

**ENVIRONMENTAL PROTECTION ACT 1990
TRANSFER OF WASTE MANAGEMENT LICENCE**

LICENCE REF No :- EAWML/27014	FACILITY TYPE :- A20 Metal Recycling Site
LICENCE HOLDER :- J C Thomas and Sons Ltd Colkin House 16 Oakfield Road Clifton Bristol BS8 2AP	LICENSED FACILITY :- J C Thomas and Sons Ltd The Old Flax Works Unit 7 Abbey Manor Trading Estate Yeovil Somerset BA21 3AR

WHEREAS on the 20 September 1993 the County Council of Somerset issued a licence (Waste Disposal Licence No. 238/S) in pursuance of its powers under Part 1 of the Control of Pollution Act 1974 for the above named facility to Mr J Spencer (Yeovil Car Breakers)

AND WHEREAS on the 1 May 1994 the said licence fell to be treated as a waste management licence

AND WHEREAS on the 1st April 1996 the powers and duties of all waste regulation authorities in England and Wales transferred to the Environment Agency ("the Agency") by virtue of section 2 of the Environment Act 1995

AND WHEREAS on 11 August 1995 the said licence was modified under section 37 of the Environmental Protection Act 1990

AND WHEREAS on 23 June 1997 the licence was transferred to Mr Malcolm Alfred Wallis, 9 Plowmans Close, Marnhull, Sturminster Newton, Dorset DT10 1LB

AND WHEREAS on 22 December 2004 the licence was transferred to Mr Steven Fear, The Old Flax Works, Unit 7 Abbey Manor Trading Estate, Yeovil, Somerset BA21 3AR

AND WHEREAS on or near the 29th June 2004 the licence conditions were modified to incorporate the requirements of the End-of-Life Vehicles (ELV) Regulations 2003

NOTICE IS HEREBY GIVEN that the Environment Agency, in pursuance of its powers under Section 40 of the Environmental Protection Act 1990, hereby transfers the waste management licence to J C Thomas and Sons Ltd., Colkin House, 16 Oakfield Road, Clifton, Bristol BS8 2AP.

This transfer will take effect from 19 March 2007

Signed 
V M DENNIS, Waste Regulation Team Leader (Wessex)

Date: 17 March 2007



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SCHEDULE 5

Regulations 44, 45 and 48

CONDITIONS TO BE INCLUDED IN SITE LICENCES

PART 1

Obligations in respect of keeping or treatment of waste motor vehicles

1. No waste motor vehicle shall be kept (even temporarily) unless such keeping -

(a) is carried out in accordance with the general requirements laid down in Article 4 of Council Directive 75/442/EC on waste; and

(b) complies with the minimum technical requirements set out in Part 2 below.

2. No waste motor vehicle shall be treated unless, in respect of the activity or operation performed, that treatment -

(a) is carried out in accordance with the general requirements laid down in Article 4 of Council Directive 75/442/EC on waste; and

(b) complies with the minimum technical requirements set out in Part 2 below and, where applicable, meets the following obligations -

(i) save where it has already been so treated -

(aa) the waste motor vehicle shall first be stripped in a way that best reduces any adverse impact on the environment, before any further treatment or other equivalent arrangement is undertaken, and

(bb) any of its components or materials which have been labelled or otherwise made identifiable in accordance with regulation 18(2) of the **End-of-Life Vehicles Regulations 2003** shall be stripped before any further treatment;

(ii) save where it has already been so treated in whole or part, and subject to paragraph (i), depollution of the waste motor vehicle (as described in paragraph 3 of Part 2 below) shall be completed as soon as possible;

(iii) hazardous materials and components shall be removed from the waste motor vehicle and segregated in such a way so as not to contaminate any part of the vehicle that is subsequently to be shredded;

(iv) any stripping or keeping of the waste motor vehicle shall be carried out in such a way as to ensure the suitability of its components for either reuse or recovery, and in particular recycling.

PART 2

Minimum technical requirements for the keeping and treatment of waste motor vehicles

1. The keeping (even temporarily) of a waste motor vehicle prior to treatment shall only be carried out at a site -

- (a) having, in appropriate areas, impermeable surfaces and provided with spillage collection facilities, decanters, and cleanser-degreasers, and
- (b) provided with equipment for the treatment of water (including rainwater) in compliance with all applicable legislation concerning health and environmental matters.

2. The treatment of a waste motor vehicle shall only be carried out at a site -

- (a) having, in appropriate areas, impermeable surfaces and provided with spillage collection facilities, decanters and cleanser-degreasers;
- (b) provided with storage facilities that are appropriate for dismantled spare parts, including impermeable storage facilities for spare parts that are contaminated with oil;
- (c) provided with containers that are appropriate for the storage of batteries (whether electrolyte neutralisation is carried out on-site or elsewhere), filters, and condensers containing any PCB or PCT or both;
- (d) provided with storage tanks that are appropriate for the separate segregated storage of any fluid from a waste motor vehicle;
- (e) provided with equipment for the treatment of water (including rainwater) in compliance with all applicable legislation concerning health and environmental matters;
- (f) at which there is appropriate storage for used tyres without excessive stockpiling, and minimising any risk of fire.

3. Treatment operations for the depollution of a waste motor vehicle shall consist of -

- (a) the removal of the battery or batteries;
- (b) the removal of the liquified gas tank;
- (c) the removal or neutralisation of all potentially explosive components (including air bags);
- (d) the removal and separate collection and storage of all -
 - (i) fuel;
 - (ii) motor oil;
 - (iii) transmission oil;

(iv) gearbox oil;

(v) hydraulic oil;

(vi) cooling liquids;

(vii) antifreeze;

(viii) brake fluids;

(ix) air-conditioning system fluids;

and any other fluid contained in the said vehicle, but excluding any fluid which is necessarily retained for the re-use of the part concerned;

(e) the removal, so far as is feasible, of all components identified as containing mercury.

4. In order to promote its subsequent recycling, where an article or material listed below is first present in a waste motor vehicle, no treatment of that vehicle shall prevent the removal -

(a) of the catalyst or catalysts;

(b) (either during shredding or otherwise) of all metal components containing one or more of copper, aluminium and magnesium;

(c) (either during shredding or otherwise) of the tyres;

(d) (either during shredding or otherwise) of all large plastic components (including bumpers, the dashboard, and any fluid container) in such a way that they can be effectively recycled as materials;

(e) of glass,

and where any such article or material is removed it shall be done in such a way as best promotes its recycling.

5. Any keeping operations shall be carried out in such a manner as avoids damage to -

(a) any component containing a fluid or fluids;

(b) any recoverable component;

(c) any spare part.

