

Executive Summary

The London Boroughs of Brent, Ealing, Harrow, Hillingdon, Hounslow and Richmond upon Thames have agreed to produce a Joint Waste Development Planning Document (JWDPD). The JWDPD will establish a framework of policies, including development control policies, and site identification to meet future waste capacity needs in West London during the period 2011-2025. In this report the JWDPD is referred to as the West London Waste Plan (WLWP).

1. Why a Waste Plan for West London?

The most recent information shows that West London currently produces over 2 million tonnes of waste, with approximately 70% going to landfill. It is predicted that this waste will increase to over 2.5 million tonnes by 2020. The West London Waste Plan (WLWP) will plan for all waste in the Boroughs of Brent, Ealing, Harrow, Hillingdon, Hounslow and Richmond-upon-Thames for the time period up to 2025.

The WLWP considers all types of waste generated in West London including municipal; commercial & industrial; construction, demolition and excavation; agricultural and hazardous. The vision of the WLWP is:

By 2025, the West London Waste Plan area will have made provision for enough waste management facilities in the right locations to provide for the sustainable management of waste and reduce its carbon footprint. It will seek to do so whilst protecting the environment, stimulating the economy and improving the social environment of West London.

2. Objectives of the Waste Plan for West London

Eight strategic objectives are proposed including:

- To provide sufficient capacity for the treatment and management of waste in accordance with national policies and the London Plan.
- To ensure management of waste is carried out sustainably, and where possible enhances environmental quality.
- To reduce the amount of waste that goes to landfill from within the WLWP area with the aim that by 2015, only inert waste goes to landfill.
- To promote the waste hierarchy and the use of waste as a resource, with an increase in recycling, composting and other recovery of waste.
- To encourage the management of waste at source.

- To minimise the impact of transportation of waste, including minimising the distance materials need to be transported by road, avoiding use of unsuitable roads, and encouraging the use of other modes of transport where applicable.
- To support economic growth and employment.
- To encourage the community of West London to adopt sustainable waste management practices.

Question 1 and 2 ask whether the objectives for the WLWP are the right ones.

3. Purpose of the Issues and Options Report

The purpose of the Issues and Options is to set out:

- The international, national and regional policy drivers that provide the framework for the WLWP;
- West London's position for managing its own waste and the provision of waste facilities and sites, and
- The key issues and options that are critical to the development of the West London Waste Plan and how it will be finalised.

Question 3 asks whether any other policies should be addressed.

4. Existing and Future Capacity of Waste Facilities in West London

Chapter 4 sets out the amount of waste being generated in West London. In 2006/7, West London generated approximately 800,000 tonnes of Municipal Solid Waste (MSW) and sent 72% of it to landfills (mostly outside West London), recycled 27% and incinerated 1% (mainly clinical waste). Approximately 1,300,000 tonnes of Commercial and Industrial Waste (C&I) was also generated as well as a substantial amount of Construction, Demolition and Excavation (CD&E) Waste

Chapter 5 identifies the current processing capacity in West London. London does not currently have the capacity to manage its own waste. It therefore exports significant quantities of waste to facilities outside of London. The chapter also sets out the criteria used in PPS10 and the London Plan to identify and assess sites for waste management use. **Question 4 asks are the location criteria identified appropriate for identifying sufficient capacity for waste management facilities.**

5. Apportionment of West London Waste

Apportionment is a methodology employed within the London Plan to apportion London's total required waste management capacity amongst all London boroughs dependant on their ability to accommodate new waste facilities sustainably.

The apportionment is calculated for 2010, 2015 and 2020, however for the purpose of the WLWP we have projected the apportionment to 2025. For West London to meet the apportionment an additional 1,728,000 tonnes of treatment capacity will need to be planned and licensed by 2025. If the WLWP area wants to be self sufficient, as required by the London Plan (2008), an additional 1,790,000 tonnes of treatment capacity will need to be planned and permitted by 2025. **Question 5 asks whether we should identify just enough land to meet West London's apportionment or go beyond the target to become self sufficient.**

6. Hazardous Waste in West London

Within West London 60,000 tonnes per annum of hazardous waste was generated in 2007. The largest contributors to hazardous waste include: thermal process waste, C&D waste and asbestos and metal treatment and coating processes. The quantities of Hazardous waste are relatively small and treatment sites tend to be at specialist facilities. **Question 6 asks whether provision should be made for Hazardous Waste.**

7. Construction and Demolition and Excavation Waste

Construction, Demolition and Excavation (CD&E) waste arises from the construction, maintenance, repair and demolition of roads, buildings and structures. It is mostly comprised of concrete, brick, stone and soil, but can also include metals, plastics, timber and glass; 80% is used for recycled aggregate and soil. **Question 7 asks whether provision should be made for CD&E waste.**

8. Approaches to Treatment and Disposal of West London's Waste

The options for the treatment and disposal of waste includes: recycling, composting facilities, advanced treatment and thermal treatment.

- Site Identification

Waste Management sites have traditionally been subject to a range of perceived local impacts and the identification of sites will raise concerns for the local community. Different sites or technologies will have different land requirements and local environmental impacts.

- Large versus small sites:

In identifying sites there is a fundamental choice to be made between large sites and small sites. The alternative to a large or small site selection strategy is to develop a mixed approach which incorporates a tailored mixture of large, small and intermediate sites. **Questions 8 and 9 ask how we allocate sites to the type of waste management activity and which option maximises capacity of waste management facilities.**

9. Sustainable Transport Modes

Sustainable transport is an important element in sustainable waste management. At present, much of West London's municipal waste is transported by train to remote landfill sites. To maximise the efficiency and best use of the road network the WLWP will seek to reduce the effect of transportation on the local environment. Recent research has highlighted the potential for water-based transport for waste within London as a whole. Given the current reliance on road transport for waste collection it will be important when determining sites that transport facilities are in place before permission is granted. **Question 10 asks what is the most appropriate approach to sustainable transport.**

10. Monitoring the WLWP

The monitoring framework will focus on waste indicators derived from the Local Development Framework (LDF) Core Output Indicators (Update 2/2008) dated July 2008. The following indicators are taken from the LDF Core Output Indicators. 1. Capacity of new waste management facilities by waste planning authority. 2. Amount of municipal waste arising, and managed by management type in each Waste Planning Authority (WPA) area. **Question 11 asks if the monitoring is appropriate.**