
Wiltshire & Swindon Minerals and Waste Development Framework

Waste Core Strategy DPD

Examination

Position Statement MM5

WCC/SBC/PSMM5

August 2008

Contents

Page No.

MM5: Specific Issues

Issues and Matters to be Considered

- 18 - Does easy access to the motorway assist in reducing the overall impact of transport, or does it simply encourage the import of waste from elsewhere? How might the latter be reduced in the interests of the former? 1
- 19 - What appears to be a high proportion of waste managed within the County is imported from neighbouring authority areas. To what extent does this situation represent the management of waste at the point nearest to its source? What scope might there be for reducing the importation of waste? Would this be desirable as an object of Core Strategy policy? If so, how might it be incorporated explicitly into the Core Strategy? 1
- 20 - Apart from the waste exported to Slough, what other waste is exported from Wiltshire and Swindon? How might such waste be managed closer to source, and would the current proposals of the Core Strategy encompass this? 2

The Councils Position Statements

18 Does easy access to the motorway assist in reducing the overall impact of transport, or does it simply encourage the import of waste from elsewhere? How might the latter be reduced in the interests of the former?

The Councils consider that the location of waste management facilities close to the main road network, including the motorway, can lead to significant benefits, for example by keeping waste operations, including the impact caused by transportation, away from existing residential areas or environmentally sensitive areas.

The Councils equally recognise the need to reduce road transport and particularly HGV movements wherever possible through the promotion of use of more sustainable modes of transport. The policies of the draft Waste Core Strategy recognise these aims but accept that the haulage of waste by road cannot be reduced instantly. For this reason, the Councils would not wish to preclude the siting of appropriate waste management facilities at the important transport interchanges but would seek to ensure that any such proposals maximise the advantages of such locations through considering opportunities for co-location and the development of 'waste recovery parks' as encouraged by PPS10 and draft RSS policy W2.

As to whether access to the motorway increases the importation of waste, the Councils are not in a position to comment at this stage. Clearly, there is every chance that such sites will prove favourable to commercial waste companies seeking to move waste in the most as quickly and as cheaply as possible. However, as commercial waste companies are not necessarily concerned with managing waste in planning authority boundaries, any development in Wiltshire or Swindon alongside motorway junctions maybe best suited to manage waste arisings on a sub-regional basis to address issues that transcend geographic boundaries. This approach would certainly fit with the emerging draft RSS which advocates proposals consider opportunities to manage the treatment of multiple waste streams as well as the need to take account of "significant and sustained transfers of waste across regional boundaries where the originating and receiving RPB has agreed the most sustainable waste management method."

19 What appears to be a high proportion of waste managed within the County is imported from neighbouring authority areas. To what extent does this situation represent the management of waste at the point nearest to its source? What scope might there be for reducing the importation of waste? Would this be desirable as an object of Core Strategy policy? If so, how might it be incorporated explicitly into the Core Strategy?

It should be recognised that commercial waste operators do not confine themselves to existing local authority boundaries, and particularly where it would be economically unviable to do so. Wiltshire has, due to its geological context, been historically suitable for landfill. The Evidence Base Part B Table 30 illustrates that the vast majority of waste which was imported from outside of the Plan area is landfilled. The Councils consider that this is highly likely to decrease for a number of reasons. LATS targets for local authorities are requiring waste to be managed through alternative means, therefore there will be a natural reduction in waste that can be landfilled. The new pre-treatment regulations for I&C (including CD&E waste) waste will also reduce the amount of waste that will be landfilled as recyclates are removed from the waste stream. The Councils will also only seek to allocate future sites for Wiltshire and Swindon's needs as required by the municipal waste management strategies and the sub-regional apportionments. The Councils consider that these factors will lead a decrease in waste imported into the County.

It should also be recognised that some specialist facilities for the processing and management of particular waste categories may serve a wider catchment area, for example on a regional basis, or that a waste facility within the Councils area provides the nearest possible waste facility.

The Councils can instil some element of control for any new waste operating sites by requiring that applications for new facilities to satisfy the needs test, and further any sites granted permission could be conditioned, for example through hours of operation, number of vehicle movements etc. The Councils do not consider it appropriate to identify as an objective within the Waste Core Strategy to reduce the importation of waste, the Councils consider that this would be too arbitrary.

20 Apart from the waste exported to Slough, what other waste is exported from Wiltshire and Swindon? How might such waste be managed closer to source, and would the current proposals of the Core Strategy encompass this?

Wiltshire and Swindon Waste Exports Data - Tonnes

Export Destination	Hazardous	HHold/Ind/Com	Inert/C&D	Grand Total
Devon	2	967		969
Dorset	1691	9825	342	11858
Glos	45	658	1464	2168
Somerset	131	6028	4415	10574
West of England	1234	6452	153	7840
Total	3103	23931	6375	33408

Source: EA, 2005

The largest proportion of waste exported from Wiltshire and Swindon is assumed to be industrial and commercial waste (household waste is also included in this category from the EA data). Apart from the 50,000 tonnes of

South Wiltshire's waste being managed through the Slough (Lakeside) contract, all Wiltshire's municipal waste is managed within the Plan area.

With regard to I&C, Hazardous and Inert/ C&D wastes, it is possible that, due to the SSCTs being located to the periphery of the Plan area, some of this waste may arise close to a neighbouring authority boundary and therefore, despite being classed as exported waste, the waste is actually being managed by the nearest possible waste facility. Also, it may be that specialist facilities for the processing and management of particular waste categories may only be able to operate viably by serving a wide catchment area, on a regional basis.

Unfortunately the Councils cannot specifically influence where businesses within the Plan area chose to dispose of their waste. The draft Waste Core Strategy is committed to meeting the sub-regional apportionment for I&C, Hazardous and Inert/ C&D wastes as set in the draft South West RSS and the Councils' municipal waste strategies, by providing sufficient facilities for Wiltshire and Swindon's needs. This will provide better opportunities for waste presently being exported to be managed within the Wiltshire/Swindon boundary. However, because of the commercial nature of waste management, it is likely that imports and exports of waste will continue to some degree.

It should be recognised that the provision of such facilities is commercially driven; however, through the process of identification and safeguarding of sites in the Waste Site Allocations DPD, the Councils can assist in moving towards local self-sufficiency.