriate measures guidance and summarises how the operations at the site meet those measures.

2.0 GENERAL MANAGEMENT AND APPROPRIATE MEASURES

2.1 Site Design & Suitability

The primary reason for the site selection at dockside is to facilitate the bulk storage and transfer of scrap metal and RDF via shipping for treatment or recovery elsewhere. The site is designed to facilitate storage of waste of the appropriate quality for recovery and in suitable quantities for shipping, whilst adhering to the requirements for managing fire and other environmental risks.

The Site occupies an area of dockland totalling approximately 3.6 hectares and is comprised of two main zones: the Bulk Storage Zone, which is where incoming waste is initially deposited and stored, and the Loading Zone, where waste is transferred to from the Bulk Storage Zone for short-term storage prior to loading onto a cargo vessel. The Site is situated within the highly developed Teesport area on the southern side of the River Tees. Its location with cultural and natural heritage receptors are illustrated on Drawing 04.

² <https://www.gov.uk/guidance/non-hazardous-and-inert-waste-appropriate-measures-for-permitted-facilities>

³ <https://www.gov.uk/guidance/develop-a-management-system-environmental-permits>



2.2 Operating Hours

The Site is open 24 hours a day and 365 days per year. Operations are not continuous, but flexibility is required to ensure that the sailing tide is not missed when loading ships.

2.3 Management System

The site will be operated in accordance with PD Port's ISO 140001 management system which is audited by Lloyds and certified until March 2027. Together with the management system, this site-specific OT document will ensure that:

- The risks that the activities pose to the environment are identified;
- The measures that are required to minimise the risks are identified;
- The activities are managed in accordance with the management system and OT and Waste Acceptance Procedures (WAP) document;
- Performance against the management system is audited at regular intervals; and
- The EP is complied with.

The management system will be supplemented by this document which outlines the proposed operating techniques and WAP at the site and demonstrates conformance with the requirements of relevant published EA Guidance.

2.4 Management Structure and Responsibilities

2.4.1 Staffing, Competence and Training

The Site Manager - working in conjunction with PD Port's dedicated Compliance Advisor and on-site HSE team - will be responsible for day-to-day operations and compliance with the EP.

Whenever the site is open to receive or dispatch waste, or carry out any of the waste management operations, it will be supervised by at least one member of staff who is suitably trained and fully conversant with the requirements of the EP relating to:

- Waste acceptance and control procedures;
- Operational controls;
- Maintenance;
- Record-keeping;
- Emergency action plans; and
- Notifications to the EA.

PD Teesport employs a systematic approach to identifying, demonstrating and maintaining competence that ensures compliance with requirements as detailed in the environmental permit and activities. Management will communicate to all levels and functions of the organisation the importance of the competence management system.

2.4.2 Communication and reporting of actual or potential non-compliances and complaints

If actual or potential non-compliances occur on site, these will be recorded in the Site's Data Management System (known as Evotix) and communicated to the Site Manager. The Site Manager will investigate each event and identify a solution to remedy it and prevent it from reoccurring. If the non-compliance event is sustained, the operations may be stopped until a solution can be found, to minimise harm to the environment.



The remedial actions taken in response to the non-compliance may include:

- obtaining additional information on the nature and extent of the non-compliance;
- discussing and testing alternative solutions;
- modifying procedures and responsibilities;
- seeking approval for additional resources and training;
- contacting suppliers and contractors to seek alterations to the way they operate; and
- informing the Environment Agency (EA).

Members of the public can file complaints by contacting the Site. All complaints received by the Site Manager will be recorded in Evotix and investigated promptly, with a follow up response communicated to the complainant within 10 working days.

2.4.3 Auditing

The Site benefits from regular auditing to ensure that it is compliant with the conditions of its permit. The internal audit will be carried out by the Environment Manager in conjunction with the Site Manager (or assistant Site Manager), to ensure that all activities on site are in accordance with the conditions of the EP. The outcome of the audit will be reviewed and tracked to identify any frequent non-compliances.

PD Teesport will also benefit from regular external auditing as part of its ISO 14001:2015 accreditation.

2.4.4 Reporting Non-Compliance and Taking Corrective Action

Procedures will ensure appropriate corrective action is taken in response to problems identified at the site. The procedures will ensure that non-conformances are reported, investigated and rectified, and that failures and weaknesses are prevented. The following aspects will be considered:

- Actual or potential non-compliance;
- System failure discovered at internal audit;
- Suppliers or subcontractors breaking the agreed operating rules;
- Incidents, accidents, and emergencies;
- Other operational system failure; and
- Complaints.

The action taken in response to the non-conformance may include:

- Obtaining additional information on the nature and extent of the non-conformance;
- Discussing and testing alternative solutions;
- Modifying procedures and responsibilities;
- Seeking approval for additional resources and training; and
- Contacting suppliers and contractors (as applicable).

2.4.5 Monitoring, Measuring and Reviewing Environmental Performance

A formalised management structure will review environmental performance, and ensure any necessary actions are taken.



2.4.6 Managing Documentation and Records

Controls will be in place to ensure that all documents are issued, revised and maintained in a consistent fashion.

The documents that will be in the scope of controls are as follows:

- Policies;
- Responsibilities;
- Targets;
- Maintenance records;
- Procedures;
- Monitoring records;
- Results of audits;
- Results of reviews;
- Complaints and incident records; and
- Training records.

Records will be made and kept up to date on a daily basis to reflect deliveries, on-site storage and dispatches. All records relating to waste acceptance will be maintained and kept readily available on site and kept for a minimum of 2 years and will be made available for inspection by the EA at all reasonable times.

2.5 Technical Competence and Training

The site will be managed by sufficient staff, competent to operate the site. The management system will ensure the following:

- All staff will have clearly defined roles and responsibilities;
- Records will be maintained of the skills required for each post;
- Records will be maintained of the training and relevant qualifications undertaken by staff to meet the requirement of each post; and
- Operations will be governed by standard operating instructions.

Operations at the site will be under the overall control of a technically competent person who holds the relevant Certificate of Technical Competence (COTC) under the Waste Management Industry Training and Advisory Board (WAMITAB) scheme.

An assessment of staff training needs will be carried out to identify the posts for which specific environmental awareness training is needed, and to determine the scope and level of such training. The assessment of training needs will be reviewed on an annual basis.

The training programme will ensure that relevant staff are aware of the following:

- Regulatory implications of the EP for the site and their specific work activity;
- All potential environmental effects from operations under normal and abnormal circumstances;
- The need to report deviations from the permit; and
- Prevention of accidental emissions and the action to be taken should accidental emissions occur.



A copy of this OT and the EP will be made available at the facility for the attention of all staff. They will be informed of the importance of these documents and the key areas of concern and fully briefed on the role of the EA in enforcing compliance.

2.5.1 Permit Surrender

A Site Condition Report has been prepared in support of this permit application. The SCR sets out the baseline conditions of the site for comparison at the point of permit surrender.

The SCR will be updated during the operational life of the site as appropriate. To assist with permit surrender, records will be maintained to demonstrate how the land has been protected at all times between the date of EP issue and surrender.

2.5.2 Display of Environmental Permit

A copy of the EP will be kept available for reference by all staff and contractors whose work may have an impact on the environment.

2.5.3 Operational Control, Preventative Maintenance and Calibration

The management system contains operational procedures that will ensure effective control of site operations, the use of approved suppliers, and contract services, the maintenance of operational equipment and calibration of monitoring equipment.

All plant and equipment will be subject to a programme of planned preventative maintenance which will follow the inspection and maintenance schedule recommended by the manufacturer.

2.5.4 Design and Construction Quality Assurance

All relevant elements of the site will be designed in accordance with recognised standards, methodologies and practices.

The design process will use a risk-based approach and will be appropriately documented using drawings, specifications and method statements to provide an adequate audit trail.

Construction Quality Assurance (CQA) plans will govern all construction activities necessary in the future. These CQA plans will be prepared by competent and suitably qualified persons.

A competent and suitably qualified person will supervise the construction activities and prepare a validation report confirming that the key construction activities have been carried out in accordance with the CQA plan.

2.6 Accident Prevention and Management Plan

PD Teesport recognises the importance of the prevention of accidents that may have environmental consequences and that it is crucial to limit those consequences.

An accident management plan will be implemented and maintained at the site to ensure that the site and staff are fully prepared for any such incidents. The accident management plan will be reviewed at least every four years or as soon as practicable after an incident, with changes made accordingly to minimise the risk of occurrence.

The Site Manager will be responsible for managing accidents on site and ensuring the plan is understood by all site operatives.

Up to date records of all accidents, incidents, near misses, changes to procedures, abnormal events and findings of maintenance inspections will be kept electronically on the company's established systems.

The following sections describe the techniques that will be implemented to minimise the risks posed to the environment. Activities affecting the health and safety (H&S) of operatives,



contractors and visitors will be separately managed in compliance with H&S regulation and company H&S Policy.

2.6.1 Action to minimise the potential causes and consequences of accidents

Action will be taken at the Site to minimise the existing potential causes and consequences of accidents. Risk mitigation actions include:

- maintaining a list of substances that would harm the environment if they were to escape;
- a spillage response procedure which will continue to be implemented when required;
- raw materials and waste will continue to be checked for compatibility with other substances with which they may come into contact;
- vehicles will follow designated routes;
- where appropriate, barriers will be constructed to prevent vehicles from damaging equipment;
- primary and secondary containment will continue to be provided to prevent the escape of potentially polluting materials;
- tanks for the containment of products will be fitted with level measurements to prevent overfilling;
- CCTV will continue to be utilized to minimise the risk of unauthorised access;
- the site Data Management System, Comtrac, continue to be maintained of all incidents and near misses;
- appropriate equipment will continue to be maintained to limit the consequences of an accident; and
- there will be minimal handling of wastes where appropriate.

Activities affecting the health and safety of operatives, contractors and visitors will be separately managed in compliance with Health & Safety regulations and company EHS Policy.

2.6.2 Hazard Identification

The following potential hazards have been identified in the ERA that was prepared using the ERA methodology and has been submitted in support of this EP application (ref.

416.065498.00001_ERA):

- Fire;
- Security and vandalism;
- Unauthorised waste;
- Vehicle collision, and,
- Flooding.

The following sections summarise the measures necessary to minimise the potential causes and consequences of accidents.

2.6.2.1 Fire

The site will operate under an agreed Fire Prevention Plan (FPP), prepared by PD Teesport. A copy of the FPP will always be available on site.



The plan follows EA guidance for FPPs⁴, and details the required mitigation and management methods to prevent a fire of combustible materials stored on site. The information contained within the FPP aims to meet the three main objectives of the EA's GPP Guidance:

- Minimise the likelihood of a fire happening;
- Aim for a fire to be extinguished within 4 hours; and
- Minimise the spread of fire within the site and to neighbouring sites.

Extensive additional measures are in place to account for the larger pile sizes necessary for dockside storage and to ensure that the Site can still meet the three objectives described above. The specific measures are as follows:

- Ensuring storage times are as short as possible, typically no more than 2-3 weeks. Strict acceptance and control of waste procedures will ensure that only permitted wastes are accepted on site.
- In accordance with PD Port's pre-acceptance and acceptance procedures, metal waste will arrive at site pre-treated and will have extremely low levels of combustible, non-metal waste contamination. RDF bales will only be accepted if wrapped to the highest standards to ensure no ingress of moisture or oxygen.
- Separation distances between piles will well exceed those required by the FPP guidance document. Distances between the piles within each bay will be at least 12 metres.
- The port is operational 24 hours a day. Dock employees are continuously in and around the permitted site and undertaking regular thermal checks of the waste stockpiles. CCTV and thermal detection cameras are constantly monitored by security staff. In addition, patrols are undertaken by Teesport Harbour Police. Consequently, the initial signs of a fire will be detected very early and the emergency procedures activated, including the mobilisation of cranes to isolate and quarantine the impacted area.
- Five ship-loading cranes are continuously present on the dockside and can be mobilised to the waste stockpiles within 10 minutes of the early signs of a fire being detected. Each crane has a grab bucket which can hold 18 tonnes of waste. It is estimated that within 30 minutes of mobilisation, the five cranes combined can move over 5,000 tonnes of waste to the quarantine areas where it will be subjected to fire suppression, initially from manual hoses and then from fireboats and the Fire and Rescue Service.
- The Site benefits from an effective and reliable firefighting strategy that includes a system of hoses that can be connected to eight hydrants that are positioned either within the permitted area or immediately adjacent to it. Site operatives are trained in the use of the hoses and can deploy them within 10 minutes of a fire being detected at all times of the day. Each hydrant can provide up to 1,250 litres per minute of water.
- PD Teesport has a good relationship with the harbour master who has tugboat firefighting capability. One tugboat is permanently on standby and can respond within one hour, and there are three other tugboats available on request. The tugboats contain high volume pumps that are routinely positioned on the dockside to tackle large fires on ships. The jets on each of the four available tugboats have the capacity to deliver 1,800m³ of water per hour and reach a distance of 120 metres. In total, the four tugboats can provide up to 120,000 litres (120m³) per minute and can cover ample

⁴ [Fire prevention plans: environmental permits - GOV.UK \(www.gov.uk\)](https://www.gov.uk/guidance/fire-prevention-plans-environmental-permits)



distance to reach all waste piles and quarantine areas and minimise the risk of the fire spreading within the Site and to neighbouring sites.

Although the waste piles on site exceed the maximum EA FPP guidelines, it is considered that the quick detection and response capability of PD Teesport will be more than sufficient to isolate potentially burning waste from the stockpiles in the Bulking Zone and extinguish a fire from quarantined waste within 3 hours at all times of the day. The waste stored temporarily in the Loading Zone is done so for only a matter of hours and is therefore considered a low fire risk.

2.6.2.2 Security and Vandalism

In order to prevent unauthorised access, a number of site security measures will be in place, including;

- A permanent security team based within the port.
- Site staff who will undertake regular inspections of the site which will be manned 24 hours a day;
- Extensive CCTV monitoring system that will cover the full extent of the site and be monitored by the port's 24-hour security team.
- Inspections: gates and fencing extending around the site will be inspected daily by the operations staff to identify deterioration and damage, and the need for any repairs;
- Routine monitoring of the site by Harbour Police;
- Maintenance and repair: fencing will be maintained and repaired to ensure their continued integrity. In the event that damage is sustained repairs will be made by the end of the working day. If this is not possible, suitable measures will be taken to prevent any unauthorised access to the site and permanent repairs will be affected as soon as practicable;
- Authorised access system: all visitors to the site will be required to register in the visitor's book and sign out again on exit to minimise the risk of unauthorised visitors being present on site; and
- Monitoring techniques: operational procedures, including regular inspections will ensure continual monitoring of security provision at the site. The site will be manned throughout operational hours by site staff.

In the event of a breach of security at the site, the cause will be investigated, and appropriate mitigation measures implemented. This will be recorded electronically in Comtrac. Records maintained will include inspections and maintenance of security fencing and the gate, breaches of security, investigations and actions taken.

2.6.2.3 Unauthorised Waste

The receipt of unauthorised materials could result in wastes with unacceptable levels of contamination being taken and stored at the site.

No waste will be accepted that is dusty, odorous or visibly contaminated.

Strict waste acceptance procedures will be enforced at all times to ensure that only those wastes authorised by the permit and matching the details on the transfer note are accepted on site. If non-compliant waste is identified before unloading, it will not be accepted on site. In the unlikely event that unauthorised waste is delivered to the site, the waste will be segregated and stored in a designated quarantine/isolation containers prior to export from site to an alternative suitably permitted facility.

The containers used for waste quarantine can be seen on Drawing 05.



2.6.2.4 Vehicle Collision

There is the potential for collision of vehicles with site infrastructure, equipment and storage vessels which could lead to loss of containment. Mitigation measures in place include:

- A Site speed limit of 5 mph will be implemented;
- Vehicles will follow designated routes; and
- Where appropriate, barriers will be constructed to prevent vehicles from damaging equipment.

2.6.2.5 Flooding

There are no surface water features within the permit boundary. A very small area of the site lies within a Flood Zone 3. The majority of the site lies within a Flood Zone 2 or Flood Zone 1, therefore has an annual probability of flooding from the River Tees of between 1 in 100 and 1 in 1000 (1% to 0.1%).

In the event that the site operations are impacted by pluvial flooding requiring temporary evacuation of the site, all equipment would cease operation in accordance with the Site's Emergency Action Plan.

2.7 Contingency Plans and Procedures

The site will implement the contingency plan detailed in the EMS to ensure that the following are achieved:

- Compliance with all EP conditions and operating procedures during maintenance or shutdown at the site, including disruption at other facilities that would affect supplies to the site or the removal of waste from it;
- No exceedance of limits in the EP and that appropriate measures for storing and handling waste are continued to be applied; and
- Cessation of waste acceptance unless there is a clearly defined method of recovery and enough permitted capacity on site.

2.8 Facility Decommissioning

The site is a working dock and would continue to be so in the event of the decommissioning of the permitted operation. As such, there will be no subsurface tanks or pipework, drains or potentially dusty insulation to remove, although all infrastructure will be checked and cleaned.

The decommissioning plan will demonstrate that:

- The plant can be decommissioned and returned to normal dock activities without causing pollution; and
- The site will be returned to a satisfactory state.

3.0 WASTE PRE-ACCEPTANCE, ACCEPTANCE, AND TRACKING

3.1 Capacity

The proposed Teesport Waste Storage Facility will accept and store up to 500,000 tonnes per annum (tpa) of separately collected non-hazardous waste. No treatment will occur on site. Activities will be limited to sorting and bulking up of non-hazardous waste prior to its recovery



at sites elsewhere in Europe. Up to 45,000 tonnes of waste will be stored on site at any one time for a maximum of 3 weeks pending transfer to cargo vessel, which typically hold 30,000 – 40,000 tonnes. The predominant proportion of this waste will be scrap metal (90%), but the other significant waste stream will be RDF (10%).

3.2 Permitted Waste Types

Only the wastes listed in Table 3-1 below will be accepted at the Site.

Table 3-1 Proposed Non-Hazardous Waste Types to be Accepted at the Site

EWC Code	Description
15	WASTE PACKAGING: ABSORBENTS, WIPING CLOTHS, FILTER MATERIALS AND PROTECTIVE CLOTHING NOT OTHERWISE SPECIFIED
15 01	Packaging (including separately collected municipal packaging waste)
15 01 04	Metallic packaging
16	WASTES NOT OTHERWISE SPECIFIED IN THE LIST
16 01	End-of-life vehicles from different means of transport (including off-road machinery) and wastes from dismantling of end-of-life vehicles and vehicle maintenance (except 13, 14, 16 06 and 16 08)
16 01 17	Ferrous metal
16 01 18	Non-ferrous metal
17	CONSTRUCTION AND DEMOLITION WASTES (INCLUDING EXCAVATED SOIL FROM CONTAMINATED SITES)
17 04	Metals (including their alloys)
17 04 01	Copper, bronze, brass
17 04 02	Aluminium
17 04 03	Lead
17 04 04	Zinc
17 04 05	Iron and steel
17 04 06	Tin
17 04 07	Mixed metals
19	WASTES FROM WASTE MANAGEMENT FACILITIES, OFF-SITE WASTE WATER TREATMENT PLANTS AND PREPARATION OF WATER INTENDED FOR HUMAN CONSUMPTION/INDUSTRIAL USE
19 10	Wastes from shredding of metal-containing wastes



EWC Code	Description
19 10 01	Iron and steel waste
19 10 02	Non-ferrous waste
19 12	Wastes from the mechanical treatment of waste (for example sorting, crushing, compacting, pelletising) not otherwise specified
19 12 02	Ferrous metal
19 12 03	Non-ferrous metal
19 12 10	Combustible waste (refuse derived fuel)
20	MUNICIPAL WASTES (HOUSEHOLD WASTE AND SIMILAR COMMERCIAL, INDUSTRIAL AND INSTITUTIONAL WASTES) INCLUDING SEPARATELY COLLECTED FRACTIONS
20 01	Separately collected fractions
20 01 40	Metals

3.3 Waste Pre-Acceptance

The site will implement strict waste pre-acceptance procedures to ensure that enough is known about a waste (including its composition) before it arrives at the site. The procedure is required to assess and confirm that the waste is technically and legally suitable for acceptance. The procedure will follow a risk-based approach considering:

- The source and nature of the waste;
- Potential risks to process safety, occupational safety and the environment (for example from odour and other emissions); and
- Knowledge about the previous waste holder(s).

The objective of the waste pre-acceptance procedure is to evaluate customer information at the enquiry stage to determine whether the waste could be accepted at the site.

The waste producer/holder will be required to send the necessary waste characterisation information to PD Teesport in advance of delivery of waste materials to the site. This information enables PD Teesport to determine whether the waste stream can be accepted at the site.

No waste will be accepted at the site unless the necessary characterisation information has been received in advance and approved for receipt. Before arrival, the ferrous metal will have been subjected to a sophisticated shredding and cleaning process to remove any combustible materials to below the 3% contamination level normally accepted by furnaces. This will significantly reduce the risk of fire.

Both new and existing customers will be required to provide characterisation information for each new waste stream.

Enquiries for new waste sources proposed for acceptance at Teesport Waste Storage Facility will be managed by PD Teesport who will ensure that the waste has been properly assessed



and classified in line with WM3⁵. The site management will ensure that the following waste characterisation information is obtained:

- Details of the waste producer including their organisation name, address and contact details;
- A description of the waste;
- The waste classification code;
- The source of the waste (the producer's business and the specific process that has created the waste);
- Information on the nature and variability of the waste production process;
- The waste's physical form;
- A description of the waste's odour and whether it is likely to be odorous; and
- An estimate of the quantity expected to be received in each load and in a year.

Following classification in line with WM3, the waste will be technically assessed to ensure it is suitable for acceptance and storage on site and meet permit conditions.

Waste pre-acceptance records will be kept for at least 3 years and information will be reassessed if the:

- Waste changes;
- Process giving rise to the waste changes; or
- Waste received does not conform to the pre-acceptance information.

Parameters to be checked at the acceptance stage will be determined when the acceptance of waste has been agreed with a customer.

3.3.1 Approval or Rejection of New Waste Streams

The Site does not typically handle new waste streams and follows a prescribed list of wastes. Potential holders or producers of incoming waste are notified of the accepted waste types following an enquiry to PD Teesport.

Waste pre-acceptance is reassessed on an at least annual basis. Information will be reassessed if the:

- waste changes;
- process giving rise to the waste changes; or
- waste received does not conform to the prescribed list of wastes.

3.3.2 Wastes that can be Accepted

The Site will only accept only the waste types listed in Table 3-1 of this OT document as also listed in the EP.

⁵ [Waste classification technical guidance - GOV.UK \(www.gov.uk\)](https://www.gov.uk)



3.4 Waste Acceptance Procedures

The site will implement waste acceptance procedures (WAP) to check that the characteristics of the waste received matches the information provided during waste pre-acceptance. This will ensure the waste is as expected and that it can be accepted at the site.

The procedure will follow a risk-based approach considering:

- The source, nature and age of the waste;
- Potential risks to the process safety, occupational safety and environment;
- The potential for self-heating; and
- Knowledge about the previous waste holder(s).

3.4.1 Procedures at the Site Office

All vehicles bringing waste material to the site will report to the weighbridge. Upon delivery of waste to the Site, the objectives of the Waste Acceptance Procedure implemented at the Site Office and weighbridge are to undertake:

- visual inspection of loads;
- checking and completion of paper work accompanying each load;
- rejection of unacceptable loads; and
- ensure that only wastes conforming to the approved waste types are accepted at the Site.

3.4.2 Visual Inspection of Pre-Approved Loads

All waste arriving at the Site will be required to report to the Site Office/weighbridge. The vehicle operator will be required to disclose the nature of the waste they are carrying and provide relevant documentation.

All loads of waste delivered to Site will be visually inspected by a CCTV camera positioned directly over the weighbridge. The objective of this inspection is to detect the presence of unauthorised waste or waste not conforming to the nature of the waste described on the relevant documentation.

A further enhanced visual inspection and grading process is carried out by site operatives once the load has been tipped. The aim of this is to ensure any contamination is removed.

3.4.3 Checking and Completion of Paperwork Accompanying Each Load

The Site Manager or the Weighbridge operator will ensure that a fully completed waste transfer note is received for every load (unless part of a multiple consignment) and will issue the delivery driver with a receipt. A risk-based approach will be taken, considering:

- the source, nature and age of the waste;
- the waste's potential to contain hazardous or risky contaminants (including POPs and combustible materials);
- potential risks to process safety, occupational safety and the environment (for example, from odour and other emissions); and
- knowledge about the previous waste holders.

These will be considered during pre-acceptance and will form part of the acceptance procedures for that particular waste stream.



Only authorised waste carriers (and exempt authorities) will be allowed on Site. Any new waste carrier must provide evidence of registration before being allowed to unload.

After inspection of the load, the Weighbridge Operator will sign the waste transfer note to confirm that the details are correct. Only when the Weighbridge operator is satisfied that everything relating to a load is acceptable will the load be directed to the relevant tipping area.

3.4.4 Management and Monitoring of Approved Wastes for Acceptance

The Weighbridge operator will only accept waste that is either detailed on the site's electronic waste tracking system, which contains details on the wastes that have been approved for receipt, or that conforms to the waste pre-acceptance procedures.

3.4.5 Rejection of Unacceptable Loads

Waste will be rejected from Site by the Site Manager/ Weighbridge operator in the following circumstances:

- if the waste does not conform to the description on accompanying paperwork, the waste transfer note or on the sites electronic waste tracking system; or
- if the waste is delivered by an unauthorised carrier; or
- if RDF bales are found to be damaged or insufficiently packaged; or
- if metal is contaminated with combustible materials; or
- if the visual and olfactory inspection reveals the presence of unauthorised waste.

In these circumstances the load will be rejected from Site and the Site Manager/ Weighbridge operator will advise the driver that the load is rejected. The producer and carrier of the waste will be informed. Relevant paperwork will be completed.

If a load is rejected before completion of paperwork accepting the waste on Site, there will have been no 'transfer' of the waste from the carrier and accordingly a new waste transfer note will not be created.

In the event that waste is rejected following completion of the original transfer note, a new transfer note will be generated. Pre-acceptance records will be kept for a minimum of 3 years on the sites electronic waste tracking system following receipt of the waste.

3.4.6 Procedures at the Operational Area

The objectives of the Waste Acceptance Procedures at the operational area are:

- to carry out further visual inspection of the loads prior to, during and following unloading from the delivery vehicle;
- to communicate with the Site Manager/ Weighbridge operator as necessary regarding issues relating to individual loads of waste; and
- to implement quarantine and rejection procedures as necessary for non-conforming waste.

3.4.7 Visual Inspection of Loads Prior to, During and Following Unloading

The driver will be directed to the appropriate off-loading area by weighbridge site operators. On arrival at the working area, the load will be directed by the supervisor to the appropriate storage or processing area.

Every load of waste will be observed by a site operative prior to unloading where practicable, during and following unloading from the vehicle. The waste will be visually inspected at that stage to ensure there are no unauthorised materials present within the load.



When the site operative is satisfied as to the acceptability of the waste it will be deemed as an acceptable load.

In the event that unauthorised waste is observed or suspected it will be dealt with in accordance with the waste rejection procedures.

3.4.8 Communications with Site Manager/Person of Competence

The site operatives at the active operational area will be in direct radio contact with the Site Manager/ Weighbridge operator. This will enable instructions to be given regarding particular loads of waste and ensure appropriate precautions are taken during the deposition process.

3.5 Quarantine

Non-conforming waste is not anticipated to be a significant issue. However, the quarantine and rejection procedures will ensure that all non-conforming waste is removed from the site and that the waste producer and carrier are informed so that appropriate action can be taken to prevent recurrence.

Non-conforming waste will be identified by either the Site Manager/Weighbridge operator at the Site Office, or by site operatives at the operational area. Non-conforming waste will be identified by visual and olfactory means, or upon failure of verification.

Visual criteria used to assess potentially unsuitable loads will be the presence of material not specifically authorised by the permit. Any odorous materials will be rejected as potentially contaminated.

When identified, unauthorised waste will be moved to a clearly marked, designated quarantine area which will have impermeable surface and self-contained drainage. The location of the quarantine area is illustrated on Drawing 05. Non-conforming waste will be stored in the quarantine area for a maximum of 7 days, prior to removal from site to a suitably permitted alternative facility. If the waste has the potential to be odorous or attract pests, it will be removed from site within 48 hours to a suitably licenced facility.

3.5.1 Rejection at Site Office

Waste will be rejected from site by the Site Manager/ Weighbridge operator in the following circumstances:

- if the waste does not conform to the description on the accompanying paperwork, the waste transfer note or on the sites electronic waste tracking system; or
- if the waste is delivered by an unauthorised carrier; or
- if RDF bales are found to be damaged or insufficiently packaged; or
- if metal is contaminated with combustible materials; or
- if the visual and olfactory inspection reveals the presence of unauthorised waste.

In these circumstances the details of the rejected load will be recorded and added to the Comtrac system. The Site Office will send an email to the consignor of the waste to inform them of the reason the load was rejected.

3.5.2 Rejection at Operational Area

If unauthorised waste is observed by a site operative before or either during or after unloading, it will be dealt with in the following manner:

- The Compliance Rep will update the EHS Management System Incident Record;



- The electronic waste tracking system will be updated by the Compliance Rep with details including the type of nonconforming waste;
- For all non-conforming waste (apart from specific hazardous wastes such as unspent munitions, asbestos, cylinders or radioactive wastes) the Compliance Rep will inform the PD Teesport representative who was responsible for sourcing of the waste;
- The PD Teesport representative responsible for sourcing of the waste will then follow up with a telephone call to the supplier if necessary and update the Compliance Rep of actions taken;
- If the supplier raises a request for support/advice the PD Teesport representative will contact the Environment Manager who will then contact and arrange a Duty of Care Audit with the supplier of the waste if deemed appropriate; and

The EHS Rep will further update the EHS Management System Incident Record of the completed actions.

3.6 Waste Tracking

The quantity of waste accepted and despatched from the facility will be measured via the weighbridge and computerised tracking database.

3.6.1 Record Keeping

Records will be maintained of all waste enquiries, acceptance (and rejection) and outputs relating to the receiving site. Records as described as follows will be kept.

3.6.2 Waste Transfer Notes

All waste accepted at the Site will be accompanied by a waste transfer note (unless it is a multiple consignment) as required by the Duty of Care Regulations, which will provide the following details:

- waste description including appropriate waste classification code;
- waste origin;
- transferor and transferee; and
- signatures of transferor and transferee.

3.6.3 Hazardous Consignment Notes

No hazardous waste is authorised for acceptance. If hazardous waste is required to be removed from Site, this will be accompanied by a consignment note. No hazardous waste will be removed from Site unless a consignment note has been prepared.

3.6.4 Records of Quantity Received

A register of the quantities and characteristics of waste accepted at the site will be maintained on the database. The database will include the following information:

- Pre-acceptance;
- Acceptance;
- Non-conformance or rejection;
- Storage;
- Removal off site.



The system will also operate as the waste inventory and stock control system, including the following information as a minimum:

- The date the waste arrived on site;
- The original producer's details (or unique identifier);
- Waste pre-acceptance and acceptance information;
- The intended recovery route
- The nature and quantity of wastes held on site;
- Where the waste is physically located on site;
- Details that link waste to relevant transfer notes; and
- Details of any non-conformances and rejections.

The system will be able to report on the following for each EWC code:

- The total quantity of waste present on site at any one time;
- A breakdown of the waste quantities stored pending onward transfer;
- The quantity of waste on site compared with the limits in the management system and permit; and
- The length of time the waste has been on site compared with the limits in the management system and permit.

Waste acceptance records will be kept for a minimum of 2 years once the waste has been removed from site. A back-up copy will also be kept and will be readily available in an emergency.

3.6.5 Waste Information Forms, Waste Rejection Forms and Relevant Correspondence

Copies of relevant paperwork and correspondence will be maintained at the Site Office.

3.6.6 Waste Characterisation and Analysis Records

Copies of all information relating to the characterisation and analysis of waste accepted at the Site will be maintained as a digital record on S Norton's electronic waste tracking system.

3.6.7 EHS Management System Incident Record

The foregoing records will be supplemented by the EHS Management System, Evotix, which will be used to record further details relating to waste acceptance and rejection including communication with the EA.

4.0 WASTE STORAGE

4.1 Waste Reception

The Site will accept ferrous scrap metal, non-ferrous scrap metal, and Refuse Derived Fuel (RDF) from a range of suppliers. All waste metal will have been pre-treated to remove contaminants. RDF will arrive in bales wrapped to a high standard in polyethylene to ensure no ingress of moisture or oxygen.



Authorised vehicles delivering waste to the Site by road will be directed to the weighbridge which is located on the main access road to the northwest of the Site. Following the weighbridge and waste acceptance checks, vehicles will be directed by the Site office to the relevant material storage area.

Shovels and grab cranes are used to handle the material once deposited in the appropriate material storage area and to ensure the materials have been properly segregated into the relevant waste types.

4.2 Storage Arrangements

Waste will be stored on site in accordance with the site layout illustrated on Drawing 05. All waste will be stored in discrete piles (scrap in piles, RDF in bales) on impermeable surfacing with sealed drainage.

The following summarises the key waste storage measures to be adopted on site:

- Waste will be stored in locations that minimise the unnecessary handling of waste (i.e. within close proximity of the dockside);
- Waste handling will be carried out by competent staff using appropriate equipment and in accordance with the site's waste storage and handling procedures;
- The maximum storage capacity for the site will be 45,000 tonnes. The quantity of stored waste will be monitored against the allowed maximum capacities;
- Waste will be stored on site for a maximum of three weeks. No treatment will occur other than minor sorting and manual grading.
- Waste will be dealt with on a first-in-first-out basis unless more recently received wastes are prioritised because they pose a higher risk of pollution;
- RDF will be wrapped securely with high-density polyethylene (HDPE) membrane and will be checked regularly for signs of damage.
- Storage areas will benefit from daily cleaning using brooms and weekly washdowns- if necessary
- Storage areas will be inspected weekly to ensure there is no loss of containment; and
- Any spillages will be cleared and logged on Evotix immediately.

Table 4-1 below details the waste storage arrangements for all waste types accepted on site.

Table 4-1 Waste Storage Arrangements

Waste Type	Location	How is it stored?	Max Storage Time	Pile Length (m)	Pile Width (m)	Pile Height (m)	Max Pile Area (m ²)	Max Pile Volume (m ³)
Mixed metals	BULK STORAGE ZONE BAY 1	2 x loose piles	2-3 weeks	60	20	8	1,200	9,600
OR Refuse Derived Fuel (RDF)		2 x baled piles	2-3 weeks	30	15	3	450	1,350



Mixed metals	BULK STORAGE ZONE	2 x loose piles	2-3 weeks	60	20	8	1,200	9,600
OR								
Refuse Derived Fuel (RDF)	BAY 2	2 x baled piles	2-3 weeks	30	15	3	450	1,350
Mixed metals	LOADING ZONE	5 x loose piles	24 hours	20	20	6	400	2,400
OR								
Refuse Derived Fuel (RDF)		5 x baled piles	24 hours	10	10	3	25	300

4.3 Waste segregation

Only non-hazardous metal scrap and RDF is stored at the Site. The Bulk Storage Zone will be separated into two large bays with each bay containing a maximum of two piles of the same waste type, as shown in Drawing 05. Only one waste type at a time will be stored in each bay of the Bulking Zone. Bay 1, for example will only contain two piles of RDF *or* two piles of metal, never a pile of each.

Stockpiles are also arranged to optimise management of fire incidents, such as by placing the larger particle size stockpiles between other grades of scrap.

Any non-conforming waste classed as hazardous will be stored separately and segregated from non-hazardous waste.

5.0 WASTE TREATMENT

The site will operate as a waste storage facility for the acceptance, storage and bulking up of waste prior to export to a suitably permitted facility for recovery / disposal. There will be no waste treatment undertaken on site.

6.0 EMISSIONS CONTROL

6.1 Enclosure within Buildings

All waste acceptance and storage will take place outside as illustrated on Drawing 05. There will be no treatment of waste on site, so emissions of dust are expected to be low. The activities on site are unlikely to cause significant pollution and there are no immediate sensitive receptors. Given the low risk of emissions, and the nature of the large scale storage operations associated with transfer by shipping, it is considered that enclosure of the waste within buildings is not justified.

6.2 Point Source Emissions to Air

There are no point source emissions to air at the Site.



6.3 Fugitive Emissions to Air

6.3.1 Odour

There are no plans to accept odorous waste. The site will be operated so as to minimise any odour emissions from the site, in line with PD Teesport's Nuisance Management Plan (NMP) for the dock. Measures that will be taken at the site include:

- Strict WAP will be adhered to, to ensure only permitted, non-odorous wastes are accepted on site;
- RDF bales will be wrapped to the highest standards using best practice and materials;
- All waste storage bays will be clearly labelled to ensure the segregation of waste;

Any potentially odorous wastes will be stored for minimal periods of time and monitored carefully. Should any significant odour be detected, then the waste will be quarantined immediately and arrangements made for quick removal from site.

6.3.2 Dust

The site will be operated so as to minimise dust emissions from the site, in line with PD Port's DEMP. Measures that will be taken at the site include:

- Speed limits will be implemented for vehicles using the site;
- Traffic calming measures will be implemented to enforce speed limits & reduce emissions of dust;
- Site access roads and operational areas will be maintained and repaired to minimise emissions of dust due to uneven and poor surfacing;
- All roads and operational areas will be swept where necessary to reduce dust emissions;
- All vehicles delivering waste to the site shall be sheeted to minimise emissions of dust; and
- Drop heights will be minimised to prevent emissions of dust.

6.3.3 Noise

There are no noise sensitive receptors in the vicinity of the site and therefore it is considered that a dedicated NMP is not required. However, the following procedures will be in place at the site to ensure that noise from the acceptance and handling of waste is minimised:

- All plant will be switched off when not in use;
- Plant will be selected & operated to minimise noise. All site plant and machinery will be operated and maintained in accordance with manufacturer's specifications;
- If horns or alarms on site plant or infrastructure, or delivery vehicles are deemed to cause unacceptably high levels of noise, alternative technologies will be explored and implemented;
- Speed limits will be implemented for vehicles using the site;
- Traffic calming measures will be implemented to enforce speed limits; and
- Site access roads and operational areas will be maintained and repaired to minimise emissions of noise due to uneven and poor surfacing.



Any complaint received will be logged in the site diary. The Site Manager will investigate the complaint and will take action to identify the source of the noise and implement remedial measures where appropriate.

6.3.4 Litter

The following management techniques will be employed at the site, to ensure that the risk of generation of litter from wastes is minimised:

- Strict WAP will ensure that only authorised wastes are accepted and with minimal contamination;
- The site will benefit from good housekeeping and all areas of the site will be cleaned on a daily basis;
- Vehicles will be sheeted or enclosed when arriving and departing the facility; and
- All site vehicles leaving operational areas will be inspected to ensure that they are clear of loose waste;

The site and its immediate surrounding will be inspected on a daily basis and action will be taken to maintain the area free of significant accumulations of litter and debris.

Any excessive litter material at the facility or on the highways will be cleared using a mechanical sweeper and/or litter picker if required.

6.3.5 Mud and Debris

The site's access road is Tees Dock Road. All access roads and operational areas of the site will be concreted or tarmacked and as such the risk of mud track out from traffic and plant machinery movements will be low.

The following management techniques will be employed at the site, to ensure that the risk of mud track out is minimised:

- Areas of hardstanding and impermeable surfacing will be maintained free of significant quantities of mud and debris;
- All vehicles will be covered when loads are entering and exiting the facility;
- Roads will be swept and cleaned whenever necessary; and
- In the event that mud, debris or waste arising from the site is deposited outside the site, the affected area will be cleaned, and traffic will be isolated from sources of mud and debris within the site.

Daily visual inspection of the site by the site management will identify any problem with mud which will be cleaned up as soon as possible. It is not envisaged to be an issue, but in the unlikely event that mud, debris, or waste arising from the site is deposited onto public areas outside the site, the following remedial measures will be implemented:

- The affected public areas outside the site will be cleaned;
- Traffic will be isolated from sources of mud and debris within the site to prevent further tracking of mud and debris, and measures will be taken to clear any such sources as soon as practicable; and
- Provision will be made for road sweepers on the site access roads to stop any mud being carried onto public roads, and bowsters made available to damp down areas during dry periods to ensure that dust is not a problem.



The Site Manager will be responsible for ensuring that the site is monitored daily, and that investigations and remedial actions are recorded in the site diary in accordance with the management system.

6.4 Point Source Emissions to Water (Including Sewer)

6.4.1 Site Drainage System

The site does not produce any process effluent and there are no point source releases to groundwater.

Drawing 6 illustrates the site drainage system. The entire permitted area benefits from an impermeable concrete surface. Rainfall-derived surface water from most of the site passes through a Class 1 interceptor and silt trap and is then collected within an attenuation tank. Uncontaminated water from the attenuation tank is released to surface water at location SW1. In a small area in the southern corner of the site, the uncontaminated rainwater drains into a different system and is released at location SW2. All drainage systems include a shut-off Penstock valve that are used to contain run-off on site and prevent releases to surface water in the case of any pollution incidents such as spillages or fires. In the event that contaminated water is present in the attenuation tank, it will be tankered off-site to an appropriately regulated site for treatment.

Bay 2 within the Bulk Waste Storage Zone is not connected to a drainage system. Instead, rainwater that falls within this area follows the topography of the site and accumulates in the centre of the bay where it is pumped into self-contained IBCs. When necessary, the IBCs are emptied by tanker, and the water is removed from site for treatment and disposal.

6.4.2 Contamination Sources

The potential sources of contamination of rainfall derived run-off are:

- Accidental spills (such as fuel from delivery vehicles or residues from damaged RDF bales);
- Fire-water run off in the event of a fire at the site; and
- Leaching of incidental pollutants from open storage of scrap ferrous metal.

All storage of RDF at the site is in wrapped bales which presents a negligible risk of contamination where the containment remains intact. Whilst it is generally acknowledged that open storage of scrap metal would present a risk of contamination, in this case only clean ferrous scrap will be accepted which reduces the contamination risk. For this reason, it is considered unnecessary to install separate drainage systems for the storage of RDF and scrap metal.

Clean scrap ferrous metal stored at the site is in a large format and has a low dust content. The main pollutant risk is from washing out of incidental particulate matter, surface contamination or scale, as well as possible leaching of soluble metal compounds. As contamination is expected to be present only in incidental amounts it is not possible to accurately estimate the range of pollutants. In addition, the flow rate of run-off is dependent on rainfall, which means that the emissions to water will be intermittent and variable both in flow and concentration, making it very difficult to estimate the pollution load.

The EA guidance suggests using data from a similar sized site to estimate the emissions for a new site. However, as the range of materials stored at dockside sites varies and rainfall profiles are site-specific, it is unlikely that representative data would be available. Therefore, it is proposed that once the site is operational, a 6-month programme of sampling of the rainfall-derived surface water will be carried out to establish the types and amounts of



contaminants present. These data would then be used to determine appropriate emission limits for release of rainfall run-off to the quayside using the H1 assessment tool.

6.4.3 Discharge of Rainfall-derived Run-off

As the Site will only accept clean metal scrap, and RDF will be in sealed bales, the risk of contamination of rainfall run-off is low. The drainage system incorporates an attenuation tank which will be used to hold surface water to allow it to be sampled and tested for contamination before being released to the quayside. If contamination levels are unacceptable, water will be tankered off for treatment at an appropriately regulated facility.

6.5 Fugitive Emissions to Land and Water

The site will be operated to prevent fugitive emissions to land and water.

6.5.1 Site Surfacing and Drainage

All areas of the site utilised for waste storage will have the benefit of impermeable surfacing, and a sealed drainage system that meets CIRIA 736 or equivalent approved standard.

As described in Section 6.4.1 and illustrated in Drawing 06, the site consists of three drainage areas. The vast majority of the site, including the Loading Zone and Bay 1 of the Bulk Storage Zone, falls within the catchment of an interceptor and attenuation tank and ultimately discharges at point SW1. A small area in the southern corner drains in a different direction and discharges at point SW2. The water that discharges at SW2 is entirely uncontaminated rainwater from the roof of the adjacent warehouse and the lower part of the access road. It does not come into contact with the waste piles. The third drainage area is purely to capture the rain runoff from the waste piles in Bay 2 of the Bulk Storage Zone. The topography of the site means that this runoff accumulates in the centre of the bay and is pumped to nearby IBCs for collection and removal from site. The waterside edges of the site are cambered away from the Tees Dock to prevent run-off into the Dock in the event of severe rainfall or fire. Both SW1 and SW2 are fitted with Penstock valves to prevent discharge to surface water in the event of a pollution incident.

Site surfacing will be maintained as required to ensure surfacing is fit for purpose. The working surface will be maintained such that it will;

- Remain even;
- Not be subject to settlement of differential settlement;
- Not be subject to rutting by vehicles even when wet;
- Have sufficient durability to allow cleaning, for example, by scraping; and
- Remain free of standing water.

All operational areas, quarantine and fuel storage areas will be inspected to ensure the integrity and fitness for purpose of their construction is maintained at all times.

A record of infrastructure inspections, and any remedial actions taken as a result of the inspections, is made in the Site diary or inspection form. Any areas that are inaccessible during a scheduled inspection will be noted in the Site diary or inspection form.

The drainage system will be checked regularly on a weekly basis to ensure it is operating efficiently. The falls and gullies will be inspected to ensure they are not blocked and the grit traps/catch pits checked to ensure that there is sufficient void space to permit efficient settling of suspended solids.

The interceptors will be inspected monthly by lifting the manhole covers and checking the levels of accumulated oils within the system. The outflow will be inspected to ensure oil carry-



through is not occurring. The built-in control measures will be checked including the penstock valve and alarm system.

Grit traps, catch pits and interceptors will be emptied by an approved contractor. Oily waters are classified as hazardous waste and are removed by an appropriately licensed contractor and consignment paperwork.

In the event of any potentially polluting leak or spillage occurring on site the protocol found within the site Emergency Action Plan will be followed and the following actions will be taken:

- Minor spillages will be cleaned up immediately, using the spill kits located around the Site and marked on the site plan. The resultant materials will be placed into containers and will then be removed from the Site and disposed of at a suitably permitted facility. The incident will be recorded in the event log.
- Any dry wastes spilled on site will be collected and transported to the appropriate area of the Site.
- In the event of a major spillage which is causing or is likely to cause polluting emissions to the environment, immediate action will be taken to contain the spillage and prevent liquid from flowing outside the Site's permitted boundary or entering surface water or drains. Where necessary, booms and suitable absorbent materials will be used to control movement. The spillage will be cleared immediately using the spill kits located around the Site and marked on the Site plan and placed in containers for offsite disposal. The EA will be informed.
- If a spillage cannot be controlled using available equipment the penstock valve will be closed immediately and not reopened until the spillage has been cleaned up.

6.5.2 Containment Bunding

There is no chemical or fuel storage within the permitted area.

6.6 Pests

Metal waste will not attract pests as it does not contain any biological material. Baled RDF has a negligible residual organic content and therefore presents only a small risk. Pest control measures, however, are already implemented across the wider dock area, including the services of a specialist pest control contractor.

Strict WAP will be implemented to ensure that only authorised wastes are accepted. In the unlikely event that non-conforming wastes are delivered to site, they will be isolated and removed from site at the earliest opportunity.

Timeframes for storage of wastes will be kept as low as practically possible, and all waste is stored for a maximum of three weeks.

7.0 EMISSIONS MONITORING AND LIMITS

The only release from the site is rainfall-derived run-off which is initially collected in the attenuation tank and tested before either being released to the quayside or tankered off for treatment at an appropriately regulated facility.

As the Site will only accept clean metal scrap, and RDF will be in sealed bales, the risk of contamination of rainfall run-off is low. However, the level and type of contamination cannot be accurately estimated, and it is proposed that once the site is operational, a 6-month programme of sampling of the rainfall-derived surface water will be carried out to establish the types and amounts of contaminants present. These data would then be used to determine appropriate emission limits for release of rainfall run-off to the quayside using the H1 assessment tool.



8.0 WASTE MINIMISATION, RECOVERY AND DISPOSAL

The site is a waste storage facility and does not treat waste. As a result, there will be no generation, reuse, or recycling of residues.

9.0 INFORMATION

All relevant notifications and submissions to the EA regarding the site will be made in writing and quote the permit reference number and the name of the permit holder.

Records will be maintained for at least six years, however in the case of off-site environmental effects, and matters which affect the condition of land and groundwater, the records are to be kept until permit surrender. Duty of Care records will be kept for a minimum of two years.

9.1 Reporting and Notifications

9.1.1 Changes in Technically Competent Persons

The EA will be informed in writing of any changes in the technically competent management of the site and the name of any incoming person, together with evidence that such person has the required technical competence.

9.1.2 Waste Types and Quantities

A summary report of waste types and quantities accepted and removed from the site for each quarter, will be submitted to the EA within one month of the end of the quarter unless otherwise required by the permit conditions.

9.1.3 Relevant Convictions

The EA will be notified of the following events:

- PD Teesport being convicted of any relevant offence; and
- Any appeal against a conviction for a relevant offence and the results of such an appeal.

9.1.4 Notification of Change of Operator's or Holder's Details

The EA will be notified of the following:

- Any change in the operator's trading name, registered name or registered office address; and
- Any steps taken with a view to the company going into administration, entering into a company voluntary arrangement or being wound up.

9.1.5 Adverse Effects

The EA must be notified without delay following the detection of the following:

- Any malfunction, breakdown or failure of equipment or techniques;
- Any accident;
- Fugitive emissions which have caused, is causing or may cause significant pollution; and
- Any significant adverse environmental and health effect.





RESTRICTED