

11 MARCH 2021

NEW FOREST DISTRICT COUNCIL

ENVIRONMENT OVERVIEW AND SCRUTINY PANEL

Minutes of a meeting of the Environment Overview and Scrutiny Panel held on Thursday, 11 March 2021

- * Cllr Steve Rippon-Swaine (Chairman)
- * Cllr Sue Bennison (Vice-Chairman)

Councillors:

- * Ann Bellows
- * Geoffrey Blunden
- * Allan Glass
- * Andrew Gossage

Councillors:

- * Stephanie Osborne
- * Tony Ring
- * Derek Tipp
- * Malcolm Wade

*Present

In attendance:

Councillors:

Barry Dunning
Michael Harris
David Hawkins

Councillors:

Edward Heron
Alison Hoare
Martyn Levitt

Also In Attendance

David Martin, Environment Agency (Item no 98)

Officers Attending:

Steve Cook, Simon Cooper, Louise Evans, Andrew Herring, David Hurd, Chris Noble, Stewart Phillips, Colin Read, Daniel Reynafarje, James Smith, Claire Upton-Brown and Karen Wardle

Apologies

There were no apologies for absence.

94 MINUTES

RESOLVED:

To confirm the minutes of the meeting held on 14 January 2021 as a correct record.

95 DECLARATIONS OF INTEREST

No declarations of interest were made in connection with an agenda item.

96 PUBLIC PARTICIPATION

No issues were raised in the public participation period.

97 PORTFOLIO HOLDERS' REPORTS AND PERFORMANCE DASHBOARDS

Cllr Hoare, Portfolio Holder for Environment and Regulatory Services provided an update on the following matters:

Keyhaven: Work had commenced to upgrade the mooring facilities at Keyhaven to install a larger and heavier ground chain. The old chain was no longer strong and heavy enough to safely secure the berths. The mooring holders had been informed and permission had been obtained from Lymington Harbourmaster for the mooring holders to berth free of charge at Lymington whilst the work was being carried out. The work was scheduled to take 8 weeks and upon completion the Council would be able to increase the occupancy rate at Keyhaven.

Crabby littering initiative: This campaign would be relaunched, following its success last summer to encourage people to take their litter home. The Council would also be working closely with the National Park Authority and Forestry England to develop a plan to deal with an expected increase in visitor numbers to the New Forest over the summer. Enhanced cleaning in certain locations would be carried out.

Great British Spring Clean – 28 May – 13 June 2021: The District Council would be involved and provide support towards this campaign. There was much community interest in litter picking, with a number of litter picking groups in the District Council area.

Fly tipping: It was noted that the number of incidents of fly tipping continued to rise, this had been reported on the Performance Dashboard circulated with the agenda. An update on this would be provided on later in the meeting.

Cllr Edward Heron, Portfolio Holder for Planning and Infrastructure reported there were a number of items on the agenda within his portfolio area and therefore did not have any further updates.

98 COASTAL DEFENCE RESPONSIBILITY

David Martin from the Environment Agency gave a presentation to the Panel which provided an overview of the role of the Environment Agency, the support provided to Risk Management Authorities, and Grant in Aid funding. The presentation is attached to these notes as an Appendix.

The Environment Agency was noted to take a strategic overview for the management of all sources of flood and coastal erosion. Government Policy was shaped through the evidence and advice provided by the Environment Agency. It had responsibility for managing the risk of flooding from 'main' rivers, reservoirs and the sea.

There were a number of ways that flood risk was managed and this was explained to the Panel. The Environment Agency were a statutory consultee on all planning applications where the flood risk potential needed to be considered. Matters such as climate change, flood risk predictions for the lifetime of the development were taken into account when forming a view. Each year the Environment Agency agreed a programme of Asset Maintenance work. It was noted that land owners

were responsible for maintaining sites, however, the Environment Agency had the power to undertake maintenance along designated rivers. The Environment Agency also operated an incident response service and issue flood warnings.

The Environment Agency were noted to provide support to Risk Management Authorities (RMA's), this included providing advice to help RMAs apply for FCERM (Flood and Coastal Erosion Risk Management) Grant in Aid Funding. The Grant in Aid process was explained and noted to be a two stage process. The first stage was to secure an allocation of funds in a capital programme, updated annually. If the bid was successful, the second stage was to provide the technical assurance and to submit a business case to access the allocated funds. It was noted that there were different levels of detail required dependent on the level of funding, with a more complex approval process for larger funding requests. Funding would not be released if other sources of project funding were not in place.

In response to a member question, it was clarified that it was the land owners' responsibility to undertake maintenance of the rivers on their land. The Environment Agency could make contact with the land owner if a matter was brought to their attention but it did not have the powers to make the land owner carry out any maintenance work to prevent the risk of flooding.

99 MITIGATION FOR RECREATIONAL IMPACTS SUPPLEMENTARY PLANNING DOCUMENT

The Panel received an update on the progress of the Mitigation for Recreational Impacts Supplementary Planning Document, which had been updated following the adoption of the Local Plan in July 2020.

A public consultation exercise had been carried out in January-February 2021 and officers were in the process of reviewing the responses received. Over 40 responses had been received. Half of these had been from local residents / local interest groups, 6 from Town and Parish Councils, 7 from other organisations (including the National Park Authority) and 7 from developers / land-owners.

A range of comments had been received, the majority of which were supportive of the SPD. There was some concern in relation to the operation of the SPD, particularly in terms of the requirements for any new development, and regarding how mitigation projects would function, in particular, in relation to the management and long term maintenance of these projects. It was recognised that there were benefits to the local community where improvements could be made to open spaces and public rights of way.

The local Town and Parish Council respondents wanted to be involved in the proposed projects in their local area. It was noted that some developers / land-owners sought more flexibility in the requirements for new developments.

The Supplementary Planning Guidance would be presented to Cabinet for approval. A summary of comments received and how these had been addressed would be presented to Cabinet alongside this. The consultation exercise had identified a need to clarify some aspects of the document.

Members sought clarity on the future management and maintenance of any mitigation projects. It was noted that the planning approval process would secure a Section 106 agreement and conditions would be attached to any planning consent. These mechanisms would detail the management and maintenance requirements for any project.

100 REVISION OF THE PARKING STANDARDS SUPPLEMENTARY PLANNING GUIDANCE

The Panel considered the proposal to revise the Parking Standards Supplementary Planning Document (SPD). It was noted that the current SPD had been adopted in October 2012 and covered both residential and non-residential uses and all forms of vehicle. It was also noted that the document set out standards which were a 'one size fits all' regardless of location.

The aim of any new parking standards would be to ensure that an appropriate level of vehicle and cycle parking was provided in all new development to avoid problems created by both the over and under provision of parking. The new SPD would consider National Guidance and the Local Plan.

A task and finish group was proposed to be established. The scope of the revision would be addressed as part of this group, for example, whether there should be different standards in different parts of the forest.

RESOLVED:

- (i) That a Task and Finish Group be set up to consider a new Parking Standards Supplementary Planning Guidance; and
- (ii) That Cllrs Tipp and Wade represent the Panel on this Group.

101 GOVERNMENT CHANGES TO THE PLANNING SYSTEM

The Panel received a presentation on the proposed changes to the planning system published for consultation in January 2021. The presentation has been attached to these notes as an appendix.

The Government had published three documents for consultation, these were; the National Design Guide, National Model Design Code and Guidance Notes for design codes. The documents set out the aspirations to improve the quality of built development. The Government proposed that good design could be defined using a series of codes.

The Government proposed that the National Model Design Code would be used as a default document when assessing planning applications, unless a local design code had been adopted. The Government's aim was to reduce discussion about design issues and the time taken to determine applications (which were in principle in accordance with the Development Plan) and provide more certainty to developers. If the design principles in the Design Code had been met, an application was more likely to be granted planning permission.

The Government had recognised that the National Design Code would not be appropriate for all areas and therefore local planning authorities, or other bodies would have the ability to produce their own local design codes. The Panel noted that significant upfront resources would be required in drafting local design codes due to their complex and technical nature. In addition, there was a requirement to involve the local community in the development of local design codes. The community's ability to influence design considerations would be much reduced at planning application stage.

Members recognised that the current local distinctiveness documents and neighbourhood plans would cease to be valid in the consideration of planning applications. However, it was recognised that the background information within these documents could be used as a starting point for producing any new local design codes.

Officers would be responding to the Government consultation raising a number of concerns, including resource implications and implications for community involvement in planning.

102 PROGRESS UPDATE ON THE PROCUREMENT AND USE OF ENERGY EFFICIENT VEHICLES AND INFRASTRUCTURE

The Panel considered the update on use of electric vehicles purchased by the Council and the installation of electric charging points in Council run car parks.

The Panel noted that four electric vehicles (EVs) had been purchased in 2019, following the conclusions of a Task and Finish Group, set up to explore options to reduce emissions seen as detrimental to the environment.

A review on the use of the Council's EVs vehicles had been carried out. EVs were more expensive to purchase than a diesel alternative, however, there was a reduction in costs relating to fuel and maintenance and over the whole life costs (WLC) of the vehicle. It was demonstrated that an electric vehicle had an estimated financial saving of £2,887 per vehicle over its WLC when compared with a diesel equivalent.

Carbon emissions had been saved by using 4 electric vehicles over the period December 2019 to November 2020. This was 2,533kg per vehicle per annum, which equated to a 10 tonne reduction in CO2 per annum as a result of changing 4 vans from diesel to electric.

Members inquired about the lifetime of the battery in electric vehicles. It was noted that battery would last as long at the useful life of the car, however, the batteries in EV could be recycled afterwards to store energy for wind turbines, increasing their lifetime further.

25 fast (22Kw) electric vehicle charging points (EVCP) had been installed in 9 of the District Council's car parks, following a decision to select a supplier funding option using the Hampshire EVCP framework. This had been chosen as there was no cost or risk to the Council. All the charging points were supplied with green electricity.

The supplier, JoJo was responsible for the installation, management, servicing and repair of the charging points, over 15 years, or when they reached the point where they were in profit, whichever was sooner. There was a back office system which enabled monitoring of the usage of the EVCPs, and how much CO2 had been reduced since they had been installed.

Members noted that income was generated to the Council from the EVCPs. Over the current coronavirus lockdown, the income generated was £5 a month, however, in the summer of 2020 income of between £100-£200 per month had been received. It was anticipated that this would increase over time as the ownership of electric vehicles increased.

RECOMMENDATIONS:

That the key conclusions identified in the report be supported:

- (i) That Electric Vehicles can continue to be purchased as part of the Council's small van replacement programme where appropriate. Large scale introduction of vehicles with EVs will be dependent on continued assessment of technology and cost, and a review of home charging options; and
- (ii) To continue to monitor the usage and revenue from the car park charging points once the public's car travel patterns return to normal, before considering the scale of further expansion across more car parks.

103 FLY TIPPING UPDATE

The Panel received a presentation which provided an update on fly tipping in the District Council area, which is attached to these minutes as an Appendix.

The number of fly tipping reports per year were presented for the last five years. It was noted that for 2020/21, 882 incidents had been reported for Quarters 1-3. 591 incidents had been reported at the bring sites between April and June 2020 when the waste and recycling centres were closed during lockdown. Whilst this figure had reduced, fly tipping at bring sites continued to be the largest proportion of fly tipping incidents reported in the District Council area.

Examples of fly tipping were presented to the Panel. This included one on the A36 by the Ower roundabout where joint working was required in order to close the road to clear the fly tip.

The difficulties of taking a case through to prosecution were highlighted to the Panel. Often there was not enough evidence or people did not want to provide statements.

Initiatives were being carried out to prevent incidents of fly tipping. This included, the purchase of two 'wildlife cameras' to be installed at known hot spots as a deterrent. Officers were also working with the police and Environment Agency to carry out stop checks along specific roads.

104 WASTE STRATEGY UPDATE

The Panel received a presentation providing an update on the Waste Strategy, this has been attached to these minutes as an Appendix.

A recap was provided of the preferred option for the proposed new waste service, to provide a weekly food waste collection service, a fortnightly collection for paper / card and mixed recyclables and a fortnightly residual waste collection. A paid for garden waste collection service would continue to be provided.

Modelling work had been carried out on the preferred option. This concluded that if the preferred option was implemented, the residual waste sent to incineration would decrease by over 8,000 tonnes per annum.

The current kerbside recycling rate was 32%, however, this was proposed to increase to 49% with the preferred option. The carbon emissions had also been modelled using an industry standard tool, WRATE. This looked at greenhouse gases emitted as a result of activities (e.g. vehicles and incineration) and the greenhouse gases saved by diverting them from landfill / incineration, to recycle the raw materials. It was concluded that the preferred option would save of 1,000 tonnes of carbon emissions per year.

The District Council had carried out an engagement exercise in 2020 on the draft Waste Strategy and some of the headlines were presented to the group. 74% of respondents thought that food waste was a good idea, and 65% thought that improvements to recycling was a good thing. 50% of respondents supported the introduction of wheeled bins. A free text box had been included in the survey for additional comments. The main concerns of residents was in relation to the aesthetic impact of wheeled bins on the street scene, their size and ability to store multiple containers. It was noted that there would be a policy in place to mitigate against the impact of the proposals and that communication to residents would be key to ensure that the residents were informed and educated on any new service.

The Panel noted that the next round of national consultations was expected to be released imminently. The consultations were anticipated to provide clarity on the consistency of materials to be collected by waste collection authorities, the Deposit Return Scheme, Packaging Producer responsibility and funding from Government on the new burdens for local authorities.

In relation to Hampshire, it was noted that other waste collection authorities in Hampshire had individually carried out modelling work. The conclusions were in alignment to the NFDC draft Strategy. Work was continuing to consider the future infrastructure requirements based on the proposed new requirements, set by Government and associated costs. It was noted that until the national and regional position became clearer, it would not be possible to complete the business case or approve the draft Waste Strategy.

105 OFF STREET CAR PARKING REVIEW

The Panel noted that the Off Street Car Parking Working Group had made a number of recommendations to the Portfolio Holder for Planning and Infrastructure in October 2020. The recommendations related to the provision of free car parking in town centres in the lead up to Christmas, to freeze the cost of the parking clocks and parking tariffs for 2021, with the exception of the amenity car parks over the summer months, where an increase had been proposed.

A report would be presented to the Panel at the meeting in June 2021 to consider the proposed Council's car parking strategy, the hierarchy of car park users and the new technologies available to help manage the District Council's car parks.

106 WORK PROGRAMME

RESOLVED:

That the Work Programme be approved with the inclusion of the following items for the meeting in June 2021:

- Housing Delivery Plan update
- Review of the Community Infrastructure Levy process
- Update on the Joint Strategy for South Hampshire
- Off Street Car Park Review

CHAIRMAN

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Environment Agency Flood & Coastal Risk Management

David Martin

Partnership & Strategic Overview Team Leader

March 2021



Floodline 0345 988 1188

Incident Hotline 0800 80 70 60

Overview



1. Environment Agency Role
2. Supporting Risk Management Authorities
3. Securing FCERM Grant in Aid
4. How Much Grant in Aid?

Floodline 0345 988 1188

Incident Hotline 0800 80 70 60

Environment Agency Role



- Defined by Floods & Water Management Act 2010
- Strategic Overview of flooding and coastal erosion risk.

“A nation ready for, and resilient to, flooding and coastal change – today, tomorrow and to the year 2100” FCERM Strategy



EA 2025

**A NATION RESILIENT
TO CLIMATE CHANGE**



EA 2025

**HEALTHY AIR,
LAND AND WATER**



EA 2025

**GREEN GROWTH AND
A SUSTAINABLE FUTURE**



Floodline 0345 988 1188

Incident Hotline 0800 80 70 60

Environment Agency Role



- Defined by Floods & Water Management Act 2010
- Strategic Overview of flooding and coastal erosion risk.
- Managing the risk flooding from:
 - 'Main' Rivers
 - Reservoirs
 - Sea

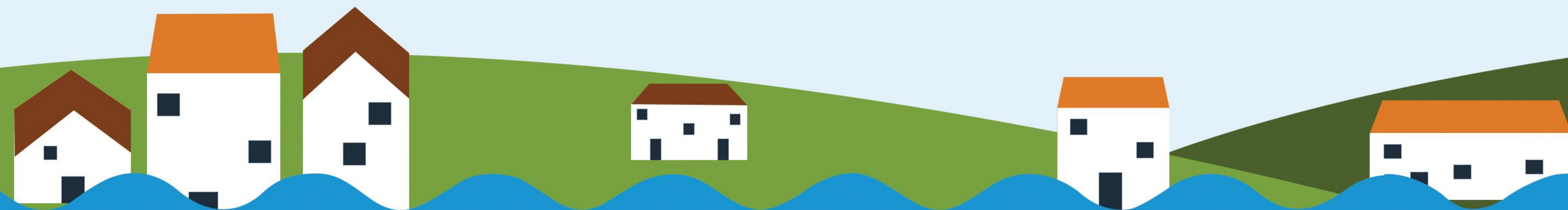


Floodline 0345 988 1188

Incident Hotline 0800 80 70 60

Managing Flood Risk

- Planning & Permitting
- Asset Maintenance
- Incident Response
- Schemes Development & Delivery



Floodline 0345 988 1188

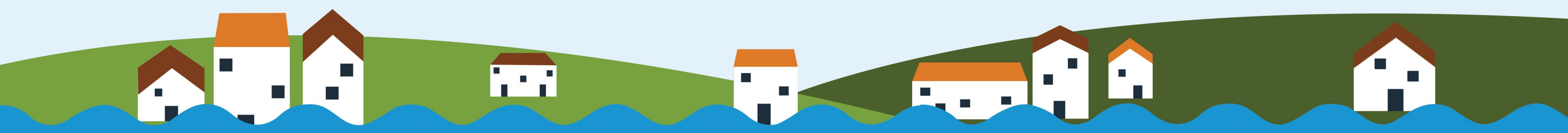
Incident Hotline 0800 80 70 60

Supporting RMA's



Help & Advise for Risk Management Authorities:

- Business Case Development
- Appraisal Process
- Securing Funding
 - FCERM GiA
 - Bids to Regional Flood & Coastal Committee
 - Generating Private Investment
- Direct Access to EA Frameworks



Floodline 0345 988 1188

Incident Hotline 0800 80 70 60

Securing FCERM Grant in Aid



Step 1

Funding Allocation

Submitting a project to Capital Programme Cycle enables funds to be indicative allocated to projects in future years.



Floodline 0345 988 1188

Incident Hotline 0800 80 70 60

Securing FCERM Grant in Aid



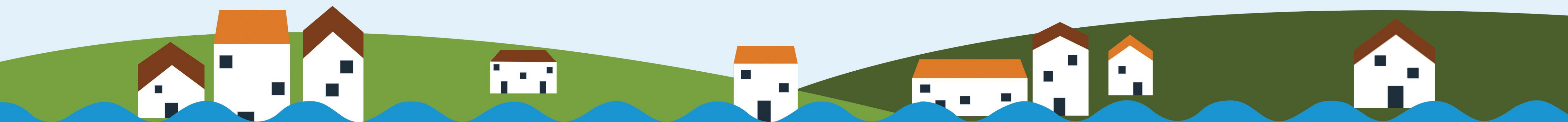
Step 2

Technical Assurance

Submission and approval of a Government 5-Case Business Case is required to access allocated funds.

Total Project Cost	Business Case Required	Stages Assured at	Assurance Body
<100k	Short Form	Once Short Form Business Case Complete	AFCRM
100k – 500k			AFCRM / NPAS
500k – 2m			NPAS
2m – 10m	'Long' Form	OBC* & FBC	NPAB
10m – 50m			LPRG
50m – 100m		SOC, OBC* & FBC	LPRG, DEFRA ExCo. & HM Treasury
>100m			

*GiA cannot be used for development of OBC



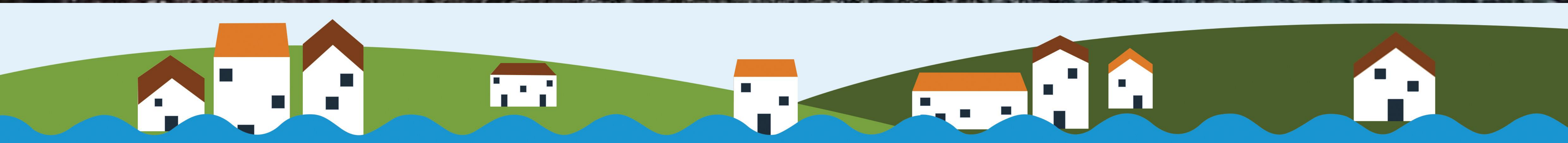
Floodline 0345 988 1188

Incident Hotline 0800 80 70 60

How much Grant in Aid can projects have?

- Dependant upon benefits of the project
- Determined by Partnership Funding Calculator
- Heavily weighted towards number of homes better protected

Outcome Measure	Description
OM1A	Wider economic related benefits
OM1B	Wider people related benefits
OM2A	Homes better protected from current flood risk
OM2B	Homes better protected from future flood risk (2040)
OM3	Homes better protected from coastal erosion
OM4	Environmental improvements



Floodline 0345 988 1188

Incident Hotline 0800 80 70 60

National Planning Policy Framework and National Model Design Code: consultation proposals



National Design Guide – sets out to illustrate “how well-designed places that are beautiful, healthy, greener, enduring and successful can be achieved in practice.”

National Model Design Code - sets out design considerations which local planning authorities will be expected to take into account when developing local design codes and guides and when determining planning applications.

Guidance Notes for Design Codes: to be used to inform the production of local design guides, codes and policies

Also some changes to the NPPF

- View from central government that 'good' design can be 'codified'.
- Want to provide more 'certainty' in the planning process for developers once sites are allocated in a Local Plan
- Very different ways of working – more work up-front rather than at planning application stage
- Assessment of design to be done by reference to a set of ten characteristics of good design
- Want to reduce the consideration of a planning application to a process of checking it meets the model design code
- National Model Design Code – the default in the absence of local design codes
- National Model Design Code is very urban centric – very much focused on increasing density of development in urban areas
- Serious concerns about its application in rural and suburban areas, and our area in particular

- Government accepts National Model Design Code not appropriate in all areas
- Local Design Codes can be prepared – by LPAs, Neighbourhood planning groups and developers
- The process set out in the Governments guidance is complex and technical and requires significant community involvement
- ‘Old’ style design guidance is unlikely to be given any weight in future
- Will be resource intensive in the next few years to get Local Design Code(s) in place
- Will need to consider and re-appraise use of existing skills and resources within the service.
- NFDC is in a relatively good starting place in terms of skill-set of officers.

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FLYTIPPING UPDATE

Environment Overview and Scrutiny Panel

March 2021

Numbers of flytip reports to NFDC Customer Services

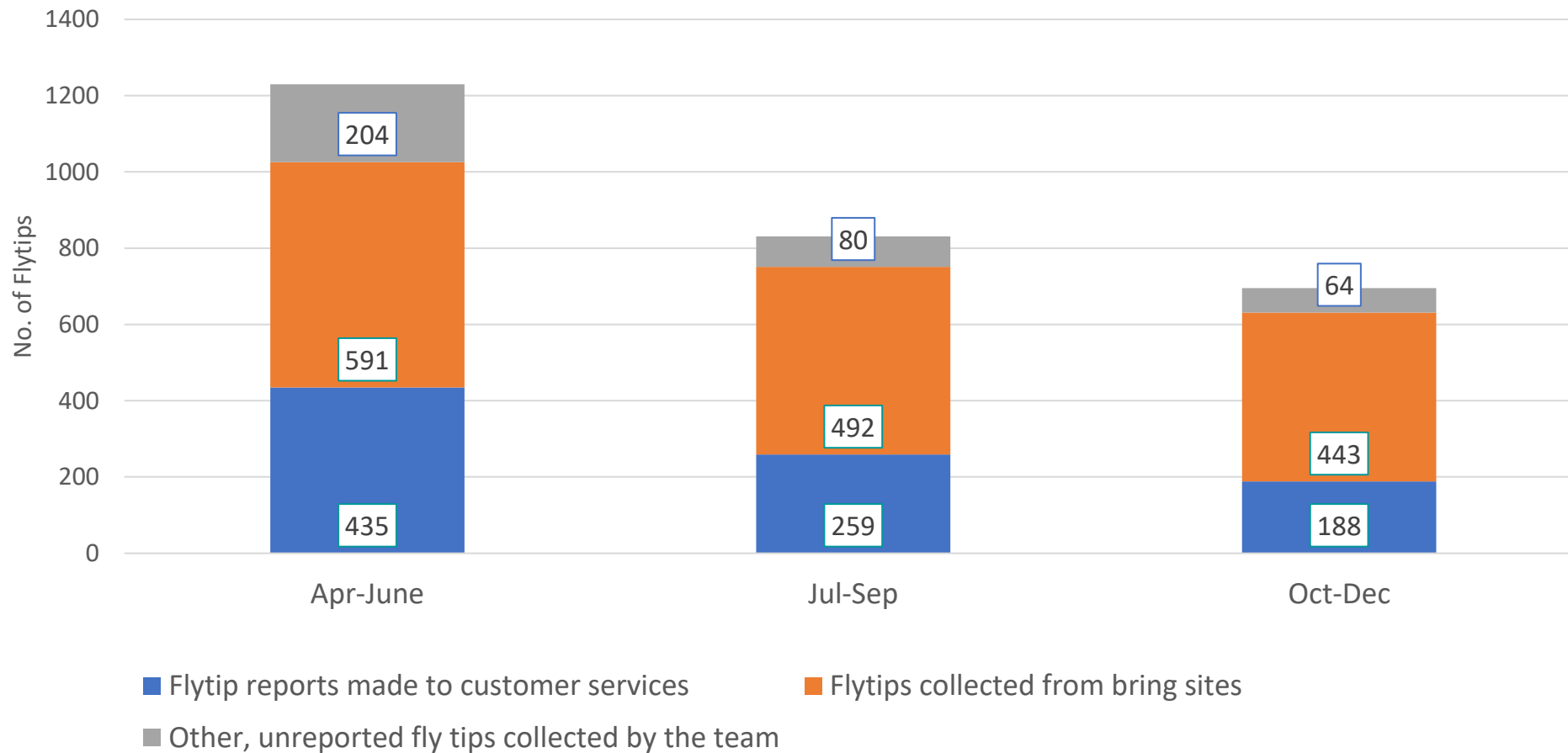
This is a consistent and comparable dataset:

	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21
Qtr 1	187	247	195	263	195	435
Qtr 2	227	260	187	246	211	259
Qtr 3	148	234	216	175	168	188
Qtr 4	208	238	260	202	349	NO DATA
TOTAL	770	979	858	886	923	882

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Overall flytip numbers, 2020

Consistent recording of flytips at bringsites and other flytips commenced at end of April 2020:



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Overview

- Fly tipping is increasing in the district
- April to June 2020 was particularly high
 - Closure of HWRCs due to covid - 24 March 2020
 - Reopening of HWRCs - 11 May 2020
 - Commencement of booking system for HWRCs - 15 June 2020
- From 23rd march 2020 – 31st January 2021 we recorded and collected over 3100 occurrences from all data sets.
- Prosecution is hampered by a lack of coherent evidence to take a case to court

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27

Non CRM or unreported fly tipping



Green Waste



Bring Sites

Joint Working A36

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Streetscene, Highways & Enforcement 300 bags removed on the A36 link road M27 – Ower Roundabout



Prosecution criteria

- We need to show a continuous unbroken chain of evidential events to get a case to court.
- We have now after a great deal of hard work got sufficient evidence to get our first case to court. This person has been active in NFDC, Southampton and Test Valley

Prolific fly tipper - profile

- Often registered for waste disposal with EA.
- Removes building debris and households items no longer wanted whilst telling customer they will take it to the tip for them.
- Drives short distance and dumps stuff in lane or layby and returns to next job.

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Prolific fly tipper – profile (2)

- Each visit earns them between £150-£500 and we know they do this 10 or more times/week (minimum) so net (no tax paid) income is £1500-£5000/week
- Likelihood of getting caught is minimal and rubbish is hard to trace back to owners who are unlikely to come forward or co-operate.
- Fines are sometimes given to people who are source of rubbish

Fly tipper – profile (3)

- Bring sites most fly tips are a car boot full of house hold waste
- Local users during lock down
- Believe it is acceptable as it is a recycling site
- Waste next to or near a bin is ok

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Fly tipping FPN's 19/20

Note: No £80.00 fines for smaller fly tips
e.g. black sack.

04/06/2019	Small fly tip (Leaving litter) FPN	£50.00
07/06/2019	Unauthorised deposit of waste FPN	£300.00
21/06/2019	Small fly tip (Leaving litter) FPN	£50.00
09/07/2019	Unauthorised deposit of waste FPN	£300.00
30/07/2019	Small fly tip (Leaving litter) FPN	£50.00
12/08/2019	Fail to produce waste carriers licence/documentation	£225.00
16/10/2019	Fail to produce waste carriers licence/documentation	£225.00
28/10/2019	Unauthorised deposit of waste FPN	£300.00
13/11/2019	Fail to produce waste carriers licence/documentation	£225.00

20/21 FPN's to date

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18/09/2020	Unauthorised deposit of waste FPN	£300.00
27/11/2020	Unauthorised deposit of waste FPN	£300.00
14/10/2020	Fail to produce waste carriers licence/documentation	£225.00
23/07/2020	Industrial and commercial waste receptacle offence	£80.00
27/08/2020	Industrial and commercial waste receptacle offence	£80.00
29/12/2020	Industrial and commercial waste receptacle offence	£80.00
29/04/2020	Small fly tip (Leaving litter) FPN	£50.00
24/06/2020	Small fly tip (Leaving litter) FPN	£50.00
10/07/2020	Small fly tip (Leaving litter) FPN	£50.00
23/07/2020	Small fly tip (Leaving litter) FPN	£50.00
16/09/2020	Small fly tip (Leaving litter) FPN	£50.00
18/09/2020	Small fly tip (Leaving litter) FPN	£50.00
21/12/2020	Small fly tip (Leaving litter) FPN	£50.00

Latest initiatives

- We have purchased two 'wildlife cameras' which we will place at known spots. We have also bought signage which will be placed in these lanes/laybys telling people that CCTV is in operation to satisfy RIPA.
- If we get a result on this we will publicise this to deter others
- We cannot "name and shame" people we give FPN's to but can do so for those prosecuted successfully at court

Latest initiatives (2)

- We work closely with the police and EA and do regular 'Operation Wolf' stop checks on specific roads.
- The police have the power to stop vehicles
- We are looking at seizing vehicles to disrupt criminals under the 'Control of waste (dealing with Seized property) (England and Wales) Regulations 2015. We are finalising paperwork with our legal dept.

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Any Questions

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WASTE STRATEGY UPDATE

Environment Overview & Scrutiny Panel

March 2021

Contents

- Environmental benefits of the “preferred option”
- Engagement – headline results
- National and Hampshire updates

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The infographic is set against a teal background and lists five waste categories, each with a bin icon, a title, a description, a collection frequency, and representative items:

- FOOD WASTE**
caddy
WEEKLY COLLECTION
Items: fish bones, pizza slice, bread, cheese, banana, grapes.
- PAPER AND CARD**
reusable bag
ALTERNATE WEEKLY COLLECTION
Items: sheets of paper, cardboard box, envelope, paper cup.
- MIXED RECYCABLES***
wheeled bin
ALTERNATE WEEKLY COLLECTION
Items: plastic bottles, cans, paper cups, cardboard, glass bottles.
- GARDEN WASTE**
reusable bag or wheeled bin
PAID FOR SERVICE FORTNIGHTLY COLLECTION
Items: grass, flowers, twigs, leaves, branches.
- GENERAL WASTE**
wheeled bin
ALTERNATE WEEKLY COLLECTION
Text: Any waste that cannot be composted, reused or recycled.

Environmental drivers

- Corporate Plan – “we will take actions to protect and improve our environment which will be at the heart of all our decisions”

Priorities	Key Activities	Achievement Indicators
<ul style="list-style-type: none">• Taking actions that address the impact of climate change locally• Reducing waste and increasing recycling	<ul style="list-style-type: none">• Protect the local environment and reduce our impact on climate change• Develop a new modern waste strategy for the council	<ul style="list-style-type: none">• Reduced carbon footprint for the NF area• Increase in household waste sent for reuse, recycling and composting

Environmental drivers

- Draft waste strategy – “We recognise residents’ concerns over the effects of climate change, and the impact that their waste has on the environment, and we know that residents want to be able to recycle more of their waste”

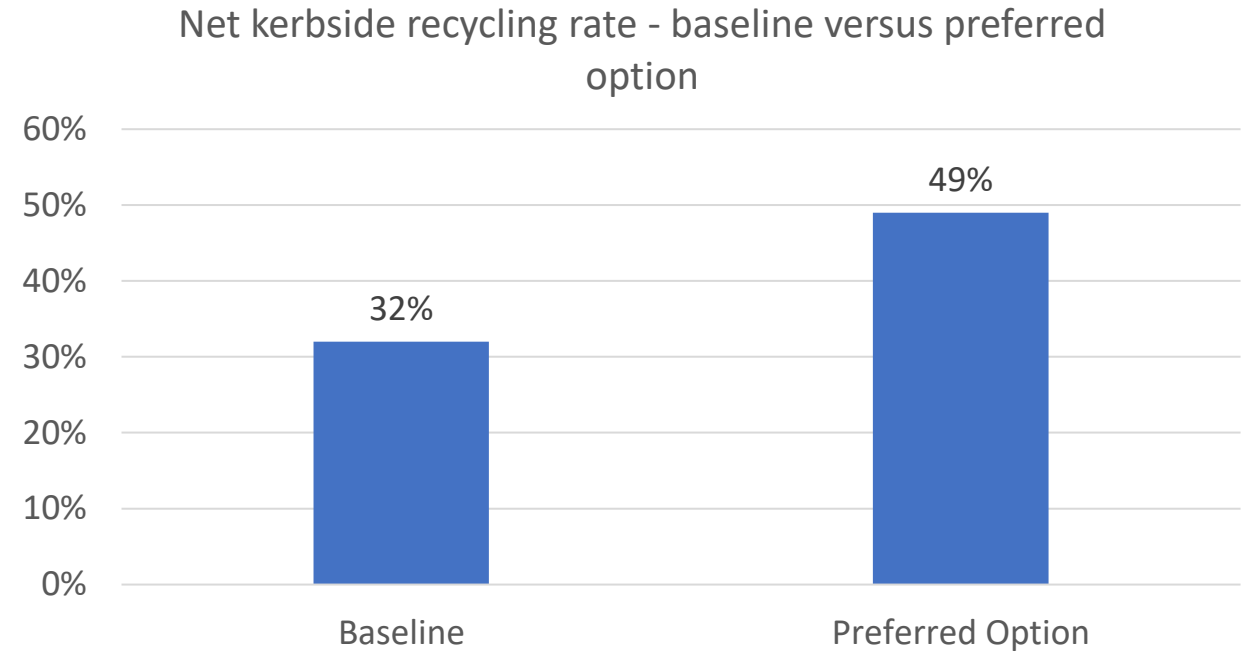
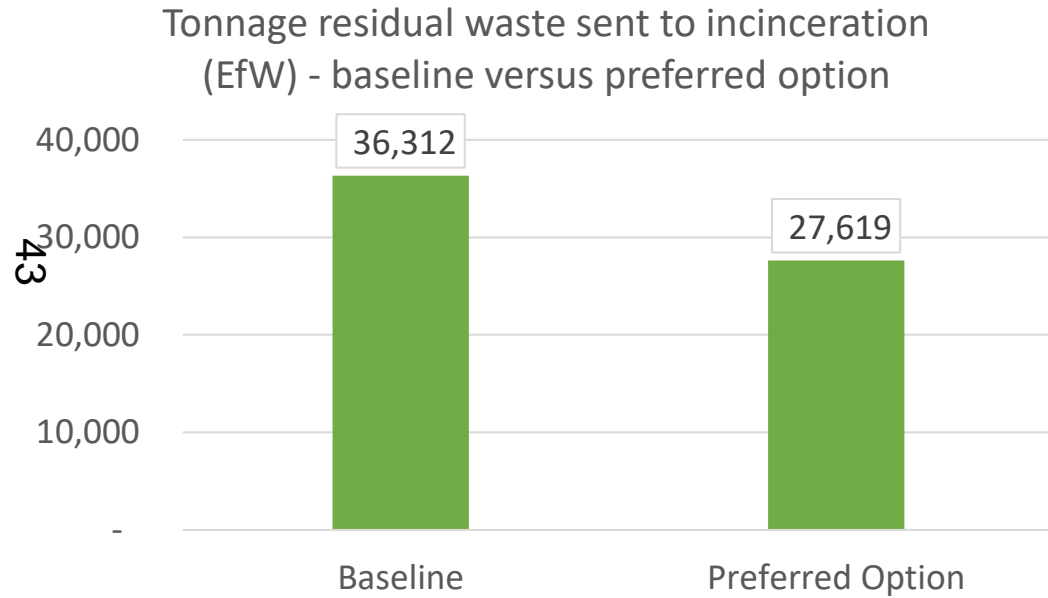
Aim

- “To provide the New Forest with a cost and carbon efficient recycling and waste service, that maximises the recovery of valuable natural resources and meets the needs and expectations of our residents”

Objective 1

- “The council is committed to taking all possible measures to help tackle climate change. We can do this by considering the carbon impact of different viable waste collections available to us.”

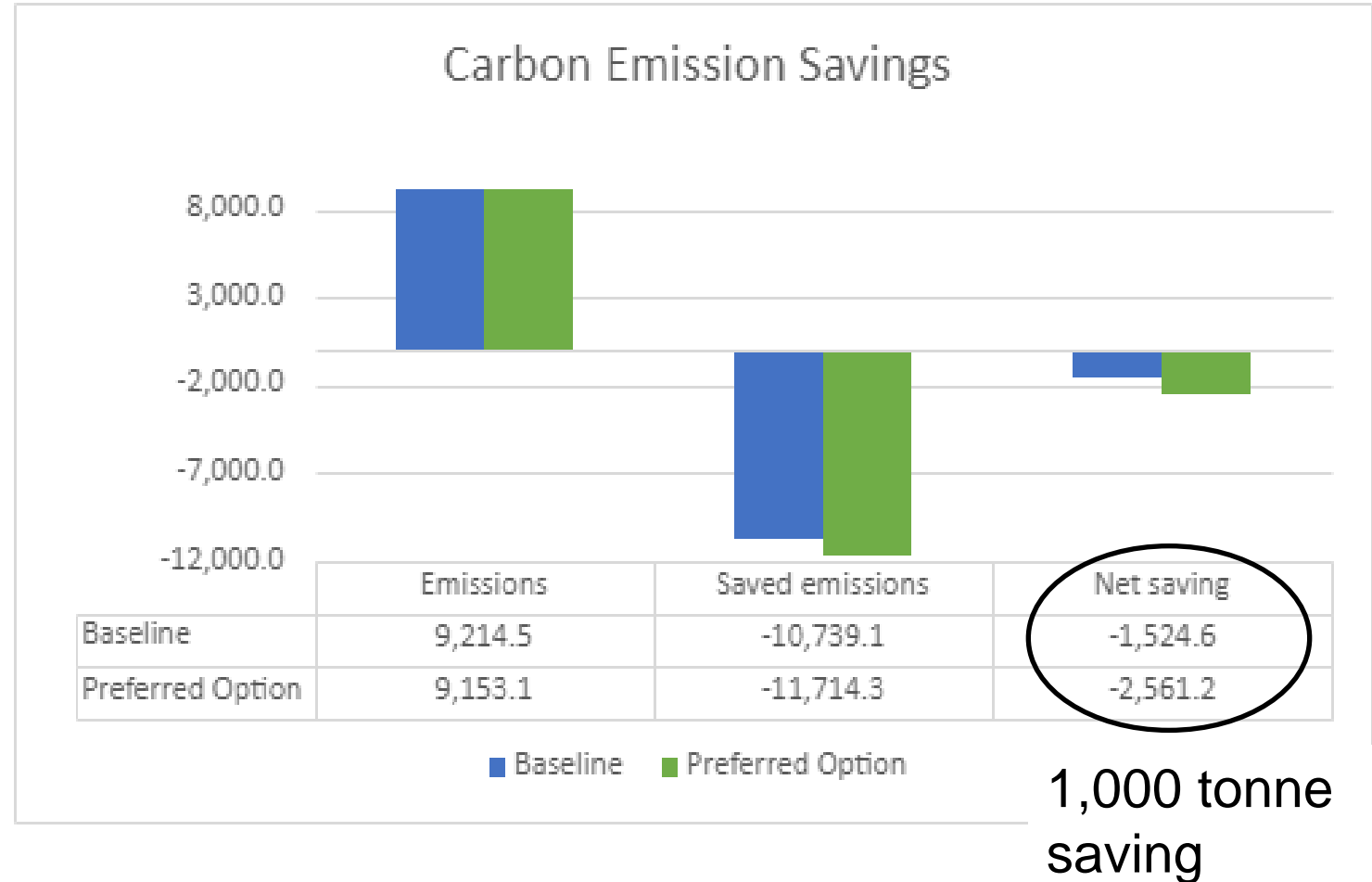
Preferred option – impact on recycling rate and waste to incineration



Preferred option – impact on carbon emissions

- Modelling carried out by Wood
- Used an industry standard tool called WRATE (Waste & Resources Assessment Tool for the Environment)
- Looks at –
 - GHGs emitted as a result of activities – vehicles, incineration
 - GHG emissions saved as a result of diversion of material from landfill or incineration, and the continued circulation of raw materials

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Engagement Survey Headlines

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74% thought food waste collection was a good idea

65% thought that it was a good thing that recycling is improving

50% expressed support for wheeled bins

27% expressed support for alternate week collections, with a further 18% needing to consider storage of waste but understanding the environmental benefits

59% of garden waste customers would prefer a bag to a bin

62% thought that removing bring sites was a good idea

Of additional comments received, top comment themes were:

- Aesthetic impact and streetscene
- Size and storage of containers
- Support for proposals

National and Hampshire Update

- National –
 - Next round of consultations due to be released any day now
 - Should give some clarity on –
 - Consistency – materials, containers, frequencies etc
 - Deposit Return Schemes
 - Packaging Producer Responsibility
 - Funding from Govt for new burdens
- Hampshire
 - Other Hants WCAs modelling work is complete. The best performing collection scheme in terms of cost, recycling rate and carbon, aligns with the NFDC Draft Strategy preferred option
 - Work on infrastructure requirements and costs continues
- We need both these areas to progress before we can complete our business case

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