

# Supporting Statement including Transport, Design and Access Statements for a Planning Application for a site at North West Quay, Tyne Dock, South Shields, NE34 9PL.

## Purpose of the Planning Application

EMR occupy the site and export scrap metal under a lease and shipping agreement with the Port of Tyne.

It and its predecessor / subsidiary company Robinsons have been in continuous occupation of the current site since at least December 1996.

Until now the activities has been restricted to the unloading from HGV's, the sorting into different grades and then loading onto ships of processed scrap metal.

If any scrap metal needed processing to satisfy a customers requirements or densify the loads it is taken to one of our other yards for this to take place before being brought to the Port.

However it has become increasingly important over recent years to have the flexibility to be able to process scrap on the quayside.

We therefore have installed similar shears to that which is proposed on our Quayside sites in Glasgow, Southampton, Cardiff, Erith, Ayr, Sharpness and Liverpool.

This application is for Planning Permission to allow on part of the site

- a. the storage and processing of unprocessed scrap metal**
- b. the instillation of a shear**
- c. the instillation of a diesel generator and**
- d. a bunded diesel tank**

These are in addition to its current use for the sorting and storage of processed scrap metal.

The whole of the yard is to be concreted and drained via a Class 1 full retention interceptor under a specific discharge consent.

All processing activities are to be carried out and regulated under the terms of a full waste management permit issued by Environment Agency.

The following plans are enclosed: -

1. T1 - Location Plan showing the EMR yard
2. T2 - Site Layout - showing the whole site area occupied by EMR (outlined in blue) and in red the location of the area for which Permission is sought to be able to process scrap metal and the location of the shear. (The remaining area will continue to be used for the sorting and storage of processed scrap prior to their export from the Port of Tyne.)
3. T3 - Site drainage
4. T4 – Elevation and plan of Lienbach shear.
5. T5 – Elevation and plan of diesel generator.
6. T6 – Elevation and plan of a diesel tank

The area outlined in green on plans T2 and T3 is the reduced area that EMR will be occupying in due course to allow for the construction by the Port of Tyne of the Bio – Fuels conveyor and handling system. Further details are given below.

### **Background**

The site at Tyne Dock has been continuously been occupied by European Metal Recycling and its predecessor companies since at least 1996

The site is occupied under a lease and shipping agreement with Port of Tyne.

All Scrap metal brought onto site whether by road or train is weighed. Vehicles being weighed fully loaded on entering the site and empty leaving. The scrap is then sorted into the internationally recognised different grades. (Specifications and types of scrap).

Piles of the various grades and specification are accumulated until a sufficient tonnage is available to satisfy an order before being loaded onto a ship.

Only 25% of scrap metal arisings in the UK can be used by UK steel works. Accordingly Scrap Metal has become an international commodity with the UK one of the top five largest scrap metal countries in the world.

The tonnage handled at Tyne Dock has varied from year to year depending on the level of customer demand. However in recent years it has been between 241000 to 292000 metric tonnes.

Sometimes before being exported to the steelworks the scrap requires further processing which is carried out using a Metal shear.

A Shear is a large guillotine that cuts and compresses the scrap to produce the internationally recognised grade.

The use of the shear allows the further processing of the scrap to meet the specific customer's requirements and maximises the density of scrap for loading onto the ships.

This currently requires the scrap to be sent to one of our other sites in the North East.

However the yard and port has lost business to competitor's sites which have permanent shears on the quayside.

This Application is for Planning Permission for part of the existing site to be

- a) allowed to accept and process unprocessed scrap metal and
- b) the instillation of a shear and (to provide power for this machine) a diesel generator and tank.

We estimate that around 20% of the tonnage going through the Port will require processing through the shear.

The area chosen for this is an area on the Western side of the EMR site and which is the furthest away from the Port boundary. This is shown in red on the enclosed drawing T2.

## **Design and Visual Impact Statement.**

### 1) Site and Area Assessment

As stated above EMR and its predecessor company have operated a Scrap Metal Ship Loading quay at Tyne Docks since at least the late 1990's. The application is for an area of land that on the western side of the current EMR site.

Adjoining occupiers include other port tenants including the Container terminal, coal, grain and wood pellet facilities and the proposed Bio Fuel handling conveyors.

To the East are the main EMR Scrap Storage piles and then the various Warehouses which line the port boundary.

EMR's current weighbridge and staff facilities are to the North of the area that is the subject of this application.

As part of the instillation of the Bio Fuel conveyors and handling equipment it will be moving to the North East. These are shown in green on the Plan T2 and T3.

However this will have no effect on the area in red that is the subject of this planning application.

### 2) Amount, Scale and details of the proposed changes

The area that is the subject of this application is currently used for the storage and sorting of processed scrap metal.

This application will allow this scrap to be unprocessed and the use of a shear to densify and cut the metal to become a furnace ready product.

Details of the equipment is as follows

- a) Shear – A Leimbach 1000 shear is to be installed. A shear is a large guillotine that compresses and cuts the scrap to the required sizes for the furnace.
- b) Diesel Generator to power the shear.
- c) Diesel Oil tank.

Drawings of these are enclosed.

### 3) Layout

The processing area chosen for this application is to the west of the exiting EMR shipping site and the processing area is to be screened by the Scrap storage piles.

The layout of the site has been designed with the key objective to ensure the safe movement of pedestrians, private cars, delivery and service vehicles.

The plan shows that there is ample manoeuvring space within the site to allow vehicular access and egress on and off the site in forward gear.

#### 4) Appearance and purpose

The shear needs to be robust, its appearance is functional being encased with steel sheet for protection and safety. However this is not inappropriate given its use and location.

The diesel generator gives the appearance of a container and has an adjoining bunded tank with a similar look.

#### 5) Landscaping

The area concerned is screened from outside the port and adjoining similar uses.

#### **Access Statement.**

The yard is within Tyne Dock. Access to the dock road and the site is via the main Port Security gate.

This application does not provide for any changes to the access and facilities in the EMR site.

However as part of the Dock's Bio-Fuels scheme the weighbridge, workshop and staff facilities are going to be moved in due course to the North East of the current site.

This area will only be used for parking vehicles and these facilities and no scrap storage.

However in order to make clear the potential effect on the future boundary clear this is shown in green.

As can be seen it will have no effect on the area outlined in red that is the subject of this planning application.

#### **Environmental Considerations**

The site is an existing and long established Ship Loading and Scrap Metal Storage yard.

It is within the boundary of Tyne Docks with a number of other similar Port businesses in close proximity. This includes the Coal, Wood pellet, Grain and Container terminals.

All site activities for the area that is the subject of this application and the use of the shear will be carried out under the Conditions imposed by the terms of a waste management permit issued and regulated by the Environment Agency.

The Permit will cover all the required controls, management operations and waste acceptance conditions thus ensuring that the desired standards are met in terms of the on site operations.

The requirements are monitored by the Environment Agency by site inspections.

The whole of the yard that is covered by this application is concreted and the surface will drain via an interceptor subject to the appropriate specific consents from the Environment Agency.

### **Traffic Statement and Movements.**

This application will not lead to any change in the expected level of traffic.

The site layout plan shows that there is ample manoeuvring space within the site to allow vehicular access and egress on and off the site in forward gear.

The site is open to accept scrap metal from 7 am to 5 pm on Monday to Friday and 7 am to 12 noon on Saturdays. It does not open on Sundays or Bank Holidays.

However given the ever changing times of tides the movement of scrap to the quay and loading of most grades of scrap onto the ship like many other Port activities take place on a 24/7 basis.

Other grades which are considered potentially noisy are with the agreement of the Port not moved or ships loaded after 10 pm or before 7 am.

I can confirm that the processing of scrap and the use of the shear that is the subject of this planning application will take place from 7am to 5pm Monday to Friday and 7am until 12 Noon Saturday.

### **Noise**

The site is an existing Scrap Metal sorting and ship loading yard.

The main sources of noise in a scrap yard whether it is a Port Facility as here or in a Processing yard is as follows

- a) Emptying of scrap materials onto the ground normally from the rear of Lorries that unload.
- b) Sorting and moving tipped scrap to relevant piles / locations depending on the material type.
- c) Lifting / grabbing scrap from the piles and placing it into the ships (or in processing yards into the shear.
- d) Loading processed scrap into empty lorries for removal to quay.
- e) Managing and ordering of the area of scrap materials to ensure adequate storage space.

The proposed shear and processing is to take place towards the west of the EMR site and well within the boundary of the Port and away from sensitive receptors.

The engines for the shear are insulated to prevent undue noise as is that for the generator.

### **Environmental Impact Assessment Review**

We understand that as part of the consideration of all Waste Planning Applications the Council carry out a formal EIA screening.

We carried out a preliminary review of the proposed planning application prior to it being submitted. This followed Government advice on E. I. A. assessments and from this it is our view that one is not required for the reasons given below.

However we appreciate that this is subject to confirmation from the Council.

- a) Schedule 1 Test. The development is not within a schedule one description.
- b) Schedule 2 Test. The development is not described with in section 10(b) as an urban development project under .5 hectares as it falls outside the listed criteria.
- c) Schedule 2 Test. The development is not considered to fall under 11(b) "installation for the disposal of waste over .5 hectares" as it will be a site for waste sorting not a final destination for the waste.
- d) Schedule 2 Test. The development is not considered to fall under 11(d) "Storage of scrap iron including scrap vehicles" as the storage is an interim part of the process and the main use is sorting and processing of metal products and not storage.
- e) Sensitive area test. The site is not within an environmentally sensitive area as defined in paragraph 36-40 (areas of nature conservation) of circular 02/99 Environmental Impact Assessments.
- f) Threshold and Criteria Test. The proposed site falls below the threshold as this relates to sites of more than 20 Hectares.
- g) Environmental Effect.
  - a) Use of Natural Resources – as a recycling facility the proposal would reduce the use of natural resources as the facility output is recycled metals for reuse hence reducing the demand for new materials.
  - b) Production of Waste – the proposal would not result in a significant increase in the production of waste. In fact the facility deals with the sorting and processing of scrap metals to reduce the amount to landfill and increase recycling.
  - c) Pollution and Nuisance. We do not consider that the proposal will generate significant increases in pollution or nuisance.
  - d) Risk of accidents – There will be no greater risk of accidents. No material crushed has any noxious elements. Any pollutants are removed prior to this process.

### **Metal Recycling**

The image of metal recycling is rapidly changing in the UK as local government begins to recognize their environmental and recycling commitments. It is now a major and capital intensive industry.

European Metal Recycling is a global leader in recycled metals processing over 10 million tonnes of non ferrous and ferrous metals from consumers, industry, Local councils and demolition works.

EMR has found that a network of sites is necessary across the country to serve local markets. We have a number of other sites in the North East including Blaydon, Hartlepool, Sunderland, Darlington, Middlesborough, Marske, and Burnopfield.

Our business involves the delivery to the site of unprocessed and partly processed scrap metals which are then sorted and processed to recover the ferrous and non ferrous metals.

We buy in local arisings of scrap, process and consolidate them on site before forwarding to the eventual users of the metals.

This may include members of the public looking to securely dispose of their end-of-life vehicles, small waste firms disposing of their metals and electricians / plumbers as well as small engineering/manufacturing firms delivering smaller loads of their scrap metals.

Thereby we provide the link between local producers of metallic waste and the international consumers of scrap metal as a raw material. Without our activities metallic wastes could not be recycled.

You will also appreciate the Government is placing increased emphasis on recycling. Local authorities have targets set for recycling and such operation helps to fulfill these targets.

The acquisition of waste from industrial processes ensures that there is efficient recycling within industry and is also a helpful source of income for local businesses. Also by providing waste recycling facilities the dumping of cars and redundant items can be avoided.

The majority of the scrap which arrives at Tyne Dock will continue to be in a fully treated state.

The area and the shear for which this application is made will probably deal with less than 20% of the scrap metal arriving at the Port for export.

### **Benefits of recycling**

The environmental benefits of metal recycling are also substantial.

It is envisaged that this part of the site will process up to 60000 tonnes of ferrous scrap metal per year. When compared to production of material from virgin ores this would offer a saving of tonnes of 120000 tonnes of CO<sub>2</sub>.

Recycling metals means that we do not further deplete natural resources which would otherwise be needed to make new metal.

There are also other environmental benefits, for example, using recycled steel to make new steel enables reductions such as:

86% in air pollution  
40% in water use  
76% in water pollution