

Supplementary Statement for Havant HWRC

APP/16/00373

1. The HWRC is operated under an Environmental Permit issued by the Environment Agency. The site is permitted under standard rules to accept up to 75,000 tonnes of Municipal Waste a year, in 2014/15 Havant HWRC accepted 17,458 tonnes of waste. The description of Municipal Waste (EWC 20) is household waste and similar commercial, industrial and institutional wastes, including separately collected fractions.
2. In this application, the term DIY waste refers to soil, rubble, plasterboard and asbestos, which HCC will be introducing a small charge for in June 2016.
3. Trade Waste is defined in section 75 (7) of the Environmental Protection Act (EPA) as waste from premises used wholly or mainly for the purpose of a trade or business or the purposes of sport, recreation or entertainment excluding household waste or industrial waste.
4. Only the existing permitted wastes collected on site at the moment will be accepted from Traders at a charge. Industrial waste will not be permitted as it falls outside the definition of 'trade waste' under the EPA. See Appendix 2 for permitted wastes at this site.
5. The level of noise on the HWRC is expected to remain the same as the operation will not change, visitors will unload vehicles, and waste containers will be compacted and, when full, removed and replaced with an empty container.
6. The charging process for both residents with DIY waste and traders will be the same. There will be a member of the site staff team available to undertake this role using a hand held device to ensure a fast turnaround of customers.
7. The charges to residents are intended to cover the costs of disposal of DIY waste only and not to make any profit. The trade waste service is hoped to make a small profit which will be used to reduce the overall costs of running the HWRC service.
8. The proposals to offer a trade waste collection and to charge residents for DIY waste was part of a public consultation into HWRC efficiencies in 2014, which demonstrated public support for the schemes. This was a separate consultation to the HWRC opening times consultation currently running until 25 May 2016.
9. The HWRC had a peak hour in 2014 of 638 cars, the average weekday is 405 cars and average weekend is 441 cars (all figures are taken from the busier summer readings). The busiest times at HWRCs are between 10-12 and 14 – 16 hours.
10. The Trade waste service is not expected to increase the number of users to the HWRC due to reduction in householders using the HWRCs once the DIY waste

charges are brought in. The Borough of Poole experienced at least a 50% reduction in the amounts of chargeable waste received when it brought in charging schemes.

11. From the estimates shown in Appendix 1 we would expect an increase of around 2,011 vehicles a year at the HWRC with the introduction of the trade waste service, this averages out to 39 vehicles a week over the year but we would expect more of these to visit during the summer months.
12. The proposed DIY charging is estimated to reduce the number of residents visiting by around 9,825 and the servicing containers by around 128. Therefore with the reduction in household users and the increase in trade users we still expect a net reduction of users by 7,814 vehicles a year.
13. Waste and Resource Management would be happy to accept a condition to only allow the acceptance of trade waste during weekday opening hours at the HWRC to retain the sites for householders to use over the busier weekend periods.

Appendix 1

Table 1: Estimated number of trade vehicles

Total Waste Received at Site	Estimate of Trade Waste arising's (tonnes (t))	Average weight in trade Waste van (kg)	Estimated number of additional vans visiting
17,458	1,770	880.5	2,011

Table 2: Estimated reduction in visitor vehicles due to DIY charging

Total Waste Received at site	Soil and Rubble (Recycled)	Plasterboard	Asbestos	Total DIY waste (t)	Estimated number of 30l bags	Minimum no. of cars current	Expected cars when charging introduced	Estimated reduction in number of cars
17,458	3,368	173	0	3,541	117,899	19,650	9,825	9,825

Table 3: Estimated reduction in container servicing vehicles due to DIY charging

Total Waste Received at site	Soil and Rubble (Recycled)	Plasterboard	Asbestos	Total DIY waste (t)	Number of collection containers required currently	Expected containers required when charging introduced	Reduction in number of container servicing vehicles
17,458	3,368	173	0	3,541	257	128	128

Table 4: Overall reduction in vehicle numbers

Estimated number of additional vans visiting	Estimated Reduction in Cars	Estimated overall reduction in number of customer vehicles
2,011	9,825	7,814

Calculation Assumptions

Vehicle reduction estimates

Tonnages of soil, rubble, plasterboard and asbestos deposited at each HWRC site are monitored every month, so this data has been used as a basis for estimating figures.

The average weight of soil and rubble is 1000kg / m³. The maximum amount of soil and rubble that a customer can bring to a HWRC in one visit is six 30 litre bags, so it is assumed that all visitors depositing soil and rubble at the HWRCs brought the maximum amount, to give a conservative estimate of the number of vehicles.

The introduction of charges for DIY waste in other areas have resulted in significant reductions in the amount of these materials being received at sites, in some cases over 50%, such as reported by Poole. It has been assumed that there will be a 50% reduction in chargeable DIY waste once charges are introduced on 1 June 2016, leading to an equivalent reduction in the number of vehicles visiting the sites with chargeable waste.

Servicing vehicle reduction assumptions

Soil and rubble is collected in 18 cubic yard containers, which when full, carry roughly 13.8tonnes of material. This was used to calculate the number of bins used currently, and the reduction following the introduction of charging for DIY waste, as outlined above. Each servicing vehicle carries one container, an empty container is left at the site and the full one is taken away.

Overall reduction in number of vehicles

The trade waste scheme is likely to attract small mobile businesses, such as small builders and tradespeople. The likelihood is that these businesses use vans to carry out their work and deposit waste at the sites. A typical type of van observed visiting HWRC sites in Hampshire is the Ford Transit Van, so this has been used as an example of typical load sizes. Using information from the Ford website, a typical capacity is around 1175kg. It has been estimated that the average trade visitor will be carrying about three quarters of the potential full load, around 880kg. This figure can be used to estimate the number of trader's vans equal to the volume of waste which is no longer brought in by householder's vehicles once the DIY charging scheme is brought in.

In reality, it is expected that less traders will visit the sites than householders, as there are less businesses than households in Hampshire, and many small businesses are office or shop based, so have existing trade waste collections. The figures are provided as an estimate of trade usage.

Appendix 2

Havant HWRC accepts the following waste:

- Glass
- Cardboard
- Clothes/Textiles
- Bric-a-Brac/Furniture
- Scrap Metal
- Green Garden Waste
- WEEE (Waste Electrical and Electronic Equipment)
- Fluorescent Lighting
- Household Batteries
- Paint
- Cooking Oil
- Soil and Rubble
- Wood
- Plasterboard
- Car Batteries
- Car Engine oil
- Air Pressurised Cylinders
- Black Bag Waste
- Bulky Household Waste