

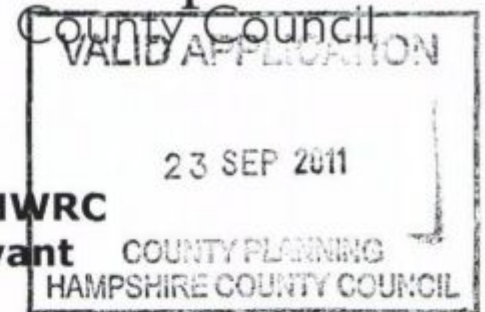
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**Relocation of Havant HWRC
Harts Farm Way, Havant**

Design Features Statement

This statement outlines the main features of the proposed new Havant HWRC, located immediately to the north of the existing HWRC facility on part of the land occupied by the former Havant Incinerator. The proposed site layout is shown on drawing no. R.J509026-GA/01A and the operational bin layout is shown on drawing no. R.J509026-GA/04A.

The primary objective of this scheme is to replace the out-dated and busy existing HWRC with a new, larger split level facility and relieve the traffic congestion on Harts Farm Way by providing this new HWRC with its own access road and internal customer vehicle stacking lane.

1. Bin Bay Description

- 1.1. The HWRC will be of split level construction with a separate waste container servicing area north of and 1.6m lower than the customer parking and access walkways.
- 1.2. There are 7 no. double container bays. The bays are contained by a 1.6m high reinforced concrete retaining wall and are separated by 1.6m high permanently positioned steel walkways, with similar height concrete walkways at each end. Each bay is designed to accept two open-top 40 cubic yard waste containers.
- 1.3. The walkways have 1.0m high guardrails on three sides and are accessed from the parking area by 2.1m high lockable double leaf gates. The gates will prevent access by the general public when the containers are either full or are being serviced. The concrete walkways at each end are enclosed by 1.1m high pedestrian guardrails and also have full height lockable access gates.
- 1.4. The general public only have access to the containers from the upper area, which consists of parking spaces and a footway serving all of the walkways. The area in front of each double bay and between the walkway gates will have a 2.1m high pedestrian guardrail to prevent customers from attempting to throw waste into the bins from the main pedestrian footway.

2. Storage Areas

- 2.1. There are two high level storage zones situated either end of the bin bays with a total area of approximately 700m².
- 2.2. The western storage area is at a height of 1.1m from the lower servicing area. On this will be located 2 no. soil and rubble containers which will be serviced from the lower area. There will also be a bottle bank, a lockable storage container and designated areas for storing gas bottles and refrigerators.

- 2.3. The eastern storage area is also at a height of 1.1m from the lower servicing area. On this will be designated areas for the storage of waste engine oil, televisions and fluorescent tubes. The eastern area will also have a zone provided for sales and another lockable storage container.
- 2.4. The upper storage areas will have 1.1m high pedestrian guardrails around the perimeter, with similar height field gates adjacent to the low level area to give temporary access by servicing vehicles during bin replacement.

3. Servicing

- 3.1. All the waste containers will be serviced from within the separate lower servicing yard, avoiding the requirement to temporarily close the site to the public during bin servicing.
- 3.2. The waste containers will be serviced from the lower area by 'Roll-on-off' vehicles.
- 3.3. Pedestrian ramps are provided for the site staff to access the lower servicing area and for white goods to be transported safely to the lower level for removal off site. These will be constructed of concrete at a fall of 1:12 and will have an anti-slip finish applied.

4. Access/Egress

- 4.1. All vehicles will approach the HWRC via the new access road off Harts Farm Way. The new access road utilises the existing highway junction with Harts Farm Way which was previously the way in and out of the former Havant Incinerator. The entrance to this new road is approximately 72m east of the entrance to the current HWRC facility and has been redesigned to accommodate the type of vehicles expected to use the facility.
- 4.2. HWRC customers will use a separate left hand turning lane on this access road before entering the site through the first, "Customer Only" gates and will then proceed along the stacking lane on the southern boundary of the site. The stacking lane directs them through two turning circles to the parking area. The stacking lane provides sufficient capacity for up to 34 vehicles waiting to be accommodated. Traffic modelling indicates that all customer vehicles will be accommodated on the site and in the designated lane on the access road with no cars queuing on Harts Farm Way even during the busiest times of the year. The public will leave from the western end of the parking area and via a designated exit route back onto the access road north of the site.
- 4.3. Servicing lorries will enter the lower level servicing area by taking the second turning on the left off the access road (north of the site) and will exit via the same route. This ensures that there is no conflict with the public access and egress routes.

5. Parking

- 5.1. There will be 19 no. parking bays (including 2 no. bays for the disabled) for customers delivering their household waste.
- 5.2. A gravelled staff parking area will be provided north of the HWRC on the other side of the main access road, more or less opposite the service vehicle entrance.

6. Landscaping

- 6.1. The perimeter fencing to the HWRC will consist of 2.4m high steel palisade fencing. This will ensure site security and minimise any adverse visual impact of the site.

- 6.2. The steel palisade fence between the new HWRC and the proposed salt barn depot and the timber close boarded fence between the access road and the salt barn depot will both be 3.0m high.
- 6.3. Appropriately sized landscaping buffer zones will be provided where deemed necessary around the perimeter of the site. These will be planted with suitable and agreed species of trees and shrubs.
- 6.4. The preliminary landscaping proposals are shown on drawing no.17/509026/4000-01.

7. Staff Accommodation

- 7.1. The site office and welfare facilities will conform to current Health and Safety standards and will be situated on the eastern upper level storage area.

8. Storage Containers

- 8.1. 2 no. secure and lockable storage containers, in which site staff can keep essential equipment and goods, will be provided, one on each of the upper level areas.

9. Services and Drainage

- 9.1. Water, electricity and telephone supplies will be taken from existing connections near the mouth of the new access road and directed along the footway east of this road. All services will then enter the site from the east. Proposed services are shown on the drainage layout drawings R.J509026-500/01B and 02A.
- 9.2. The area on which the new HWRC is to be located was used until recently as a lorry park. There was a foul drainage connection from the portakabins on this site to the public foul sewer running diagonally across the land from the north west to the south east. The intention is to make use of this existing connection for the new HWRC.
- 9.3. Surface water will be directed to the existing ditch north and east of the main access road and outflow from this ditch will be restricted to that of a 1 in 1 year storm. An area of wetland will be created along part of the north-eastern side of the ditch to provide storage for the 1 in 100 year run-off. This will also provide potential habitat for selected species of flora and fauna and will be incorporated into the landscaping strategy. Environment Agency approval of the surface water drainage strategy has been obtained.

10. Security

- 10.1 Site security systems will be in place to prevent vandalism and trade waste abuse. The site will be fully enclosed by a combination of 2.4m and 3.0m high steel security fencing, with lockable gates, and Automatic Number Plate Recognition cameras will be in use.
- 10.2 A CCTV camera on a 5m high mounting pole will be situated near the office and welfare unit.