

11. Waste and Recycling

Background

- 11.1 The Hertfordshire Waste Local Plan (WLP) is comprised of the Waste Core Strategy and Development Management Policies document (2012) and the Waste Site Allocations document (2014). The Waste Core Strategy & Development Management Policies document (November 2012) sets out the spatial vision, objectives and strategic issues for waste planning in Hertfordshire and contains the policies to inform decisions for waste planning applications.
- 11.2 The Waste Site Allocations document (WSA) (July 2014) identifies suitable sites to accommodate facilities for sustainable waste management within the county. It includes maps and waste site briefs for Allocated Sites and identifies Employment Land Areas of Search (ELAS), reflecting the spatial vision set out in the Waste Core Strategy & Development Management Policies.
- 11.3 The Waste Core Strategy and Development Management Policies document and Waste Site Allocations document are both in conformity with the National Planning Policy for Waste (NPPW) (October 2014).
- 11.4 The National Planning Policy for Waste also outlines the need for effective waste planning as part of local development and opportunities for co-location (sharing facilities).
- 11.5 In addition to the Waste Local Plan, the county council has produced a Supplementary Planning Document for the Employment Land Areas of Search. This document provides more detail on the areas identified in the Site Allocations document and should be used by applicants wishing to develop waste management facilities on them. The document should also be referenced by district and borough councils when looking at non-waste related development within the ELAS.

Waste Management Infrastructure

- 11.6 The Waste Disposal Authority (WDA) has existing waste management infrastructure in place for the collection and disposal of Local Authority Collected Waste (LACW) in North Hertfordshire.
- 11.7 Two HWRCs are provided within the NHDC area at Black Horse Road, Letchworth Garden City and Beverley Close, Royston.
- 11.8 The WDA has commissioned the use of Bury Mead Road Waste Transfer Station facility for use by NHDC until March 2018 with further extensions possible. However, this facility is limited in size and therefore is not suitable for long term future needs.
- 11.9 North Herts District Council as the Waste Collection Authority (WCA) currently utilises Works Road as a depot and Radwell as a transfer station for dry recyclables. However, both are provided under contract until 2018 limiting potential future competition and both sites are recognised as not being wholly suitable for current and future needs being currently at capacity. Therefore, planned provisions should include infrastructure to replace and/or combine both facilities.
- 11.10 Negotiations are underway to secure interim arrangements post 2018 for recycling transfer from the EHC depot however additional operating costs are anticipated due to additional travel requirements to Buntingford.

- 11.11 Provision of suitable infrastructure for long term depot facilities would ensure that NHDC can continue to operate efficiently and reduce budgetary risks associated with contractor provided infrastructure or infrastructure located outside of the district and not within optimal locations for operational efficiencies.
- 11.12 While local authorities follow the principles of the waste hierarchy to encourage waste prevention and reuse it is an inevitable fact that costs associated with waste will grow as the number of homes and businesses increases in the district.
- 11.13 NHDC and HCC deliver a wide range of frontline services to residents and businesses. Many of these services, such as waste collection and street cleansing, are statutory (we have to provide them). These are supported and augmented by other depot-based services such as grounds maintenance, tree maintenance, fleet, commercial services (like trade waste) along with technical and administrative support.
- 11.14 These services are delivered on the county's streets and in its communities and therefore require a large and complex fleet of vehicles, staff, support equipment and consumables all of which need a place to operate from, be maintained and safely and securely stored. This therefore requires a significant and growing need for space. Rationalising and combining some of these services in a single Northern Waste Transfer Station (NTS) will place the local authorities in a strong position to deal with growth and change across the waste industry.

Planned Provisions

- 11.15 The following facilities are considered necessary to meet the needs of the future population of Hertfordshire.
- 11.16 With regard to the disposal of LACW; the county council (as Waste Disposal Authority) produced the Municipal Waste Spatial Strategy which identifies three optimum strategic locations for waste treatment and transfer facilities:
- A1 / A414 junction in the centre of the county
 - A10 / A602 junction in the east of the county
 - A1 / A505 junction in the north of the county
- 11.17 These areas of search will support sufficient treatment and transfer capacity to meet the needs of the county and manage waste closer to the point of arising. The county council are currently working with Veolia Environmental Services (VES) to identify a suitable disposal method for LACW. In the meantime, interim disposal arrangements are in place with energy recovery and landfill facilities.
- 11.18 VES have proposed the provision of an Energy from Waste (EfW) facility at Ratty's Lane, Hoddesdon. Subject to planning, the facility is anticipated to be available from early 2021 for at least 30 years and is designed to deal with all of Hertfordshire's local authority collected residual waste.
- 11.19 To support the EfW facility a Northern Waste Transfer Station facility (NTS) is required within or close to the A1 / A505 junction. From a waste collection perspective, the NTS would be within 'tipping distance' so collection vehicles would not need to travel far to dispose of waste.
- 11.20 It is considered that a larger, more modern Household Waste Recycling Centre is needed to serve the Hitchin, Letchworth Garden City and Baldock areas in order to increase capacity and improve usability.

- 11.21** Organic Waste Treatment Facilities (OWTF) are required to serve North Hertfordshire and East Hertfordshire (post 2025) with the ability to treat approximately 30,000 tonnes of organic waste per annum. Should separate food waste collections be introduced by the WCA it is anticipated that existing merchant Anaerobic Digestion and Windrow facilities will provide sufficient capacity to treat this waste. The need for additional OWTF capacity in the medium to long term will be kept under review.
- 11.22** North Hertfordshire District Council has a requirement for a depot and dry recycling transfer station to provide surety for the medium to long term in enabling NHDC to have a suitable operational hub for its statutory services that can meet the anticipated growth of the district.
- 11.23** The NPPW 2014 states that the co-location of waste management facilities should be considered. The development of a NTS provides an opportunity to co-locate a transfer station (including dry recycling), HWRC and potentially a depot on the same site.

Funding and Delivery

- 11.24** The day to day costs of waste disposal and collection are funded through HCC's revenue budget and NHDC's Core Budget respectively. Funding sources for new facilities varies. Bins and recycling boxes (for households) have been funded by contributions from the county council held Waste Infrastructure Capital Grant (WICG) and NHDC's capital budgets. Waste disposal, facilities such as HWRCs and Waste Transfer Stations are funded by HCC's capital budget, while waste reprocessing facilities e.g. windrow composting tend to be privately funded and operated.
- 11.25** As the population of North Hertfordshire grows the Capital costs of vehicle provision and container provision also continue to grow, in turn impacting on revenue budgets. Optimal infrastructure arrangements can have significant positive impacts on budgets and environmentally when waste miles can be reduced.