



THE BENFLEET SCRAP CO. LTD

UNIT 10, BRUNEL ROAD
MANOR TRADING ESTATE
THUNDERSLEY
ESSEX SS7 4PS

TEL: 01268 792494
FAX: 01268 756525

**WORKING PLAN FOR
WASTE DISPOSAL LICENCE
MARCH 1998**

Further to the purchase of the business at Brunel Road, Manor Trading Estate from the previous owners Franklin Bros Ltd., the following statement updates the working plan for the current Waste Disposal Licence Application No. 215.

Types and Quantities of Materials

Typical Annual Tonnage of all metals:- £75,000.00 Tonnes (est.)

Typical Types of Scrap Metal:-

Benfleet Scrap deals in all types of scrap metal

- A. Ferrous Metal
 - i. Light iron/frag free = light grade metals suitable for processing in a fragmentiser plant; i.e. cars, white metal goods.
 - ii. Shearing:- thick grade metals suitable of processing in a shearing plant; i.e. RSJ's, pipelines.
- B. Non Ferrous Metal
 - i. Discrete items of non ferrous metals; i.e. Lead acid batteries, aluminium window frames; copper water tanks.
 - ii. Cable:- electric cable suitable for processing in a cable granulator.

Typical Contaminants:-

- i. Oils:- all motor vehicle hydrocarbon liquids.
Electric motor oil
- ii. Acid: lead acid battery acid (H2SO4)
- iii. Non Metallic:- concrete
bricks
paints
glass

plastics
rubber
carpets

- iv. **Metallics: Metal particles**

The contaminants listed above can be components of motor vehicles or white metal goods.

Processes Used

- i. **Burning** Thick grade ferrous metals are gas-cut into shorter, small pieces to enable easier transportation.
- ii. **Compaction** Compaction of the light iron to improve transport efficiency is undertaken by the use of the cranes.
- iii. **Non Ferrous Bailer** Non ferrous metals are crushed and compacted by the bailer into small bails to enable more efficient transport.
- iv. **Non Ferrous Shear** Large non ferrous metal is cut into shorter pieces by the shearing plant and then bailed up for efficient transportation.
- v. **Nibbler** Used for cleaning brass taps.
- vi. **Shear** Used for cutting steel and compacting.
- vii. **Other equipment currently used** 4 cranes, (3 grabs & 1 magnet), forklift trucks etc.....

Environmental Protection Works

Benfleet Scrap Co.'s proposals are to contain all operational areas that are likely to have liquid spillage, on impermeable pavement to be served by a sealed drainage system which discharge via by-pass interceptor to foul sewer. The main materials that we envisage storing off the paved area are processed grades and reusable materials that are no longer defined as waste and the large constructional scrap. Contaminants associated with these two types of scrap are restricted to concrete, paint and any metallic particles that may become detached. Due to its size and weight, constructional scrap can prove very damaging to the impermeable pavement and therefore it is believed that storage and processing off of the paved area is the most suitable method.

Design of the Impermeable Pavement and Sealed Drainage System

The design and construction of the impermeable pavement and drainage system will be to good civil engineering practice to ensure liquid containment and longevity of the surface. Solid materials will be removed from the drainage system by the use of catch pits. The interceptor will remove any hydrocarbons that have been spilled on the paved area and continue to discharge cleaned water to foul sewer.

Timescales

It is currently envisaged that a phased paving and drainage plan will be followed to enable the cost of the works to be spread over a number of years. This is in line with the recommendation of Waste Management Paper 4A that works should be substantially completed by January 1999. The phasing and extent of the proposed concrete is detailed on the accompanying drawings.

The storage of engines and other articles of scrap metal likely to contain potentially polluting fluids, shall only take place on clearly defined bunded impervious area draining to a containment tank in accordance with this plan.

Environmental Protection Procedures

Suitable absorbent material will be provided for use on spillage's off of the concrete areas.

Suitable neutralising material will be provided for use on battery acid spillage's.

The oil/water interceptor will be checked every month to ensure that it has sufficient remaining capacity.

All oils will be stored in bunded areas.

Staffing & Management

Currently ten people are employed at the depot.

These include:

Managing Director – Richard Leeman
Yard Manager – Colin Purches
Non Ferrous Manager – Jason Shephard
Deputy Yard Manager – Tony Squires

OPERATION STATEMENT

SCRAP DELIVERY:- Ferrous Scrap

1. Local scrap metal arisings are delivered either on Benfleet Scrap Co. vehicles or directly by the supplier.
2. The ferrous scrap is weighed on the weighbridge and a weighbridge ticket/duty of care waste transfer note is produced.
3. The ferrous supplier is directed to the correct tipping/unloading area and the material deposited.
4. The site operative inspects the load and signs the weighbridge ticket/transfer note.
5. The unloaded vehicle weighs out and the completed weighbridge ticket/transfer note is transferred along with the requisite payment (if applicable).

SCRAP DELIVERY:-Non Ferrous Scrap

The procedure is the same as it is for ferrous with the exception that the tonnages are usually less. Weighing is usually undertaken on the more accurate scales in the non ferrous sorting shed.

SCRAP PROCESSING

Ferrous

Light iron that arrives on site as cars, white metal goods etc, are all crushed and flattened to allow more efficient transportation to other scrap operators for further processing (e.g. shredding through a fragmentation plant).

Thick grade metals e.g. RSJ's and pipelines, lamp-posts etc. that arrive on site are either gas-cut or processed in a shear to a nationally recognised standard on site for easier transportation. They are then sold to the steelworks to be melted down and processed as base ferrous metal.

Cable arriving on site is transported to other scrap operators for further processing via a cable granulator.

Non Ferrous

Lead batteries on site are collected together into the green bins, stored under cover and then transported to a specialist battery processor for further processing.

Non ferrous metals arriving on site are either bailed or sheared for easier transportation to the smelter.