

## Doman Road Depot – Bulking Shed

### Summary

In 2009 the Council built a temporary structure at the Doman Road Depot to bulk Dry Mixed Recycling prior to haulage to a Material Recycling Facility. The structure has recently been inspected and found to be unsafe. The surveyor has recommended that it should be replaced with a more permanent structure.

### Portfolio: Environment & Health

Date Portfolio Holder signed off report: 20 May 2019

### Wards Affected: All

### Recommendation

The Executive is advised to RESOLVE that the temporary structure at the Doman Road Depot for bulk Dry Mixed Recycling prior to haulage to a Material Recycling Facility be replaced with a more permanent structure.

The Executive is advised to RECOMMEND to Council that the capital programme be increased by £270,000 to include the construction of a permanent bulking bay at the Doman Road Depot.

### 1. Resource Implications

- 1.1 The estimated cost for carrying out the works to the existing structure is £145,246. The main item of expenditure will be to supply and install a new 6m high Alfas concrete retaining wall system which will allow loads up to 3.6m at a cost of £111,000.
- 1.2 In addition the scaffolding requires inspection by a competent person every 7-days. The cost is estimated to be £250 per week or £130,000 for the first 10-years of the contract or £260,000 over the full 20 –years of the contract.
- 1.3 The estimated cost of building a permanent structure is £270,000. This is significantly less than the combined costs of carrying out the repairs and conducting the weekly safety inspections.
- 1.4 The current method of collecting and disposing of recycling in Surrey Heath relies on the material being bulked and transported on 40 tonne lorries to the Material Recycling Facility (MRF) in Edmonton. These have the capacity for transporting 18-20 tonnes of recycling. Without a suitable bulking facility the material would have to be directly delivered to the MRF on 26 tonne refuse freighters which have a capacity of only 7 tonnes. This would greatly increase the cost of the operation as the fleet of vehicles and crew will have to be increased.

- 1.5 A new facility will also generate additional income. Surrey County Council as the Waste Disposal Authority has made a request for the Doman Road Depot to be used as a tipping point for recycling from Waverley BC for a period of 2-years while a new transfer station at Slyfield, Guildford is being built. This will raise an additional income of £100,000 over 2- years. There is insufficient capacity in the existing shed for Waverley's recycling to be suitably accommodated.
- 1.6 There is also the potential of income from the collection and bulking of commercial waste in Surrey Heath. This will be required to be bulked separately. This is not possible in the current bulking shed due to the lack of space but could be built into a new build.

## **2. Key Issues**

- 2.1 The existing bulking shed is a temporary structure erected in 2009. The structure was constructed with scaffolding poles with a canopy to provide weather protection. A pre-cast concrete (PCC) structure within the scaffold was put in place to resist horizontal loads from the stored materials. This has recently been inspected and found to be unsafe.
- 2.2 The first photographs below shows the bulking shed. The second photograph shows that an additional scaffold & metal sheet barrier (described on site as "greedy boards") has been installed above the PCC units and connected to the scaffold canopy, thus imposing loads the scaffold has not been designed to resist. A location plan of the bulking shed is attached at Annex A.





- 2.3 In order to make the structure safe expenditure of approximately £145,246 is required. In addition as it is a scaffolding structure it requires to be inspected by a competent person every 7-days. The cost of this over the initial 10-years of the contract is £130,000 and £260,000 for the full 20-years term.
- 2.4 Suez who holds the waste disposal contract with Surrey County Council has provided indicative costs for building a new permanent structure at the Doman Depot. The estimated cost is £270,000 which is very similar to the cost of repairing the existing structure and weekly inspections over 10-years.
- 2.5 The waste could be directly delivered to the MRF rather than bulking but would result in increased costs due to the need for an increased fleet of vehicles and crew.
- 2.6 There are a number of commercial benefits in replacing the existing “temporary” structure with a permanent facility.
  - a. The Council has received a request from Surrey County Council for bulking Waverley Borough Council’s recycling from October 2019 for a period of 2-years while the transfer station at Slyfield in Guildford is completed. The price agreed is £5/tonne which based on 10,000 tonnes of recycling per year could generate an additional £100,000 income over 2-years. The existing structure does not have the capacity to receive this waste without serious operational issues.
  - b. If the benefits of the Doman Road bulking bay can be demonstrated to Surrey County Council there is the potential for other waste to be bulked.
  - c. The contract with Amey provides for the provision of commercial waste collection service. This would need to be bulked separately

from municipal waste which would be easier in a permanent structure designed for that purpose.

- 2.7 Arising from the Government's Resources and Waste Strategy there is likely to be a move for collecting paper and card separate from other recycling material. This would produce a "cleaner" product with greater value. A bulking facility which would allow for paper and card to be bulked separately would be a great asset with further income potential.

### **3. Options**

- 3.1 The Executive has the option in agreeing to the recommendation to build a new structure or reject the recommendation. If the recommendation is rejected additional revenue expenditure will be required to repair the existing structure and to fund the weekly inspections of the structure.
- 3.2 Do nothing is not an option because the structure in its current condition is unsafe.

### **4. Proposals**

- 4.1 The proposals are:
- a. To allocate a sum of £270,000 from the Capital Programme for the design and erection of a permanent bulking bay at the Doman Road Depot. The location to be agreed subject to an appraisal of the future use of the Depot.
  - b. To Install 33 new resin anchor fixing ties to the baseline of the existing structure at a cost of £2,000 and carry out weekly inspections by a competent person at a cost of £250/week. This should deal with the immediate safety issues and allow the temporary structure to continue to be used during the construction of the new facility.

### **5. Corporate Objectives And Key Priorities**

- 5.1 The Executive approved a new Five Strategy in August 2016 which sets out the Council's vision and objectives for the next five years. It also includes a number of longer term key priorities in addition to the Council's ongoing service delivery. The Five Year Strategy is a rolling document and a refreshed version was approved earlier this year.
- 5.2 The Annual Plan includes an overview of the vision and objectives from the Five Strategy but states the outputs and success measures that will be delivered in 2019/2020 for each of the Council's key priorities. These priorities are presented under the headings of Place, Prosperity, People, and Performance.
- 5.3 The Performance milestones in the annual plan includes:

“To work with partners to deliver high quality and cost effective waste and street cleansing service. This includes improving our joint waste collection service; reducing waste; increasing recycling; reducing contamination a reducing waste management costs.”

- 5.4 The recommendations in the report will help to achieve this.

## **6. Legal Issues**

- 6.1 The Council is responsible for the safety of its employees and for contractors. Having received a report stating that the structure is unsafe the Council has a legal responsibility to either make the existing structure safe or replace it.

## **7. Sustainability**

- 7.1 The kerbside municipal recycling services diverts around 10,000 tonnes of dry recycling a year from either landfill or incineration enabling the Council to achieve a recycling rate of 62%.
- 7.2 The ability to bulk waste at the Depot prior to haulage in large Lorries to the Material Recycling Facility, reduces the number of smaller refuse vehicles required to directly deliver to a transfer station in Guildford. Thus this reduces our carbon emissions.

## **8. Risk Management**

- 8.1 There is a risk of legal sanctions be taken against the Council and reputational damage should a workplace accident be caused due to the collapse of the temporary structure.

|                               |  |
|-------------------------------|--|
| <b>Annexes</b>                | <b>Annex A - Location Plan of Doman Road Depot showing the location of the bulking shed.</b>   |
| <b>Background Papers</b>      | <b>Resources and Waste Management Strategy</b>   |
| <b>Author/Contact Details</b> | <b>Tim Pashen Executive Head –Community</b><br><a href="mailto:tim.pashen@surreyheath.gov.uk"><u>tim.pashen@surreyheath.gov.uk</u></a> |
| <b>Head Of Service</b>        | <b>Tim Pashen Executive Head –Community</b>  |