

HAMPSHIRE COUNTY COUNCIL**Decision Report**

Decision Maker:	Executive Member for Environment and Transport
Date:	2 April 2013
Title:	Project Appraisal: Netley Household Waste Recycling Centre Redevelopment Scheme
Reference:	4648
Report From:	Director of Economy, Transport and Environment

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1. Executive Summary

- 1.1. The purpose of this paper is to gain approval to redevelop Netley Household Waste Recycling Centre (HWRC).
- 1.2. Currently there is a conflict between public vehicles and servicing vehicles on site as the customer traffic passes through the lower servicing area to access and exit the site. Resolution of this issue will be achieved by providing a new customer exit from the site and reconfiguring the internal roads to ensure public vehicles do not have to pass through the container servicing area.
- 1.3. Whilst there has not been an accident on site there have been near misses and careful management is required by site staff to mitigate the risk on a day to day basis. Mitigation of the risk will enable the site staff to focus on maximising customer service and operational performance on site.
- 1.4. In addition, it is proposed to improve the layout and performance of the site by providing additional bins bays and extending the upper storage areas as well as providing additional parking spaces.
- 1.5. This project will cost an estimated £155,000 and will be funded from the HWRC Capital fund.
- 1.6. The outcomes of the project will be:
 - improved traffic management by providing a new entrance route and constructing a separate customer exit;
 - reduced conflict between customers and vehicles through provision of a pedestrian crossing zone;
 - increased on-site parking spaces from 14 to 20;
 - increased number of waste containers from 10 to 13;

- improved landfill diversion performance from the current level, 82% to at least 85% through increased containers and recycling areas;
- removal of standing surface water in the lower servicing area through an improved drainage system; and
- reduced maintenance requirements through new areas of surfacing and making good of any general defects.

2. Background

- 2.1. The Netley HWRC is a 'split-level' site located off Grange Road, Netley. In 2011/12 it was the 9th busiest site in Hampshire out of 26 and received 10,883 tonnes of household waste of which 82% was diverted from landfill. The site currently has capacity for 10 waste containers, car parking spaces for 14 vehicles and stacking capacity for approximately 29 vehicles along the HWRC access road before traffic meets the public highway at Grange Road.
- 2.2. The HWRC is very busy during peak periods, typically weekends during the summer months, causing congestion and inconvenience to customers. Usage of the Netley HWRC has increased recently due to the relocation of the Southampton HWRC from Chapel to Milbrook.
- 2.3. The HWRC has temporary planning permission until 31 March 2014 due to the site being situated in land designated as a strategic gap. Whilst the HWRC is unlikely to obtain permanent planning permission due to its location, it is expected that it would be granted a further temporary permission because when temporary planning permission was renewed in 2003 the Approval stated:
- It is considered that the proposal would be in accordance with the development plan as summarised as attached and would not materially harm the amenity of local residents.*
- As Netley HWRC still supports the Hampshire Minerals and Waste core strategy 2008 policies DC8 (Pollution, health, quality of life and amenity) and DC13 (Waste Management and Recycling).*
- 2.4. The site is leased from Veolia Water UK, which operates a sewage treatment works adjacent to the HWRC, until 31 March 2018. There is no reason why the lease would not be renewed on similar or the same terms in due course although there have been no discussions with Veolia Water on this matter.
- 2.5. It is intended to retain the Netley HWRC for the long term, and there is reason to be confident that both the lease and planning permission will not impact on this. The investment in the facility represents value for money in terms of the expected annual savings from the improved performance against the cost of the scheme. It is planned to achieve pay back on the investment in just under 5 years using the current costs of waste disposal and the performance improvement.

- 2.6. The site currently has capacity for 10 waste containers, car parking spaces for 14 vehicles, and stacking capacity for approximately 29 vehicles along the HWRC access road before traffic meets the public highway at Grange Road.
- 2.7. There is a health and safety issue in relation to the public accessing the upper level of the site. At present the public drive through the container servicing area to access the upper level. Therefore container servicing vehicles and customer vehicles share the same area when the bins are being serviced. When bins are serviced, three lifts and drops are generally required by the servicing vehicle to change the full bin for an empty one. This requires the lorry driver to drag and drop the bins around the container servicing area whilst the public are driving through the same area.
- 2.8. The level of risk is considered medium as the impact of an incident would be high, but the likelihood is low due to management of the situation by the site staff.
- 2.9. Although the site is 'split-level', due to the current layout, on health and safety grounds temporary closure is required when the bins are compacted, in order to prevent customers driving through the lower servicing area. The temporary closure leads to queues forming along the access road.
- 2.10. A site location plan is provided in the appendix of this report. Also provided to illustrate the proposed changes to the layout are two drawings in the appendix.
- 2.11. The option not to redevelop the Netley HWRC is not considered viable as this would not resolve the health and safety issue on the site.
- 2.12. The option to relocate the Netley HWRC to provide a new purpose built 'split-level' facility is also not considered favourable. There are other sites within the County Council's recycling centre network which have a higher priority for relocation by virtue of being too small and/or with an outdated design. In addition, the cost of relocation would be significant and the redevelopment as proposed will deliver the service required providing much better value for money.

3. Finance

The figures set out below are an estimate at this stage, contain some contingency, and are subject to change following detailed design and tendering;

3.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	30	20		30
	Client Fee				
	Supervision	15	10		15
	Construction	90	58		90
	Land				
	Contingency	10	6		10
	Additional	10	6		10
	Costs*				
	Total	155	100	Total	155
3.2	<u>Revenue</u>	<u>£'000</u>	<u>% Variation to</u>		
	<u>Implications</u>		<u>Committee's budget</u>		
	Net increase in current expenditure	0			
	Capital Charge	0			
	Total Expenditure	<u>0</u>			

***These include site furniture, planning fees, Environmental Permit fees, communications and Estates Practice fees.**

4. Programme

4.1. The programme set out below is an estimate at this stage, contains contingency, and is subject to change following detailed design and tendering;

Activity	Duration	Start Date	Finish Date
Exec Member Approval	N/a	05/03/13	05/03/13
Planning Process	14 weeks	11/03/13	14/06/13
Detail Design and Tender Drawings	6 weeks	17/06/13	26/07/13
Tender period (contract audit, amendments, bill of quantities, tender period, tender)	16 Weeks	29/07/13	15/11/13

assessment)			
Mobilisation	5 Weeks	06/01/14	07/02/14
Construction	10 weeks	10/02/14	18/04/14

5. Scheme Details

- 5.1. The existing access from Grange Road is to be retained to serve the site. It possesses an appropriate design geometry, including visibility splays, that are required for the proposed usage.
- 5.2. The new exit from the HWRC site will be used by the public and so will be for domestic sized vehicles only. The dimensions and layout of the junction have been assessed to ensure that it meets the required specification taking into account the road it joins.
- 5.3. To deliver the new access a large poor quality tree will need to be removed. As a part of the detailed design and planning process a full ecological assessment will be undertaken of the proposals to ensure that the works are appropriate and undertaken in the correct manner.
- 5.4. There is a long standing problem at the low point of the site with respect to standing surface water becoming contaminated. It is proposed to remedy this problem at the same time as carrying out the rest of the works by improving the drainage system on the site. As part of the larger work, it is proposed to install new areas of hard standing for material and increased material segregation, and to make good any general defects on the site with respect to surfacing, fencing or other ancillary features as necessary.
- 5.5. Many of the additional works are related to resolution of the health and safety issue and therefore cannot be separated from the main scheme. However, the drainage issue and other minor defect resolution are potentially optional elements. Based on the minor impact their removal from the scheme would have on the budget (c.10%), and the operational benefits achieved, it is felt that these works represent good value for money and will reduce ongoing maintenance costs.
- 5.6. The construction period will take a maximum of 10 weeks to complete, this is an estimated maximum timescale and will be revised following detailed design and tendering. Site closure is recommended because;
- it will ensure a safe working environment removing any risks of public interaction during construction;
 - the work will be completed more rapidly and therefore at a reduced cost; and

- there is no confusion with communication messages about temporary closures that would be required if a phased construction was undertaken.

5.7. A similar temporary site closure was carried out at Casbrook HWRC during its redevelopment in 2011 over the peak spring time period without any incidents of fly tipping, and with minimal complaints. This was down to the success of the communications campaign and close working with the HWRC management contractor, the site users, and the Borough Council.

6. Departures from Standards

6.1. All specifications within the design for the proposed redeveloped HWRC will be in accordance with Hampshire County Council standards and policy documents, as well as being in accordance with British Standards.

7. Community Engagement

7.1. The Local Member for the project has been consulted and has stated that he would support the redevelopment.

7.2. A comprehensive communications campaign will be developed to keep local residents informed about the progress of the proposed Netley HWRC redevelopment scheme. This will be particularly important during the construction phase when the site is temporarily closed.

7.3. This campaign will be designed to reflect the specific requirements of this scheme, but will include as a minimum: production of leaflets to hand out on-site prior to the redevelopment work starting, issue of a press release before, during and after construction, and up-to-date information on the relevant County Council websites. There will also be information signs displayed at the site prior to the construction period.

8. Statutory Procedures

8.1. The proposed redevelopment of the Netley HWRC will require a new planning consent. The planning application will be submitted to Hampshire County Council, as Waste Planning Authority, and it will be considered by the Regulatory Committee.

8.2. The existing Netley HWRC has an Environmental Permit in place and this will not need to be modified by the Environment Agency as there is no requirement for waste storage on land outside of the current HWRC boundary.

9. Land Requirements

- 9.1. The new exit from the site is proposed to be constructed within the HWRC site boundary and across the highway verge following vegetation clearance. No private third party land is required for this scheme.

10. Maintenance Implications

- 10.1. The HWRC management contractor is responsible for all maintenance on site with the exception of structural maintenance which the County Council has a duty to undertake.
- 10.2. The works being undertaken will include making good any general defects on the site to ensure the whole site is fit for purpose and in good condition, reducing the need for any maintenance in the short to medium term.

11. Recommendations

- 11.1. That the Project Appraisal to redevelop the existing Household Waste Recycling Centre in Grange Road, Netley be approved, at an estimated cost of £155,000 subject to the receipt of suitable planning permission.
- 11.2. That authorisation be given to submit a planning application to gain approval to develop the Hampshire Highway land adjacent to the existing site and to carry out the proposed improvement works
- 11.3. That the temporary closure of the Netley Household Waste Recycling Centre for the duration of the construction works, and the associated communications campaign to implement the closure, be agreed.

CORPORATE OR LEGAL INFORMATION:**Links to the Corporate Strategy**

Hampshire safer and more secure for all:	no
Corporate Improvement plan link number (if appropriate):	
Maximising well-being:	no
Corporate Improvement plan link number (if appropriate):	
Enhancing our quality of place:	yes
Corporate Improvement plan link number (if appropriate):	

Section 100 D - Local Government Act 1972 – background documents

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

DocumentLocation

None

IMPACT ASSESSMENTS:

1. Equalities Impact Assessment:

- 1.1 The proposals in this report have been developed with due regard to the requirements of the Equality Act 2010, including the Public Sector Equality Duty and the Council's equality objectives. The website contains a summary [assessment of the impacts](#) on Shaping Hampshire's Future - Maximising uses of waste and reducing landfill.
- 1.2 The proposed redevelopment of Netley HWRC will have parking spaces allocated for disabled drivers. The disabled spaces will be located close to, and within sight of, the site staff hut to ensure that if help is requested it can easily be provided.
- 1.3 An 'Accessibility Audit' was undertaken across the HWRC network in 2004 and a variety of issues were raised with the aim of improving access to sites for the benefit of all customers. The design of the redeveloped Netley HWRC has taken these findings into account with the aim of safeguarding the health and safety of all customers using the site.
- 1.4 It is considered that the issues covered by this report will not have impacts requiring further specific actions by the Council above those already established in its existing policies and working procedures.

2. Impact on Crime and Disorder:

- 2.1. The site will be fully staffed during opening hours and the entrance gates will be locked when the site is closed.
- 2.2. There is an information sign at the entrance to the site giving details of an emergency contact telephone number in the event of vandalism or any similar event needing to be reported.
- 2.3. Automatic Number Plate Recognition (ANPR) is in operation at the site. ANPR supports trade waste controls by identifying unusually frequent site users who are likely to be traders illegally attempting to enter the site by using non-commercial vehicles such as cars.

3. Climate Change:

- 3.1. How does what is being proposed impact on our carbon footprint / energy consumption?

Hampshire's network of 26 HWRC sites make only a minor contribution to GHG emissions at present. These emissions are outweighed by GHG savings from the reuse and recovery of materials as a result of the HWRC service.

Therefore the overall impact of providing this service in Hampshire is estimated at minus 33,106.1 tonnes CO2 equivalent per annum.

- 3.2. How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

The longer term impact of climate change have been assessed and there are no changes required to the scheme as a result. Part of the works on site include modification to the drainage system to mitigate against localised flooding in the lower part of the site.