

Draft Revised Lambeth Local Plan: Waste Evidence Base

Update
April 2020



Vitaka Consulting
www.vitaka.co.uk

Contents

1. Introduction	4
Local Plan review	4
Joint working with the Western Riverside authorities	5
Public consultation on Lambeth’s Local Plan	8
Policy context	9
2. Waste management in Lambeth	14
Waste arisings	14
Household waste contract	14
Existing sites and capacity	15
3. Waste imports and exports	17
Summary of waste exports	17
Household, Commercial and Industrial waste exports	19
Inert (CD&E) waste exports	20
Hazardous waste exports	21
Waste Imports	22
Duty to Co-operate	22
4. Identifying waste need	24
Waste Apportionment Targets	25
CDE waste	25
Hazardous waste	25
Other waste streams	26
Capacity Gap	26
Land required	27
5. Land search	27
KIBA assessments	27
Demonstrating sufficient land	32
6. Lambeth’s Waste Planning Strategy	35
Amount and location of new land	35
Policy requirements	35
Monitoring	38
Ongoing duty to co-operate on cross-boundary waste matters	39

Appendix A: updates to existing site throughputs40
Appendix B: Review of KIBAs for Waste Use42

1. Introduction

Local Plan review

- 1.1 Lambeth is reviewing its Local Plan 2015, including waste policies. Lambeth has a responsibility to plan for seven waste streams, including household, business and construction waste. It has a further duty to have regard to the apportionments set out in the London Plan.
- 1.2 The current Local Plan was examined by an Inspector in 2015. The proposed approach to meeting waste apportionment targets was to identify KIBAs as areas of search rather than allocate individual sites as suitable for waste uses. This approach was in line with the National Planning Policy for Waste (NPPW) which stated that “Waste planning authorities should identify, in their Local Plans, sites and/or areas for new or enhanced waste management facilities in appropriate locations”. However, the Inspector found that identifying areas did not conform with the requirement in the London Plan 2011 to allocate individual sites to meet apportionment targets. In order for the Plan to be found sound, the Inspector recommended a modification to the text to confirm the council’s intention to defer the allocation of sites for waste to the early partial review of the Local Plan or a separate Waste Development Plan Document.
- 1.3 This early partial review of the Local Plan, therefore, needs to address the Inspector’s recommendations about general conformity with the London Plan’s requirements for identifying land to meet apportionment targets. Since the Inspector made this recommendation, a draft London Plan has been published and examined in front of a panel of Inspectors. The draft London Plan includes waste policies in line with the NPPW and the supporting text specifies that allocating sufficient land for waste apportionment can be in the form of sites and/or areas. The timetable for Lambeth’s Local Plan follows just behind the London Plan and therefore Lambeth’s revised waste policy will need to be in conformity with the new London Plan policies. This Waste Evidence Base update takes account of further suggested changes to the draft London Plan and the recommendations of the examination panel report issued in October 2019.
- 1.4 Lambeth consulted on a draft partial review of the Local Plan in autumn 2018, which included proposed changes to waste policy EN7. Most comments on the waste policy raised points of clarification only. There were no in principle objections to the proposed approach. This Waste Evidence Base update takes account of these comments and proposes changes to policy EN7 and supporting text where appropriate. See below for more details on this consultation.
- 1.5 Previous waste evidence studies have been undertaken. The Waste Evidence Base which supported the Local Plan 2015 (November 2013) assessed existing waste sites in the borough and identified a shortfall in waste management capacity for apportioned waste. It concluded that Key Industrial and Business Areas (KIBAs) represented the

primary area of search for additional land for waste management use and assessed the designated KIBAs in order to identify those considered most appropriate for new waste management uses.

1.6 This Waste Evidence Base supports Lambeth's Local Plan partial review and updates previous work, taking into account new data from the Environment Agency's Waste Data Interrogators, the Draft London Plan 2017 apportionment targets, and an updated methodology for calculating land needed to meet the capacity gap. This version of the Waste Evidence Base updates the one from October 2018 and includes additional Environment Agency data, further suggested changes for the draft London Plan and comments received during the Local Plan consultation in autumn 2018.

1.7 In line with national policy, this evidence base looks at Lambeth's need for all seven waste streams, not just apportioned waste. It looks at the current waste management picture in the borough, where and how Lambeth's waste is being managed (sections 2 and 3). Importantly, it identifies Lambeth's waste need by identifying how much waste will need to be managed over the plan period, existing capacity and the capacity gap, and how much land is needed to meet the capacity gap (section 4). It also identifies where Lambeth's waste is exported to, summarises engagement with recipient waste planning authorities to date, and suggests next stages in the 'duty to co-operate' process (section 3).

1.8 This Waste Evidence Base also identifies the most appropriate locations for new waste facilities and the types of waste facilities suitable within the borough.

1.9 Finally, this Waste Evidence Base identifies a waste planning strategy for Lambeth and makes recommendations for updating Policy EN7 and the supporting text.

Joint working with the Western Riverside authorities

1.10 Lambeth lies with the 'Western Riverside' area of London and is one of four boroughs that make up the Western Riverside Waste Authority (WRWA) responsible for disposal of household waste.

1.11 The Western Riverside waste planning authorities of Lambeth, Kensington & Chelsea, Hammersmith & Fulham, Wandsworth and the Old Oak and Park Royal Development Corporation (OPDC) have been working together on waste planning since 2015. The OPDC is a Mayoral Development Corporation with planning powers for part of the borough of Hammersmith & Fulham (also Ealing and Brent).

1.12 The initial phase of work in 2015 identified a shortfall in apportioned waste management capacity in the area. The Western Riverside boroughs wrote to each London borough to ask if there was spare capacity to address the identified shortfall. An Engagement Statement was produced in December 2015 summarising this work.

- 1.13 As a result of comments received, the need for further work was identified and in July 2016 the Western Riverside authorities agreed to work together to prepare a joint waste technical paper (WTP). The purpose of this was to provide an up to date evidence base to support waste planning. The subsequent WTP (January 2017) identified existing waste capacity for meeting apportioned waste and other types of waste, forecasts waste needs to 2036 and identified the capacity gap for all waste streams. The WTP identified capacity gaps for individual boroughs and also for the combined Western Riverside area with pooled existing capacity and future need, including apportionment targets.
- 1.14 The WTP also identified waste imports and exports, and waste planning authorities receiving waste from the Western Riverside area. In May 2017 the Western Riverside WPAs wrote to 38 authorities who receive significant waste exports from the area asking a number of questions about the continuation of these waste flows. The outcome of this engagement is discussed in section 3 below.
- 1.15 In March 2017, RBK&C consulted on the WTP as part of its Local Plan submission. Comments were received that the assumed future capacity of the Powerday facility in LBH&F/OPDC area was too high. The capacity of the Powerday facility has a significant impact on waste planning in the Western Riverside area as it is a key source of existing and future capacity for both apportioned waste and C&D waste. Further work was started by OPDC/LBH&F to refine the assumptions about the capacity of the Powerday facility.
- 1.16 Once the WTP was completed, the Western Riverside authorities drafted a Memorandum of Understanding (MoU) to set out a joint working framework for waste planning. However there was no agreement on the pooling of existing capacity and apportionment targets as the basis for this joint working. Lambeth, along with Kensington & Chelsea and Wandsworth, aimed to plan for waste jointly across the Western Riverside area by pooling capacity and apportionment targets. National and regional policy both encourage joint working on waste. OPDC / Hammersmith & Fulham wanted to wait until further work on the capacity of the Powerday facility was completed before making a decision on pooling. However, this work has been very slow in coming forward.
- 1.17 In summer 2017 OPDC published their submission Local Plan for consultation. Lambeth, Kensington & Chelsea and Wandsworth submitted a joint representation which objected to the OPDC's approach to waste planning because it only takes into account the needs of LBH&F and ignores the needs of the wider Western Riverside boroughs.
- 1.18 Eventually, in March 2018, Hammersmith & Fulham and the OPDC wrote to RB Kensington & Chelsea to say that as a result of the increased apportionment targets for OPDC's host boroughs of Ealing and Brent, set out in the Draft London Plan 2017, further work is needed to establish if they can meet their apportionment targets in their own

areas. Therefore LBH&F and OPDC have said they are unable to commit to pooling with the Western Riverside WPAs until this work has been completed.

- 1.19 In June 2018 OPDC started consultation on a revised submission draft of their Local Plan. Neither OPDC's waste evidence base nor the waste policies made any reference to the ambitions of Lambeth, Kensington & Chelsea and Wandsworth to pool capacity and apportionment targets and plan for waste jointly across the Western Riverside area, despite the representations submitted on the previous draft Local Plan. The three boroughs again submitted a joint representation to OPDC which observes that this omission means an Inspector will not have all the necessary information to assess if the plan has been positively prepared, nor if it contains effective policies on strategic cross boundary waste issues, nor if the Plan should meet unmet requirements from neighbouring authorities. The three boroughs also requested an update on the further work around Ealing and Brent's apportionment targets, and how this will affect the ambition to pool capacity and apportionment in the Western Riverside area. The three boroughs requested to attend the oral examination.
- 1.20 In January 2019 the Western Riverside Authorities met to discuss OPDC responses to Lambeth, Kensington & Chelsea and Wandsworth's representations on the second Regulation 19 Local Plan. In addition, a statement of common ground was discussed. Subsequent to this meeting, OPDC provided responses to the full representations submitted by the three boroughs and not just a summary. Lambeth, Kensington & Chelsea and Wandsworth provided comments on the responses pointing out OPDC's responsibility to plan for seven waste streams in its area. The three boroughs also provided comments on a draft statement of common ground.
- 1.21 In April 2019 the OPDC Local Plan examination hearings began. Lambeth was not notified about the hearings despite explicitly requesting to attend. Waste matters were considered on the first day and Lambeth, Kensington & Chelsea and Wandsworth contacted the programme officer to express concern we had not been invited to present our objections at the hearings. Subsequently the three boroughs submitted a [joint position paper on waste matters](#) to the Inspector for his consideration.
- 1.22 Lambeth's timetable for the partial review of the Local Plan means that that a decision had to be taken about planning for waste. Taking into account the continuing delays by OPDC/LBH&F on a decision about pooling capacity and apportionment across the Western Riverside area, the most reasonable alternative to joint waste planning is to plan for waste at a borough level and to keep the situation under review, particularly in light of Lambeth's objection to OPDC's approach to waste in their Local Plan.
- 1.23 The Waste Evidence Base (October 2018) recommended that in order to progress waste policies in the Local Plan review, Lambeth should plan for waste independently and Policy EN7 criteria requiring compensatory capacity to be provided within the borough should be retained to help Lambeth achieve this. This recommendation was incorporated into the draft revised policy EN7.

Public consultation on Lambeth's Local Plan

- 1.24 In Autumn 2017 an initial round of public consultation on issues for the partial review of Lambeth's Local Plan took place under Regulation 18 of the Town and Country Planning (Local Planning)(England) Regulations 2012 (as amended). This included questions about Lambeth's approach to planning for waste relating to joint working with the other Western Riverside waste planning authorities, requirements for replacement waste capacity if a waste site is redeveloped for other uses, and identifying KIBAs as the most suitable locations for waste uses. A total of 45 survey responses were received from members of the public, as well as nine written responses in relation to waste.
- 1.25 The majority of respondents supported collaborating on waste issues with the other waste planning authorities, as long as the level of services for householders do not decline. Many respondents were concerned that if waste capacity was re-provided outside the borough it would lead to a greater carbon footprint and congestion. There was also a recognition that communities should take responsibility for their own waste. Residents did not want to travel further to access household Reuse and Recycling Centres. While there was some support for identifying KIBAs as suitable for waste use, many respondents didn't feel there was enough information on whether this is the right approach. The comments provided reflect a degree of confusion on this issue.
- 1.26 Actions identified from the 2017 consultation responses were incorporated in the proposed amendments to policy EN7 which was consulted on in autumn 2018. These actions are identified in the Waste Evidence Base October 2018.
- 1.27 In October 2018, Lambeth consulted on a full Draft Revised Lambeth Local Plan which included proposed changes to waste policy EN7 recommended by the Waste Evidence Base October 2018. There were 12 responses to policy EN7 including from individual residents, neighbouring boroughs, neighbourhood forum, and a developer/landowner. The Mayor of London did not provide any comments. Most comments on the waste policy raised points of clarification only. There were no in principle objections to the proposed approach. There was support for promoting the circular economy, working towards net self-sufficiency, safeguarding waste sites and the reference to transporting waste by river. The analysis of KIBAs and their suitability for new waste sites in the waste evidence base was also supported.
- 1.28 Actions identified from the 2018 consultation responses includes:
- i. Make explicit the circumstances under which redevelopment of waste sites will be supported
 - ii. Ensure consistency of language with other parts of the Local Plan for uses within KIBAs

- iii. Clarify in the waste evidence base that Knolly's Yard, part of Montford Place and Waterworks Road KIBAs have potential for industrial intensification and co-location with residential development
- iv. Include commitment to continued joint working with Western Riverside authorities on cross-boundary waste issues
- v. Clarify that compensatory capacity can be provided on site
- vi. Add footnote with link to the Waste Evidence Base

1.29 The full representations on waste can be found in the Regulation 18 Draft Revised Lambeth Local Plan Consultation Report (December 2019).

LAMBETH WASTE POLICY RECOMMENDATION:

Ensure actions arising from 2018 consultation are carried out and supporting text changed accordingly.

Policy context

1.30 The joint Western Riverside Waste Technical Paper (2017) sets out the policy context in detail and therefore is not repeated here. Any changes to this are highlighted below.

National Policy

1.31 A revised National Planning Policy Framework (NPPF) was published in July 2018. Changes to the plan-making section of the National Planning Practice Guidance (NPPG) were published in September 2018.

1.32 The main revisions affecting waste in both these documents is the requirement for planning authorities to produce statements of common ground to provide evidence of progress made through the duty to co-operate. Waste is a cross-border strategic issue that will need to be addressed in statements of common ground with relevant waste planning authorities. When assessing if the Local Plan is sound, the Inspector will look to statements of common ground (SCG) for evidence that cross boundary strategic matters have been "dealt with rather than deferred" (NPPF 35) and that Lambeth has complied with the duty to co-operate (DtC).

1.33 National policy on waste remains within the separate National Planning Policy for Waste 2014 (NPPW). NPPW and the National Planning Practice Guidance require waste planning authorities to plan for seven waste streams. These waste streams are:

- Local Authority Collected Waste (LACW)¹ (apportioned by the London Plan)
- Commercial & Industrial waste (C&I)² (apportioned by the London Plan)
- Construction, Demolition & Excavation (CD&E)
- Low Level Radioactive waste (LLRW)
- Agricultural waste
- Hazardous waste
- Waste water

1.34 As mentioned above, the National Planning Policy for Waste (NPPW) allows waste planning authorities to identify areas and/or sites for new or enhanced waste management facilities in their Local Plans. Importantly, the Draft London Plan 2017 is now aligned with this approach to identifying land which is a significant change from the policy position in the London Plan 2011, allowing the Lambeth Local Plan partial review to identify KIBAs as suitable locations for waste uses to meet Lambeth’s apportionment targets.

1.35 The Draft London Plan 2017 apportions an amount of local authority collected waste (mainly from households) and commercial/industrial (business) waste that Lambeth needs to manage and the Waste Technical Paper (2017) identifies the need for the other waste streams. The Local Plan will need to show how Lambeth is planning for all seven waste streams.

1.36 Since the revised Local Plan was consulted on in autumn 2018, new data from the Environment Agency has been released and throughput figures for existing capacity have been updated (see section 2). Supporting text for the Local Plan needs to be updated accordingly.

LAMBETH WASTE POLICY RECOMMENDATION:

Update waste management needs for each waste stream and how these will be met.

Resources and Waste Strategy

1.37 The Resources and Waste Strategy (RWS) was published in December 2018. The RWS commits the government to updating the NPPW and the waste section of the Planning Practice Guidance (PPG) in 2019, however this may not happen.

¹ Local Authority Collected Waste (LACW) comprises household waste and other waste collected by the council, such as street sweepings and municipal bins. This waste stream has historically been called ‘Municipal’ waste.

² Also known as business waste

Mayor's Environment Strategy

- 1.38 The Mayor's Environment Strategy was published in May 2018. The Mayor wants London to be a "zero waste city" which means no biodegradable or recyclable waste to landfill by 2026. The Waste Technical Paper (2017) identified the destination of all Lambeth's waste exports for household and business waste (see Tables 7 and 8) and none of it was sent directly to landfill. Therefore, there is no specific policy required to meet this target.
- 1.39 The Mayor's Environment Strategy contains ambitious targets for waste, including a new London-wide recycling target of 65% municipal (household and business) waste by 2030. This is an ambitious target for Lambeth and the barriers to increasing household recycling rates in inner London boroughs are well known, for example the high proportion of flatted developments and low number of gardens. Household waste recycling is the responsibility of the Western Riverside Waste Authority (WRWA) and Lambeth will continue to work with the WRWA to increase recycling. It is more difficult for Lambeth to directly influence business recycling rates and therefore partnership working with the London Waste and Recycling Board will be key to increasing business waste recycling. A key element of increasing municipal waste recycling is to ensure there is sufficient space for the separation and storage of recyclables for collection and Lambeth's waste policy and design policy on refuse/recycling storage should include this requirement for new developments. The Waste Evidence Base (October 2018) recommended that the reference to Policy Q12 'refuse/recycling storage' in the supporting text for EN7 was retained and updated and this recommendation was incorporated in the draft revised Local Plan.

Draft London Plan ('Intend to Publish' version)

- 1.40 A draft London Plan was published for consultation in November 2017. Lambeth made comments on the draft, including on the waste policies. The Mayor published early suggested changes to the Draft London Plan 2017 in August 2018. Further suggested changes to waste policies were published in March 2019 ahead of the oral examination hearings on waste held on 30th April 2019 and 'consolidated changes' version of the draft new London Plan was published in July 2019. The Inspectors' report was published in October 2019 and an 'Intend to Publish' London Plan was issued in December 2019. No further changes to waste policies were proposed in the 'Intend to Publish' version and the Secretary of State did not direct any changes to the waste policies in his letter to the Mayor of London of 13th March 2020.
- 1.41 The Draft London Plan includes changes to waste policies and revises apportionment targets for each borough. This Waste Evidence Base takes account of the draft apportionment targets (and includes those in the current London Plan for comparison). The target of net self-sufficiency for household and business waste in London remains at 2026. Each borough will need to meet its apportionment targets for net self-sufficiency

to be achieved. Lambeth's waste policy will need to identify existing capacity and sufficient land to meet the London Plan apportionment targets.

1.42 The draft London Plan seeks to achieve net self-sufficiency for London in all waste streams except for excavation waste. The draft London Plan incorporates targets set out in the Mayor's Environment Strategy, including London-wide target of 65% municipal (household and business) waste by 2030 (discussed under the Environment Strategy above). This breaks down as 50% of LACW by 2025 and 75% of C&I by 2030. It also has targets of 95% reuse/recycling/recovery of construction and demolition waste (C&D) and 95% of excavation waste should be used for beneficial use.. The Draft London Plan requirement for a "Circular Economy Statement" to include how much waste a large-scale development is expected to generate and where it will be managed will assist Lambeth in monitoring these targets. Further guidance on the Circular Economy Statement is currently being developed. The Waste Evidence Base (October 2018) recommended that policy EN7 include a requirement for major developments to demonstrate how they meet the Mayor's net zero-waste target through a Circular Economy Statement. This recommendation was taken forward into the draft revised Local Plan. However, this position has been reviewed. The GLA has not yet issued any guidance on Circular Economy Statements. Further information, training and guidance will be available once the London Plan is published in 2020 and the policy is tested. Additional training and resources would be needed by Lambeth's case officers to assess planning applications between the thresholds of 'major' and 'referable'. It is therefore recommended that this option is revisited during the next Local Plan review after the policy on Circular Economy Statements has been put into practice by the GLA.

LAMBETH POLICY RECOMMENDATION:

Amend Policy EN7 d) to remove the requirement for major applications to submit a Circular Economy Statement.

1.43 The requirement for boroughs to identify specific sites for new waste facilities has been replaced with "allocate sufficient sites, identify suitable areas, and identify waste management facilities" which updates the London Plan to be in accordance with National Planning Policy for Waste. There is a focus on SIL and LSIS for new sites which will provide the boroughs with an initial search criteria when identifying land, if required, to meet any identified capacity gap.

1.44 The new draft makes clear that all existing waste sites should be safeguarded and retained in waste use. Existing waste sites are defined as those with planning permission for waste use or those with an Environment Agency permit. A full list of safeguarded waste sites in Lambeth is shown in Table 2.1 below, with an additional site identified in Table 2.2 to be safeguarded in line with London Plan policy.

- 1.45 Compensatory capacity must be at or above the same level of the waste hierarchy of that which is lost. Any loss of hazardous waste capacity must be replaced with hazardous waste capacity. Waste sites can only be released without re-providing capacity if it can be demonstrated that there is sufficient capacity elsewhere in London and the target of achieving net self-sufficiency is not compromised.
- 1.46 The draft London Plan requires boroughs with surplus capacity to share this with boroughs facing a shortfall in capacity before considering site release. The draft also acknowledges that it may not always be possible for boroughs to meet their apportionment within their boundaries and in these circumstances boroughs will need to agree the 'transfer of apportioned waste'. However, no further detail is provided on this.
- 1.47 The new draft advises in relation to the throughput of a site that "the maximum throughput achieved over the last five years should be used". This Waste Evidence Base uses this methodology to estimate Lambeth's existing capacity (see section 2).
- 1.48 The London Plan's definition of "managing" waste has been updated. It now includes specific details of types of fuel production from waste (SRF and RDF) which is destined for energy recovery. None of the existing waste facilities in Lambeth produce fuel so there is no change to the capacity as a result of this policy revision.

LAMBETH WASTE POLICY RECOMMENDATION:

Include references to the London Plan targets.

Separate out the requirements for C&D and E waste.

Add the requirement for compensatory capacity to be at or above the same level of the waste hierarchy of that which is lost.

Update the policies map to identify and safeguard all existing waste sites and identify locations which are suitable for new waste facilities to provide additional capacity to meet apportionment targets.

Local Policies

- 1.49 Lambeth's [Municipal Waste Management Strategy 2011-2031](#) outlines the borough's plan for sustainable waste management for LACW. It provides detailed information about the current regime, including schemes and initiatives, performance and roles and

responsibilities. An Update to the Strategy was agreed by Cabinet in November 2019 and signposts Lambeth's Local Plan.

2. Waste management in Lambeth

Waste arisings

- 2.1 The main types of waste arising in Lambeth are household, business and construction waste. Waste arisings vary from year to year. Lambeth produces around 121,000 tonnes of local authority collected waste³ a year and around 100,000 tonnes of business waste⁴. Around 75,000 tonnes of Lambeth's CD&E waste is managed at waste facilities each year⁵, which does not include the material recycled on site before it becomes waste.
- 2.2 Hazardous waste forms part of the other waste streams. Arisings vary each year but have been between 2,500 – 9,700 tonnes over the last five years⁶. The main types of hazardous waste arising is in the CDE asbestos and healthcare categories. Most hazardous waste is exported to specialist facilities outside London.
- 2.3 A small amount of low level radioactive waste (2.9 million MBq) arises in Lambeth and is disposed of through waste water and air. There is no agricultural waste arising in Lambeth. Lambeth's wastewater and sewage sludge is treated at the sewage treatment works in Beckton, LB Newham.

Household waste contract

- 2.4 Lambeth is one of four London boroughs (along with Wandsworth, Hammersmith & Fulham and Kensington & Chelsea) for which the Western Riverside Waste Authority (WRWA) is the statutory waste disposal authority for household waste. A thirty year Waste Management Service Agreement (WMSA) was established between WRWA and Cory Environmental Ltd to dispose of WRWA waste, commencing in October 2002 and ending in 2032. Lambeth's household waste is managed outside the borough, with recyclables going to a Materials Recovery Facility (MRF) at Smugglers' Wharf in Wandsworth and residual ("black bag") waste transported down river to the Belvedere energy recovery facility in the London Borough of Bexley. A very small amount of household waste arising in Lambeth is managed in Lambeth at the Vale Street Reuse and Recycling Centre (under 2,500 tonnes per annum).

³ Source: [Local authority collected and household waste statistics](#) (Defra, 2017)

⁴ Estimates taken from GLA Excel spreadsheet file 'lprwasteproject.xlsx' referred to in *Waste Forecasts & Apportionments – Task 1* (SLR, March 2017)

⁵ Source: Waste Data Interrogator

⁶ Source: Hazardous Waste Data Interrogator

Existing sites and capacity

2.5 As in the current London Plan 2016, Draft London Plan 2017 policy SI9 requires all existing waste sites to be safeguarded and retained in waste use. Existing waste sites are defined in Draft London Plan 2017 paragraph 9.9.1 as those with planning permission for waste use or those with an Environment Agency licence.

2.6 Throughputs for existing facilities have been updated with 2016 data and are set out in Appendix A. Throughputs are supplied for the last five years in line with advice in the Draft London Plan with minor suggested changes. Capacity to manage apportioned waste has been updated where 2016 figures have increased maximum throughput. A summary of existing sites is set out in the table below. These are safeguarded in the Lambeth Local Plan 2015 and identified on the associated Policies Map.

Table 2.1: Safeguarded waste sites in Lambeth with capacity

Operator	Address	Facility type	Input Waste type(s)	Capacity (tonnes)
Emmaus South Lambeth	8 Beadman Street	Furniture reuse	Municipal	100
Kiernan, Bill	Windsor Grove, West Norwood	Vehicle Depollution Facility	Municipal	152
Golden Motor Care Ltd	Arch 439, Gordon Grove, Camberwell	Vehicle Depollution Facility	Municipal	3,102
O C S Group U K Limited	Clapham Site, 44 Southside, Clapham Common ⁷	Clinical Waste Transfer	C&I	1,181
London Borough of Lambeth	Vale Street Civic Amenity Centre	Civic Amenity Site	Municipal	2,410
Powerday Plc	Belinda Road, Brixton,	Non-Haz Waste Transfer / Treatment	CD&E	47,036
Suez	Shakespeare Wharf, Shakespeare Road,	Non-Haz Waste Transfer	Municipal, C&I, CD&E	20,151(12,551 municipal)

⁷ This site is subject to planning consent for a mixed use scheme (17/00605/FUL) which includes replacement waste capacity of 1,200tpa.

Operator	Address	Facility type	Input Waste type(s)	Capacity (tonnes)
London Borough of Lambeth	Wanless Road	Public Health & Pest Control Transfer	Municipal	1,005

2.7 In addition to the above safeguarded waste sites, another existing waste facility has been identified as part of the evidence gathering process. This is a small clinical waste facility attached to King’s College Hospital, details are shown in Table 2.2. The London Plan requires existing waste sites to be safeguarded and it is therefore recommended that this site is identified for safeguarding in the Draft Revised Lambeth Local Plan October 2018 and Policies map. It is noted that the hospital have plans to relocate this facility and increase waste management operations.

Table 2.2: Additional waste site to be safeguarded

Operator	Address	Facility type	Input Waste type(s)	Capacity (tonnes)
Clinical Waste Ltd	King’s College Hospital, Denmark Hill	Clinical waste transfer	Hazardous	4,466

2.8 Capacity assumptions for exempt sites (waste sites not requiring Environment Agency permits to operate) to manage apportioned waste remain the same as in the WTP and have been brought forward into this paper. A summary of current waste management capacity in Lambeth is set out in Table B.1.

Table 2.3: Waste management capacity in Lambeth, October 2018 (000 tonnes)

	Licenced facilities	Exempt facilities	Total
Apportioned waste (HIC)	23,700	33,000	56,700
CD&E waste	47,000	unknown	47,000

Source: Waste Data Interrogator 2014-2018

2.9 At the time of writing, no new waste facilities are planned for Lambeth and capacity in the borough is anticipated to remain the same for the foreseeable future.

2.10 The Draft London Plan 2017 makes it clear that waste management capacity of existing sites should be optimised. Those waste sites not currently in operational use have a role to play and are safeguarded and retained for future waste use.

3. Waste imports and exports

Summary of waste exports

- 3.1 The primary source of data on waste exports is the Environment Agency's Waste Data Interrogators (WDIs). The WDIs hold information including the amount of waste received at a particular site and the origin of that waste. However, the accuracy of this data is not perfect and the limitations are well known, for example it doesn't include waste received at energy from waste facilities. Notwithstanding this, it is the best available data source for movements of waste and is used as the starting point for co-operation with other waste planning authorities receiving Lambeth's waste.
- 3.2 A specific example of the limitations of the WDI pertinent to Lambeth is that the data for 2016 shows Cringle Dock waste transfer station in Wandsworth received 307,000 tonnes of waste but the origin is recorded as "South London". As mentioned above, all Lambeth's residual ("black bag") waste goes to Cringle Dock before its onward journey down the river to the Belvedere energy recovery facility in Bexley, so some of this waste must have come from Lambeth. However, as the WDI doesn't record the origin of waste received at Cringle Dock by local authority, it is not possible to accurately say how much Lambeth exports to Wandsworth and eventually to Bexley using the WDI. Similarly, Environment Agency incinerator returns show the origin of waste received at the Belvedere energy recovery facility in Bexley as "London" or "Greater London" so no additional details are available through this data source.
- 3.3 Data for local authority collected waste (LACW) are also collected by local authorities and collated by Defra so it is possible to gather more information on this waste stream and combine this with knowledge about where it is managed to support duty to co-operate discussions. However, information on movements C&I and CD&E waste relies on the WDI and it is acknowledged that not all waste exported from Lambeth (and shown in the tables below) is captured by this data source.
- 3.4 The majority of Lambeth's waste is exported to facilities within London in the first instance. Where waste is taken to a transfer station, it is not always possible to identify its onward destination. While export figures to landfill seem relatively small, it is possible that CD&E waste which travels through transfer stations is finally disposed of to landfill outside of London.
- 3.5 The tables below shows that during 2014-2018 37%-93% of waste exported from Lambeth was received at facilities elsewhere in London (Table 3.3a). If excavation waste is removed from the exports, because it does not form part of the net self-sufficiency target, this proportion rises to 79%-97% of waste exported from Lambeth being received at facilities elsewhere in London (Table 3.3b). This shows that Lambeth is already contributing significantly to London's target of net self-sufficiency by 2026.

Table 3.1: Exports by destination facility type 2014-2018 (all waste streams)

Destination facility type	2014	2015	2016	2017	2018
Treatment	45,465	88,401	101,195	61,670	66,964
Metal Recycling	1	38	94	895	3,730
On/In Land	6,600	820	68	2,423	15,827
Landfill	14,777	24,369	16,890	50,974	73,120
Transfer	35,458	25,281	85,706	61,333	14,321
Total exports⁸	102,301	138,928	204,088	177,295	173,963

Source: WDI

Table 3.2: Exports by waste type 2014-2018 (all waste streams)

Waste type	2014	2015	2016	2017	2018
HIC	28,086	25,756	20,138	28,532	31,985
Inert	73,426	111,279	182,133	147,060	137,594
Hazardous (WDI)	789	1,893	1,816	1,702	4,385
Total exports	102,301	138,928	204,088	177,295	173,963
Hazardous (HWDI)	4,134	2,511	9,713	6,486	6,887

Source: WDI and HWDI

Table 3.3a: Exports by destination 2014-2018 (all waste streams)

Destination	2014	2015	2016	2017	2018
London	83,744 (82%)	118,848 (86%)	189,915 (93%)	129,658 (73%)	65,213 (37%)
South East	6,345	15,316	10,385	40,678	81,211
East of England	12,175	4,660	3,353	6,487	23,033
Other	36	104	435	472	4,506
Total exports	102,301	138,928	204,088	177,295	173,963

Source: WDI

Table 3.3b: Exports by destination 2014-2018 (excluding excavation waste)

Destination	2014	2015	2016	2017	2018
London	60,755 (97%)	88,390 (95%)	72,695 (88%)	51,749 (87%)	57,627 (79%)
South East	1,376	3,847	7,477	6,409	10,291
East of England	755	1,068	2,273	780	575
Other	36	104	434	492	4,507
Total exports	62,922	93,409	82,879	59,430	73,000

Source: WDI

3.6 For the duty to co-operate it is important to establish the destination of 'significant' movements of waste exports from Lambeth. Lambeth's waste exports which leave London are received in the wider south east (WSE) region. It is therefore appropriate to

use the wider south east (WSE) thresholds to indicate ‘significant’ waste movements. These thresholds were agreed at the South East Waste Planning Advisory Group (SEWPAG) meeting of 10th April 2014 and the East of England Waste Technical Advisory Board (EoEWTAB) meeting of meeting of 3rd April 2014. The thresholds are:

- 2,500 tpa non-hazardous waste (LACW and C&I)
- 5,000 tpa inert waste (CD&E)
- 100 tpa hazardous waste

3.7 It is important to be clear that most of Lambeth’s waste will continue to be exported throughout the plan period due to existing contracts (for example for household waste) or because Lambeth does not have a full range of facilities (for example hazardous, energy from waste or landfill). However, the majority will continue to be managed within London. In order that Lambeth contributes to London’s target for net self-sufficiency the Local Plan still needs to plan to meet the equivalent of Lambeth’s waste management needs (see section 4).

3.8 It is therefore important to demonstrate that Lambeth’s waste exports can continue. Waste Planning Authorities (WPAs) who have received Lambeth’s waste over the past five years are set out below. Data on waste exports has been separated by type of waste: ‘non-hazardous’ (Household, Commercial and Industrial), ‘inert’ (CD&E) and hazardous waste.

Household, Commercial and Industrial waste exports

3.9 As mentioned above, neither the WDI nor the incinerator returns record how much of Lambeth’s local authority collected waste exports go to Cringle Dock or Belvedere energy recovery facility. However, the government publishes annual reports on local authority collected waste⁹ (LACW) and it is possible to make assumptions based on this data. Table 3.4 shows how much LACW is recycled and how much is not recycled.

Table 3.4: LACW management 2014-2018 (tonnes)

	2014	2015	2016	2017	2018
LACW recycled	25,132	25,932	25,606	25,474	25,203
LACW not recycled	97,249	96,104	95,387	92,816	93,287

Source: statistical data set ENV18 - Local authority collected waste: annual results tables (Table 1)

3.10 As mentioned above, Lambeth’s household waste is managed outside the borough, with recyclables going to a Materials Recovery Facility (MRF) at Smugglers’ Wharf in Wandsworth and residual (“black bag”) waste transported down river to the Belvedere energy recovery facility in the London Borough of Bexley. It can therefore be assumed

⁹ [Statistical data set ENV18 - Local authority collected waste: annual results tables](#)

that the figures in Table 3.4 are approximately the amount of waste managed at each of these facilities.

3.11 Table 3.5 shows ‘significant’ LACW and Commercial & Industrial waste exports over 2,500tpa over the last five years using the WDI. The WDI groups these two waste streams together as “HIC” (household, industrial and commercial) and it is therefore not possible to say what proportion of the waste is LACW or C&I. Exports of HIC waste to the four destinations highlighted in Table 3.5 captures around 88% of the total HIC exports recorded in the WDI.

Table 3.5: LACW, Commercial and Industrial waste exports over 2,500tpa from Lambeth 2014-2018 (tonnes)

WPA	2014	2015	2016	2017	2018
LB Hillingdon	1,703	0	0	0	0
LB Newham	14,576	5,425	453	17	14
LB Southwark	4,674	0	0	5,010	4,550
LB Wandsworth	4,695	17,740	17,178	18,583	19,594
Other	2,438	2,591	2,507	4,922	7,827
Total HIC exports	28,086	25,756	20,138	28,532	31,985

Source: WDI

3.12 The majority of HIC waste captured by the WDI is exported to the Smuggler’s Way transfer station and MRF in Wandsworth. It is possible that this includes some of the local authority collected waste identified as recycled in Table 3.4, but it is not possible to say how much. Significant amounts of HIC waste have also been exported for treatment at Holloway Lane MRF in Hillingdon and Southwark’s Integrated Waste Management Facility, and for transfer to IOD Skip Hire transfer station in Newham.

Inert (CD&E) waste exports

3.13 Table 3.6 shows significant Inert (CD&E) waste exports over 5,000tpa over the last five years. Exports of Inert waste to the ten destinations highlighted in Table 3.6 captures around 93% of the total CD&E exports.

Table 3.6: Inert (CD&E) waste exports over 5,000tpa from Lambeth 2014-2018 (tonnes)

WPA	2014	2015	2016	2017	2018
LB Ealing	1,452	1,778	7,581	405	1,145
RB Greenwich	18,679	32,063	59,179	15,523	17,578
LB Havering	9,797	10,887	14,400	14,757	2,844
LB Hillingdon	0	0	68	11,640	420
LB Merton	4,984	7,760	5,493	3,020	2,140
LB Newham	11,607	33,441	9,668	1,158	827
Surrey	1,230	8,592	5,858	9,425	6,597
Thurrock	9,950	837	0	5,584	21,306

WPA	2014	2015	2016	2017	2018
LB Wandsworth	6,155	5,766	72,367	56,670	9,819
Windsor & Maidenhead	0	0	0	26,208	69,390
Other	9,572	10,155	7,587	2,670	5,528
Total CD&E exports	73,426	111,279	182,133	147,060	137,594

Source: WDI

3.14 Lambeth's inert waste exports are treated at Victoria Deep Water Terminal in Greenwich, Waste Transfer and Recovery Facility in Merton, Dock Road Recycling Facility in Newham, and The Willows MRF in Wandsworth.

3.15 Exports to landfill are received at Rainham Landfill in Havering (which has permission until 2024), Redhill Landfill in Surrey, and East Tilbury Quarry in Thurrock (which has permission until 2021).

3.16 Transfer stations receiving significant amounts of Lambeth's inert waste includes Willesden Freight Terminal in Ealing and IOD Skip Hire in Newham. The spike in inert waste to Wandsworth in 2016 and 2017 is due to the current construction of the Northern Line extension and this waste is transferred on elsewhere.

Hazardous waste exports

3.17 The main types of hazardous waste arising is in the CDE asbestos and healthcare categories. Table 3.7 shows the main recipients of Lambeth's hazardous waste are Cambridgeshire, Kent, Medway and East London.

Table 3.7: Hazardous waste exports over 100tpa from Lambeth 2014-2018 (tonnes)

WPA	2014	2015	2016	2017	2018
Barnsley	528	139	3	0	0
Bexley	174	176	228	276	90
Cambridgeshire & Peterborough	185	456	2,790	556	488
Essex	127	118	111	105	134
Havering	69	110	49	96	67
Hertfordshire	133	116	159	91	107
Kent	2,674	1,106	2,234	1,303	338
Medway	974	1,350	1,466	2,127	3,090
Newham	114	371	1,078	797	1,307
Reading	147	134	129	128	120
Surrey	1,677	90	582	270	306

Source: HWDI

Waste Imports

3.18 The table below is a summary of all waste imports over the last five years. The majority of Lambeth's imported waste originates in London, although the borough origin of most is not recorded.

Table 3.8: Waste imports to Lambeth 2014-2018 (all waste streams)

Origin	2014	2015	2016	2017	2018
Merton	9,468	0	0	0	0
WPA not codeable (Central London)	0	178	0	0	0
WPA not codeable (South London)	0	0	193	9,544	3,656
WPA not codeable (London)	44,588	52,388	53,096	67,339	43,791
WPA Not Codeable (Not Codeable)	1,007	1,181	368	0	0
Total imports	55,064	53,748	53,795	76,883	47,447

Source: WDI

Duty to Co-operate

3.19 The joint waste technical paper identified destinations of waste exports from the Western Riverside area. The Western Riverside waste planning authorities agreed to work together on the duty to co-operate for strategic movements of waste. In May 2017 the Western Riverside WPAs wrote to 38 authorities who receive significant waste exports from the area asking a number of questions to agree data and determine if waste exports could continue.

3.20 A separate letter was sent to Bexley who receive Lambeth's residual household waste as part of the Western Riverside waste Authority's contract with Cory. In this respect Bexley are an important stakeholder in planning for Lambeth's waste. Bexley have confirmed that there is no planning reason why these waste movements cannot continue.

3.21 Full details of the responses of the waste planning authorities duty to co-operate responses from May 2017 can be found in Appendix C of Lambeth's [Waste Evidence Base October 2018](#).

3.22 As noted above, it is important to demonstrate that Lambeth's waste exports can continue. As part of the Draft Revised Local Plan consultation in October 2018 Lambeth wrote again to the main recipients of Lambeth's waste exports invite comments on the Plan.

3.23 Some of Lambeth's CD&E exports are received at East Tilbury Quarry in Thurrock and Rainham Landfill in Havering, both of which are due to close during the plan period (in 2021 and 2024 respectively). Exports to Thurrock were down to zero in 2016 and it is possible the market has found an alternative destination for Lambeth's inert waste

previously deposited at East Tilbury Quarry, although this went up to 5,500 tonnes in 2017. An average of around 10,000 tonnes of Lambeth's inert waste is currently received at Rainham landfill site in Havering each year which will need to find a new home after 2024. Again, the deposit of inert waste at Rainham was down to 5,000 tonnes in 2017 so it is possible the market has found an alternative destination for some of the waste previously deposited at this site.

- 3.24 There is approximately 65 million m³ of inert landfill voidspace in the wider south east region¹⁰. In terms of future landfill capacity, it is not possible to know how quickly void space in London, South East and East of England will be used up. This will depend on the type and amount of waste produced in the surrounding area, for example from major infrastructure projects such as High Speed 2 and CrossRail 2. However, it is acknowledged that that landfill capacity in the wider south east is declining and few new landfill sites are currently being put forward by waste operators. While new landfill sites could come forward during the plan period, declining landfill capacity in the wider south east is an issue for all waste planning authorities preparing plans. It is also recognised that Lambeth's waste will have to compete against waste from large-scale infrastructure projects and other authorities for landfill void space.
- 3.25 Since February 2019, a new National Planning Policy Framework was published by the government. It requires local planning authorities to prepare statements of common ground to demonstrate effective joint working on cross-boundary strategic matters.
- 3.26 In June 2019, Lambeth wrote again to all recipients of significant waste exports from the borough and included draft statements of common ground (SoCG) for each waste planning area.
- 3.27 The Waste SoCG set out the thresholds to indicate 'strategic' movements of waste, the amount, type and destination of waste which has been exported over the last five years to the authority's area, and if there are any known reasons why similar movements of waste cannot continue over Lambeth's plan period.
- 3.28 If any constraints are identified (such as the closure of facilities), the parties agree that the destination of waste is largely dependent on market forces and exports will continue to go the most suitable facility. The focus is on landfill sites because landfill capacity in the wider south east is declining and limited new landfill sites are being put forward by waste operators.
- 3.29 The SoCG commits both parties to monitoring waste movements through Authority Monitoring Reports and engaging again if these change significantly from the current trend.

¹⁰ [Remaining Landfill capacity dataset](#), Environment Agency (November 2917)

3.30 Signed Statements of Common Ground relating to cross-boundary waste movements can be found on Lambeth’s website [here](#).

3.31 Lambeth will also need to monitor waste exports in the future. If there are significant changes to the amounts or destinations, the borough will need to engage on this matter with the recipient waste planning authority through the duty to co-operate. This approach will need to be agreed through statements of common ground with recipient WPAs. The Waste Evidence Base (October 2018) recommended including a commitment to ongoing co-operation with other waste planning authorities on imports and exports and to monitor any significant changes to waste movements. This recommendation was taken forward in the draft revised Local Plan.

LAMBETH WASTE POLICY RECOMMENDATION:

Sign off statements of common ground with authorities who receive significant amounts of Lambeth’s waste.

4. Identifying waste need

4.1 Lambeth is required to plan for the management needs of waste generated in the borough, contributing towards the target of net self-sufficiency in London by 2026. There are seven waste streams, including household waste, business waste and construction waste¹¹. The London Plan apportions an amount of household and business waste that Lambeth needs to manage and the Waste Technical Paper (WTP) (2017) estimates how much waste will be generated from the other waste streams. A summary of the amount of waste Lambeth needs to plan for is set out in Table 4.1.

Table 4.1: Identified waste management need (tonnes)

	2021	2026	2031	2036
Apportioned waste (household and business)	143,000	145,000	147,000	150,000
Construction, demolition and excavation waste	78,938	82,244	85,575	88,931
All other waste streams	0	0	0	0

¹¹ Household waste is also known as “Local Authority Collected Waste” (LACW), business waste is also known as “Commercial and Industrial waste” (C&I) and construction waste is also known as “Construction, Demolition and Excavation waste” (CD&E).

Waste Apportionment Targets

4.2 The London Plan 2016 sets out waste apportionments for each of boroughs over the plan period.

4.3 The Draft London Plan 2017 apportions an amount of the waste arisings to each borough based on a revised methodology, as set out in an [evidence base report](#) by SLR/LUC. The draft apportionment targets for Lambeth are lower than those in the current London Plan as compared in Table 4.2 below. The figures for 2026-2036 are not provided in the Draft London Plan 2017 or evidence base documents and have been estimated based on proportions of waste arisings.

Table 4.2: Comparison of current and draft waste apportionment figures for Lambeth (tonnes)

	2021	2026 (estimated)	2031 (estimated)	2036 (estimated)	2041
London Plan (2016)	179,000	214,000	218,000	222,000	-
Draft London Plan (2017)	143,000	(145,000)	(147,000)	(150,000)	152,000

Source: London Plan, 2016 and Draft London Plan, 2017 for 2021 and 2041, estimated figures for 2026, 2031 and 2036

CDE waste

4.4 The WTP forecasts CD&E waste arisings for Lambeth over the plan period (see WTP Table 38). These are set out in the table below.

Table 4.3: Forecast CD&E waste arisings (tonnes)

	2021	2026	2031	2036
Projected CDE waste arisings	78,938	82,244	85,575	88,931

Hazardous waste

4.5 All the waste streams include some hazardous waste. There is a small clinical waste transfer facility in Lambeth for hospital waste. However, most hazardous waste arising in Lambeth is exported to be treated at specialist facilities which have a wide catchment area. Recent hazardous waste arisings are small and a dedicated facility for Lambeth's hazardous waste is unlikely to be viable. Due to their specialist nature, planning for hazardous waste facilities is a strategic (regional) issue and Lambeth will co-operate with the Greater London Authority on this.

Other waste streams

4.6 A small amount of low level radioactive waste (2.9 million MBq) arises in Lambeth and is disposed of through waste water and air. There is no identified need for new capacity for this waste stream.

4.7 There is no agricultural waste arising in Lambeth and therefore no identified need for new capacity for this waste stream.

4.8 Lambeth's wastewater and sewage sludge is treated at the sewage treatment works in Beckton, LB Newham. Thames Water is undertaking an upgrade and expansion of this facility which also treats the waste of a number of London boroughs. This will build sufficient sludge processing plant to account for population growth in the catchment area up to 2035, and therefore no additional facilities are required.

Capacity Gap

4.9 Table 4.4 shows the estimated capacity gap for Lambeth over the plan period for Draft London Plan 2017 apportionment targets. A minus figure denotes a shortage of capacity. The table shows a shortage of capacity for capacity for apportioned waste in Lambeth.

Table 4.4: Capacity gap for Draft London Plan 2017 apportionment targets (tonnes)

Borough	Current capacity	2021	2026	2031	2036
Apportionment		143,000	145,000	147,000	150,000
Capacity	56,700	56,700	56,700	56,700	56,700
Capacity gap		-86,300	-88,300	-90,300	-93,300

4.10 Table 4.5 shows the estimated capacity gap for Lambeth over the plan period for CD&E waste. A minus figure denotes a shortage of capacity. Table 4.5 shows a shortage of capacity for CD&E waste in Lambeth.

Table 4.5: Capacity gap for CD&E waste (tonnes)

Borough	Current capacity	2021	2026	2031	2036
Identified need		78,938	82,244	85,575	88,931
Capacity	47,000	47,000	47,000	47,000	47,000
Capacity gap		-31,938	-35,244	-38,575	-41,931

Land required

4.11 Boroughs must allocate sufficient land and identify waste management facilities to provide the capacity to manage their apportioned tonnages of waste. Different types of waste facilities need different size sites; as a general rule, the higher up the waste hierarchy the more land is needed.

4.12 The Environment Agency has provided the Western Riverside authorities with advice on land-take calculations to estimate how much land is required to meet the capacity gap. The WTP used 80kt per hectare, a figure that has also been used by the GLA as well as others. However, 80ktph is an average of all types of waste facilities including transfer stations which do not 'manage' waste and have a much higher throughput than other types of facility. Therefore 80ktph is considered too high and the Environment Agency have suggested that 60kt per hectare is more realistic. Therefore the 60ktph formula has been used to calculate how much land is needed to meet the capacity in Lambeth in the tables below.

Table 4.6: Capacity gap (tonnes) with Draft London Plan 2017 apportionment

	2021	2026	2031	2036
Capacity gap for apportioned waste (Draft London Plan 2017)	-86,300	-88,300	-90,300	-93,300
Capacity gap for CD&E waste	31,938	35,244	38,575	41,931
Capacity gap for other waste streams	0	0	0	0
Total capacity gap				
Equivalent land (60ktph)	1.9 ha	2.0ha	2.1 ha	2.2 ha

LAMBETH WASTE POLICY RECOMMENDATION:

Update table showing capacity gaps and land take and paragraph 9.66 with new figures.

5. Land search

KIBA assessments

5.1 At the core of waste planning is the requirement for waste planning authorities to "prepare Local Plans which identify sufficient opportunities to meet the identified needs of their area for the management of waste streams." Lambeth's identified waste needs

are set out in section 4 above. This need equates to approximately 2.2ha of land, depending on the type of technology used.

5.2 The London Plan identifies the following types of locations as a focus for new waste capacity and facilities:

- a) Existing waste and secondary material sites/land, particularly waste transfer facilities, with a view to maximising their capacity
- b) Strategic Industrial Locations and Locally Significant Industrial Sites
- c) Safeguarded wharves with an existing or future potential for waste and secondary material management.

5.3 Most waste sites in Lambeth are operating at a typical throughput for the type of facility and waste stream. However, there is potential to intensify or upgrade a few waste sites in Lambeth. These include the site at Windsor Grove, which is currently operating well under the potential capacity for the site size, the Powerday site, which could have potential to move from transfer to more recycling of waste, and the Vale Street RRC site, which is owned by the council. However significant changes to the operation of these sites would be subject to the normal planning application process.

5.4 Lambeth does not have any safeguarded wharves.

5.5 Key Industrial Business Areas (KIBAs) represent Lambeth's main stock of safeguarded industrial land. The Waste Evidence Base which supported the Local Plan (November 2013) concluded that KIBAs should be the primary area of search for additional land for waste management use. National policy and the Draft London Plan 2017 also direct waste uses towards industrial land. The benefits of directing new waste facilities towards KIBAs includes co-location with other industrial uses. This helps to reduce the risk of waste facilities being located next to more sensitive development, such as residential. KIBAs have already been assessed for their suitability for industrial uses and are safeguarded for these uses. KIBAs also tend in most cases to have access which is wide enough for larger vehicles and are well-connected to main road networks.

5.6 A review of the KIBAs has been undertaken to assess each area for its suitability for waste uses. The review of KIBAs for waste uses can be found at Appendix B. Different land parcels within the KIBAs offer different opportunities and these are highlighted where appropriate. The Existing and proposed KIBAs have been assessed for their suitability for waste use in line with the criteria set out in the National Planning Policy for Waste (NPPW), the Draft London Plan 2017 and Lambeth's Draft Revised Lambeth Local Plan October 2018.

5.7 National Planning Policy for Waste (NPPW) requires waste planning authorities to "identify the broad type or types of waste management facility that would be appropriately located on the allocated site or in the allocated area in line with the waste hierarchy, taking care to avoid stifling innovation" (part 4).

5.8 Some types of waste facilities are not appropriate in Lambeth due to their impact on the dense urban environment, including the visual impact from large scale facilities, noise, dust, and odour. Facilities not considered appropriate include landfill, energy from waste facilities, and open windrow composting. Some facilities will only be appropriate where they are located away from residential development and other sensitive receptors. These include Mechanical biological treatment (MBT) and Anaerobic Digestion due to potential issues with odour, construction/demolition waste and metal recycling which can be noisy and/or dusty. Any new facility in Lambeth will need to be enclosed to reduce noise, dust odour, litter and vermin.

5.9 The broad types of waste facility suitable for Lambeth are set out in Table 5.1, along with their level in the waste hierarchy, an estimated average throughput per hectare, and a summary of the potential issues and mitigation measures to consider.

Table 5.1: Broad types of waste facilities suitable in Lambeth

	Type of Facility			
	Repair and Reuse	Recycling and Reprocessors	Treatment	Collection and handling
Estimated throughput per hectare	200 tonnes	60,000 tonnes	60,000 tonnes	60,000 tonnes
Level in the waste hierarchy	“Preparing for Re-use”	“Recycling”	“Other recovery”	Sorting for onward journey to other facility
Example facility	Small-scale repair and refurbishment workshop	Materials recovery facility, turning waste material into new products)	Mechanical biological treatment (MBT), Anaerobic Digestion	Transfer station
Potential issues	Safe access for residents	Vehicle movements	Odour, vehicle movements	Noise, dust, litter, vehicle movements
Mitigation measures	<ul style="list-style-type: none"> Enclosed facility Appropriate and well-maintained and managed equipment and vehicles Smaller scale 	<ul style="list-style-type: none"> Enclosed facility Suitable road access Appropriate and well-maintained and managed equipment and vehicles. 	<ul style="list-style-type: none"> Enclosed facility Locate away from sensitive receptors Suitable road access Appropriate and well-maintained 	<ul style="list-style-type: none"> Enclosed facility Locate away from sensitive receptors Suitable road access Appropriate and well-maintained

	Type of Facility			
	Repair and Reuse	Recycling and Reprocessors	Treatment	Collection and handling
	<ul style="list-style-type: none"> Restrictions to operating hours 	<ul style="list-style-type: none"> No putrescible waste Smaller scale Restrictions to operating hours 	<ul style="list-style-type: none"> and managed equipment and vehicles Smaller scale Restrictions to operating hours 	<ul style="list-style-type: none"> and managed equipment and vehicles. No putrescible waste Smaller scale Restrictions to operating hours

5.10 Each KIBA has been assessed for their suitability for each broad type of waste facility. Existing KIBAs and proposed new KIBAs have been assessed based on boundaries as updated after representations received during the consultation in autumn 2018 have been taken into account. The results of this is set out in Table 5.2a and Table 5.2b.

Table 5.2a: Results of KIBA assessments for each type of facility

Existing KIBAs	Size (ha)	Repair and Reuse	Recycling and Reprocessors	Treatment	Collection and handling
Abbeville Mews	0.19	X	X	X	X
Brighton House	0.17	X	X	X	X
Camberwell Trading Estate and adjoining sites	2.78	✓	✓	X	✓
Clapham North Industrial Estate	0.77	✓	✓	X	✓
Clapham Park Hill	0.25	✓	✓	X	✓
Coldharbour Lane Estate and Bengeworth Road Depot	3.61	✓	✓	✓	✓
Durham Street/Oval Way	0.68	X	X	X	X
Ellerslie Industrial Estate	2.93	✓	✓	X	✓
Eurolink Business Centre	0.34	X	X	X	X

Existing KIBAs	Size (ha)	Repair and Reuse	Recycling and Reprocessors	Treatment	Collection and handling
Hackford Walk	0.31	✓	X	X	X
Hamilton Road Industrial Estate	0.48	✓	X	X	X
Kennington Business Park	2.49	✓	X	X	X
Lion Yard	0.17	✓	X	X	X
Loughborough Road	1.19	✓	✓	X	✓
Milkwood Road Estates	3.18	✓	✓	X	✓
Montford Place – Beefeater/Oval Gasworks	1.61	X	✓	✓	✓
Park Hall Road Trading Estate	0.89	✓	X	X	✓
Shakespeare Road Business Centre	0.28	✓	✓	✓	✓
Shakespeare Road Depot	0.59	✓	✓	X	✓
Somers Place	0.39	✓	✓	✓	✓
Southbank House and Newport Street	2.36	✓	✓	✓	✓
Stannary Street	1.05	✓	X	X	X
Timber Mill Way	2.85	✓	✓	✓	✓
Wandsworth Road	2.32	✓	✓	✓	✓
Waterworks Road	1.23	✓	X	X	X
West Norwood Commercial Area	8.23	✓	✓	✓	✓
Zennor Road Estate and adjoining sites	3.3	✓	✓	✓	✓
Total	44.64				

Table 5.2b: Results of Proposed New KIBA assessments for each type of facility

Proposed New KIBAs					
47-57 Acre Lane	0.57	✓	✓	X	✓
Belinda Road	0.49	X	✓	✓	✓
Knolly's Yard	1.21	✓	✓	✓	✓
Parade Mews	0.25	✓	X	X	✓
Total	2.52				

Demonstrating sufficient land

5.11 To meet the capacity gap, Lambeth's Local Plan will identify and continue to safeguard existing waste sites and identify new areas and/or sites to meet the capacity gap. If new sites come forward for waste use as part of the Plan preparation they will be identified and safeguarded in the Local Plan. However, no new sites for waste came forward through the call for sites process carried out by Lambeth in 2015 or through the Local Plan review issues consultation in 2017. It is therefore anticipated that the capacity gap will be met through identification of areas suitable for new waste development in Key Industrial and Business Areas (KIBAs).

5.12 Some types of waste facilities are not appropriate in Lambeth due to their impact on the dense urban environment, including the visual impact from large scale facilities, noise, dust, and odour. Some facilities will only be appropriate where they are located away from residential development and other sensitive receptors. Any new facility in Lambeth will need to be enclosed to reduce noise, dust odour, litter and vermin. The broad types of waste facility suitable for Lambeth are set out in Table 5.1.

5.13 The *Review of KIBAs for Waste Use* (see Appendix B) identified that a total 39.23ha of existing KIBA land could be suitable for a range of waste uses. Of this 33.50ha is suitable for recycling/reprocessing, treatment and collection/handling which have an estimated average throughput of 60k tonnes per hectare. The remaining 5.73ha is only suitable for repair and reuse workshops and is not included in the total available to meet the capacity gap. A potential additional 2.52ha of KIBA land might be suitable for waste, coming forward through proposed new KIBA designations, subject to the outcome of examination. This is summarised in Table 5.3. Brackets denote that the KIBA is only suitable for repair and reuse workshops.

Table 5.3: Amount of land in KIBAs and Proposed KIBAs suitable for waste use

KIBA	Size
Camberwell Trading Estate	2.78
Clapham North Industrial Estate	0.77
Clapham Park Hill (Parcel 1 only)	0.25

KIBA	Size
Coldharbour Lane Estate and Bengeworth Road Depot	3.61
Ellerslie Industrial Estate	2.93
Hackford Walk	(0.31)
Hamilton Road Industrial Estate	(0.48)
Kennington Business Park	(2.49)
Lion Yard	(0.17)
Loughborough Road	1.19
Milkwood Road Estates	3.18
Montford Place Beefeater/Oval Gasworks (Parcel 8 only)	0.4
Park Hall Road Trading Estate	0.89
Shakespeare Road Business Centre	0.28
Shakespeare Road Depot	0.59
Somers Place	0.39
Southbank House and Newport Street (Parcels 4-6 only)	1.20
Stannary Street	(1.05)
Timber Mill Way	2.85
Wandsworth Road	2.32
Waterworks Road	(1.23)
West Norwood Commercial Area	8.23
Zennor Road Estate (Parcels 1 and 2 only)	1.64
Total	33.50 + (5.73) = 39.23
Proposed KIBA: 47 - 57 Acre Lane	0.57
Proposed KIBA: Belinda Road	0.49
Proposed KIBA: Knolly's Road Goods Yard	1.21
Proposed KIBA: Parade Mews	0.25
Total	2.52

5.14 It is not possible or desirable to safeguard entire KIBAs for waste use because no other use would be able to come forward for development over the plan period. It is therefore necessary to assess how much of the approximately 39.23ha of land (41.75ha including proposed new KIBAs) is likely to come forward over the plan period. There are a number of ways this can be estimated:

- Vacancy rates indicate the amount of KIBA land currently available for development
- Business churn indicates the amount of land that could come forward over the plan period
- Recent changes in waste stock demonstrates how waste uses compete with other industrial uses within the KIBAs

Vacancy rates

5.15 The most complete source of evidence for industrial land vacancy rates is [London's Industrial Land Supply and Economy Study 2015](#) (AECOM, March 2016) and the Industrial Land Demand study (CAG, June 2017) both prepared for the Greater London Authority (GLA) as part of the evidence for the Draft London Plan 2017. In addition, Lambeth has undertaken a Review of Key Industrial and Business Areas (KIBAs), an updated version of which was published in October 2018. The vacancy rate for industrial land in Lambeth is estimated to be 4.7% and the vacancy rate for KIBAs is 2% which is low compared to London as a whole.

Business churn

5.16 Business churn is an indicator of the rate at which industrial land becomes available. This helps to demonstrate the amount of land which could come forward for waste uses over the plan period.

5.17 *London's Industrial Land Supply and Economy Study 2015* found that there is a considerable rate of turnover, or churn, in industrial enterprises in London which may indicate that there is a degree of flexibility for the sector to respond to changing supply circumstances as new enterprises form and / or existing enterprises relocate. Lambeth is in the Central Service Circle Property Market Area (PMA) which is relatively more stable than other PMAs and tends to be stronger and more resilient than the majority of London's other PMAs.

5.18 An analysis of business start-ups, closures and the resulting measure of churn is set out in GLA Economics' *Working Paper 73: The changing spatial nature of business and employment in London* (February 2016). Lambeth falls into the inner London sub-geography area. The most recent data (from 2012/13) shows a similar rate of business churn to the London average, which is 20%¹².

Recent changes in waste stock

5.19 There was no change in the stock of industrial land in London for waste and recycling between 2010 and 2015. This compares to a 9% reduction for all industrial land in London reflecting the continued decline in manufacturing. This strongly suggests that the London Plan safeguarding of waste sites and compensatory provision of capacity policies are achieving the desired effect of keeping waste uses in London.

5.20 In terms of adding to waste capacity in Lambeth, the Industrial Land Study 2015 concludes "we would expect [the waste and utilities] sector to grow as the London economy increases in size¹³". This suggests that Lambeth has a reasonable prospect of delivering the facilities required to meet identified waste management need.

¹² Working Paper 73: The changing spatial nature of business and employment in London (GLA Economics, 2016) - Figure 18

¹³ London's Industrial Land Supply and Economy Study 2015 (AECOM, 2016) - paragraph 6.5.2

Conclusions on amount of available land

5.17 Applying the average business churn of 20% to the total land suitable for waste facilities (identified in Table 5.3), it is expected that 7.6ha (8ha including proposed new KIBAs) of land could come forward over the plan period. This provides sufficient opportunity to meet the 2.2ha of land required to meet Lambeth's waste needs by 2036.

6. Lambeth's Waste Planning Strategy

6.1 This section takes the findings of the waste evidence base work and proposes a waste planning strategy for Lambeth.

Amount and location of new land

6.2 It is estimated that up to 2.2ha of land is needed in Lambeth over the Local Plan period to 2036 to deliver the capacity gap for all waste streams identified (see section 4).

6.3 New waste facilities should be directed to suitable Key Industrial and Business Areas (KIBAs). Not all types of waste facilities are suitable for the urban environment of Lambeth. The broad types of waste facilities which are suitable in principle in each KIBA have been identified in the KIBA Waste Assessment (2018); although in each case development proposals would be subject to planning permission taking account of all relevant planning considerations. The Local Plan will need to signpost this information.

Policy requirements

6.4 A number of policy recommendations have been identified above. This section suggests changes to draft revised policy EN7 and the supporting text to take account of these.

Recommendation: Ensure actions arising from consultation are carried out and supporting text changed accordingly.

- i. *Make explicit the circumstances under which redevelopment of waste sites will be supported*

Suggestion: Change to EN7 iii)

safeguarding existing waste transfer and management sites for waste use ~~unless~~. The loss of a waste site for other uses will only be supported where appropriate compensatory capacity is provided in appropriate locations elsewhere in the borough. Compensatory provision should or exceed the maximum achievable throughput of the site over the last five years.

Suggestion: Change to 9.63

Redevelopment of safeguarded waste sites for other uses will only be supported if compensatory waste capacity is provided elsewhere within the borough. This is to ensure

Lambeth is able to continue meeting its waste needs. Once delivery of compensatory waste capacity has been demonstrated to the satisfaction of the council, an existing waste site can be released for other uses.

- ii. *Ensure consistency of language with other parts of the Local Plan for uses within KIBAs*
- iii. *Clarify that Knolly's Yard, part of Montford Place and Waterworks Road KIBAs have potential for industrial intensification and co-location with residential development*

Suggestion: Change to 9.66

KIBAs are specifically safeguarded for B class and other compatible industrial and commercial uses. ~~and related sui generis uses and no other uses are allowed in them.~~ Knolly's Yard, Waterworks Road and part of Montford Place KIBAs also have potential for industrial intensification and co-location with residential development.

- iv. *Include commitment to continued joint working with Western Riverside authorities on cross-boundary waste issues*

Suggestion: Add new paragraph

The Western Riverside waste planning authorities work together on cross-boundary waste issues, but do not intend to plan for waste collectively. Lambeth is therefore planning for waste independently but will continue to work with Western Riverside authorities on cross-boundary waste issues.

- v. *Clarify that compensatory capacity can be provided on site*

Suggestion: Change to 9.63

Redevelopment of safeguarded waste sites for other uses will only be supported if compensatory waste capacity is provided elsewhere in the borough or if waste capacity is re-provided on-site with suitable mitigation measures to ensure any new development does not impact on the ability of the waste operation to function, in line with the agent of change principle.

- vi. *Add footnote with link to the Waste Evidence Base*

Suggestion: Change to 9.65 (and include footnote link)

The council has undertaken an assessment of locations and sites suitable for additional waste management facilities in the borough. This is set out in the Waste Evidence Base.

Recommendation: Amend Policy EN7 d) to remove the requirement for major applications to submit a Circular Economy Statement.

Suggestion:

EN7d) ~~Applications for Major development sites should demonstrate how they meet the Mayor's net zero waste target through a Circular Economy Statement. Other All~~ developments will be expected to recycle construction, ~~excavation and demolition and~~ excavation (CD&E) (CED) waste on-site wherever practicable.

Recommendation: Update waste management needs for each waste stream and how these will be met.

Suggestion: Update table showing capacity gaps and land take and paragraph 9.66

Capacity gap (tonnes) and equivalent land take (hectares)

	2021	2026	2031	2036
Capacity gap for apportioned waste	<u>86,300</u>	<u>88,300</u>	<u>90,300</u>	<u>93,300</u>
	93,500	95,500	97,500	100,500
Capacity gap for CD&E waste	<u>31,938</u>	<u>35,244</u>	<u>38,575</u>	<u>41,931</u>
	6,886	10,192	13,523	16,879
Capacity gap for other waste streams	0	0	0	0
Total	<u>118,238</u>	<u>123,544</u>	<u>128,875</u>	<u>135,231</u>
	100,386	105,692	111,023	117,379
Equivalent land	<u>1.97ha</u>	<u>2.0ha</u>	<u>2.1ha</u>	<u>2.2ha</u>
	1.6ha	1.7ha	1.8ha	1.9ha

9.66 Not all types of waste facilities are appropriate in Lambeth due to their impact on the dense urban environment. The broad types of facility which are suitable in each KIBA can be found in the Lambeth Waste Evidence Base October 2018. The policy for KIBAs is set out in ED1, which makes clear that they are appropriate for green industries including waste management. This includes facilities that may be aimed at moving waste materials up the waste hierarchy (repair and refurbishment workshops). KIBAs are specifically safeguarded for B class and related *sui generis* uses and no other uses are allowed in them. Waste management uses are typically B class or *sui generis*. The total area of Lambeth's KIBAs (including new KIBAs) is approximately 4745 hectares of which an estimated 3340ha is potentially suitable for waste uses. Lambeth needs 2.219ha of land to meet its waste management needs to 2036. Land within the KIBAs is released through business churn and the Lambeth Waste Evidence Base ~~October 2018~~ demonstrates that enough land can come forward during the plan period to provide sufficient opportunities to meet this need.

Recommendation: Include references to the London Plan targets.

Recommendation: Separate out the requirements for C&D and E waste.

Suggestion: Update to policy EN7(d) and paragraph 9.68

d) Applications for major development sites should demonstrate how they meet the Mayor's net zero-waste target through a Circular Economy Statement. Other developments will be expected to recycle construction, demolition and excavation (CD&E) waste on-site

wherever practicable. For all development, 95% of construction and demolition waste should be reused, recycled or recovered, minimised through reuse and recycling within London as far as possible and 95% of excavation waste should be put to beneficial use. Disposal of CD&E waste in landfill should only take place ~~in exceptional circumstances,~~ where it has been demonstrated that alternative, more sustainable fates are not feasible.

Although Lambeth is planning for its own waste, some waste will continue to be exported, for example household waste is exported to Wandsworth and Bexley, and ~~CD&E excavation waste that is not recyclable will~~ could be exported to ~~landfill sites~~ be used for beneficial purposes outside of London. It is expected that a small proportion of waste which cannot be reused, recycled, recovered or put to beneficial use will be disposed of to landfill sites outside London. Lambeth will continue to work with other waste planning authorities on imports and exports of waste through the duty to co-operate, and monitor any significant changes in patterns of waste movements.

Recommendation: Add the requirement for compensatory capacity to be at or above the same level of the waste hierarchy of that which is lost.

Suggestion: Update policy EN7 iii):

iii) safeguarding existing waste transfer and management sites for waste use unless appropriate compensatory capacity is provided in appropriate locations elsewhere in the borough: compensatory provision should be at or above the same level of the waste hierarchy of that which is lost and meet or exceed the maximum achievable throughput of the site over the last five years;

Monitoring

6.5 In order to monitor the new aspects of policy EN7 changes to the monitoring indicators were recommended in the Waste Evidence Base (October 2018). The draft Revised Local Plan incorporated the first two recommended changes but not the third to monitor waste exports. The statements of common ground between Lambeth and recipients of strategic waste exports from Lambeth commits the borough to monitoring exports. This will therefore need to be included in the Local Plan’s monitoring indicators, as set out in Table 6.1.

Table 6.1: Recommended changes to monitoring indicators

Current INDICATOR	Suggested new indicator	Source of data	Target	Reason for change
IND 24 – Amount of municipal	Waste exports (amount,	Waste Data Interrogators – available on	Status quo. Contact the recipient	‘Municipal waste’ is LACW and the C part of C&I waste. It is not

Current INDICATOR	Suggested new indicator	Source of data	Target	Reason for change
waste arising and managed, by management type	type of waste and destination)	Environment Agency website (in Access and Excel)	WPA if exports change significantly.	possible to monitor this as it is not possible to separate data for commercial and industrial waste. Recycling rates for household waste are monitored by the WRWA, so need not be repeated here. The proposed new indicator will help meet duty to co-operate responsibilities.

Ongoing duty to co-operate on cross-boundary waste matters

6.6 Table 3.9 sets out progress to date on agreeing statements of common ground with waste planning authorities who receive in their area significant amounts of waste exports from Lambeth. These will need to be finalised and signed off at the appropriate level in order to demonstrate to an Inspector that strategic cross-boundary waste issues have been dealt with.

6.7 Regular monitoring of cross-boundary waste issues will also form part of Lambeth's ongoing duty to co-operate responsibilities.

Appendix A: updates to existing site throughputs

Table A.1: Permitted Waste Sites in Lambeth

Operator	Address	Facility type	Input Waste type(s)	Site area (hectares)	Actual throughput 2018	Actual throughput 2017	Actual throughput 2016	Actual throughput 2015	Actual throughput 2014	Capacity to manage apportioned waste
Clinical Waste Ltd	Kings College Hospital, Denmark Hill, London, SE5 9NU,	Clinical Waste Transfer Station	Hazardous/ Commercial	0.042	4,466	4,466	4,466	4,466	4,466	4,466
Kiernan, Bill	Windsor Grove, West Norwood, London, SE27 9NT	Vehicle Depollution Facility	Hazardous/ Municipal	0.26	0	152	138	68	85	152
Golden Motor Care Ltd	Arch 439, Gordon Grove, Camberwell, London, SE5 9DW	Vehicle Depollution Facility	Hazardous/ Municipal	0.10	3,102	1,795	193	178	408	3,102
O C S Group U K Limited	Clapham Site, 44 Southside, Clapham Common, London, SW4 9BU	Clinical Waste Transfer	Hazardous/ Commercial	0.11	0	0	368	1,181	1,007	0

Operator	Address	Facility type	Input Waste type(s)	Site area (hectares)	Actual throughput 2018	Actual throughput 2017	Actual throughput 2016	Actual throughput 2015	Actual throughput 2014	Capacity to manage apportioned waste
London Borough of Lambeth	Vale Street Civic Amenity Centre, Vale Street, London, SE27 9PA	Civic Amenity Site	Municipal	0.12	1,955	1,911	2,309	2,410	2,152	2,410
London Borough of Lambeth	Public Health & Pest Control, 26, Wanless Road, London	Clinical Waste Transfer	Hazardous/ Municipal	0.11	No data	Licenced capacity 1,005				
Powerday Plc	4-16 & 1-3 Belinda Road, Brixton, London, SW9 7DT	Non-Haz Waste Transfer / Treatment	Construction & Demolition	0.12	41,393	47,036	35,838	34,885	41,056	0
Suez (permit holder Shukco 347 Ltd, a subsidiary of Suez)	Shakespeare Wharf, Shakespeare Road, Herne Hill, London, SE24 0LA	Non-Haz Waste Transfer	Commercial, industrial, Municipal, Construction & Demolition	0.67	2,398	20,151	17,258	17,435	17,783	12,551
Total										23,686

Source: Waste Data Interrogator 2014-2018

Appendix B: Review of KIBAs for Waste Use

At the core of waste planning is the requirement for waste planning authorities to “prepare Local Plans which identify sufficient opportunities to meet the identified needs of their area for the management of waste streams.”¹⁴ Lambeth’s identified waste needs are set out in the Waste Evidence Base (June 2018) and the Western Riverside Waste Technical Paper (January 2017). This need equates to 2.2ha (new draft London Plan 2017) or 3.2ha (London Plan 2016).

Waste Planning authorities are also required to “identify, in their Local Plans, sites and/or area for new or enhanced waste management facilities in appropriate locations.”¹⁵ Key Industrial Business Areas (KIBAs) represent Lambeth’s main stock of safeguarded industrial land and, as such are the most appropriate locations for waste facilities which are classified as industrial use. The Waste Evidence Base which supported the Local Plan (November 2013) concluded that KIBAs should be the primary area of search for additional land for waste management use. National policy and the London Plan also directs waste uses towards industrial land.

The benefits of directing new waste facilities towards KIBAs includes co-location with other industrial uses. This helps to reduce the risk of waste facilities being located next to more sensitive development, such as residential. KIBAs have already been assessed for their suitability for industrial uses and are safeguarded for these uses. KIBAs also tend to have access which is wide enough for larger vehicles and are well-connected to main road networks.

This Review of KIBAs for Waste Use assesses each KIBA for its suitability for waste uses. Different land parcels within the KIBAs offer different opportunities and these are highlighted where appropriate. Existing and proposed KIBAs have been assessed for their suitability for waste use in line with the criteria set out in the National Planning Policy for Waste (NPPW), the London Plan and Lambeth’s Local Plan.

National Planning Policy for Waste (NPPW) requires waste planning authorities to “identify the broad type or types of waste management facility that would be appropriately located on the allocated site or in the allocated area in line with the waste hierarchy, taking care to avoid stifling innovation” (part 4).

Some types of waste facilities are not appropriate in Lambeth due to their impact on the dense urban environment, including the visual impact from large scale facilities, noise, dust, and odour. Facilities not considered appropriate include landfill, energy from waste facilities, and open windrow composting. Some facilities will only be appropriate where they are located away from residential development and other sensitive receptors. These

¹⁴ National Planning Policy for Waste (2014) paragraph 3

¹⁵ National Planning Policy for Waste (2014) paragraph 4

include Mechanical biological treatment (MBT) and Anaerobic Digestion due to potential issues with odour, construction/demolition waste and metal recycling which can be noisy and/or dusty. Any new facility in Lambeth will need to be enclosed to reduce noise, dust odour, litter and vermin.

The broad types of waste facility suitable for Lambeth are set out in Table B.1, along with their level in the waste hierarchy and a summary of the potential issues and mitigation measures to consider.

Each KIBA was assessed for their suitability for each broad type of waste facility. The results of this is set out in Table B.2.

Table B.1: Broad types of waste facilities suitable in Lambeth

	Type of Facility			
	Repair and Reuse	Recycling and Reprocessors	Treatment	Collection and handling
Estimated throughput per hectare	200 tonnes	60,000 tonnes	60,000 tonnes	60,000 tonnes
Level in the waste hierarchy	“Preparing for Re-use”	“Recycling”	“Other recovery”	Sorting for onward journey to other facility
Example facility	Eg small-scale repair and refurbishment workshop	Materials recovery facility, turning waste material into new products)	Mechanical biological treatment (MBT), Anaerobic Digestion	Transfer station
Potential issues		Vehicle movements	Odour, vehicle movements	Noise, dust, litter, vehicle movements
Mitigation measures	<ul style="list-style-type: none"> • Enclosed facility • Appropriate and well-maintained and managed equipment and vehicles • Smaller scale • Restrictions to operating hours 	<ul style="list-style-type: none"> • Enclosed facility • Suitable road access • Appropriate and well-maintained and managed equipment and vehicles. • No putrescible waste • Smaller scale • Restrictions to operating hours 	<ul style="list-style-type: none"> • Enclosed facility • Locate away from sensitive receptors • Suitable road access • Appropriate and well-maintained and managed equipment and vehicles • Smaller scale • Restrictions to operating hours 	<ul style="list-style-type: none"> • Enclosed facility • Locate away from sensitive receptors • Suitable road access • Appropriate and well-maintained and managed equipment and vehicles. • No putrescible waste • Smaller scale • Restrictions to operating hours

Table B.2: Results of KIBA assessments for each type of facility

Existing KIBAs	Size (ha)	Repair and Reuse	Recycling and Reprocessors	Treatment	Collection and handling
Abbeville Mews	0.19	X	X	X	X
Brighton House	0.17	X	X	X	X
Camberwell Trading Estate and adjoining sites	2.78	✓	✓	X	✓
Clapham North Industrial Estate	0.75	✓	✓	X	✓
Clapham Park Hill	0.40	✓	✓	X	✓
Coldharbour Lane Estate and Bengeworth Road Depot	3.61	✓	✓	✓	✓
Durham Street/Oval Way	0.64	X	X	X	X
Ellerslie Industrial Estate	2.93	✓	✓	X	✓
Eurolink Business Centre	0.34	X	X	X	X
Freemans	0.38	De-designate	De-designate	De-designate	De-designate
Hackford Walk	0.44	✓	X	X	X
Hamilton Road Industrial Estate	0.48	✓	X	X	X
Kennington Business Park	2.49	✓	X	X	X
Lion Yard	0.17	✓	X	X	X
Loughborough Road	1.19	✓	✓	X	✓
Milkwood Road Estates	3.18	✓	✓	X	✓
Montford Place – Beefeater/Oval Gasworks	3.81	X	✓	✓	✓

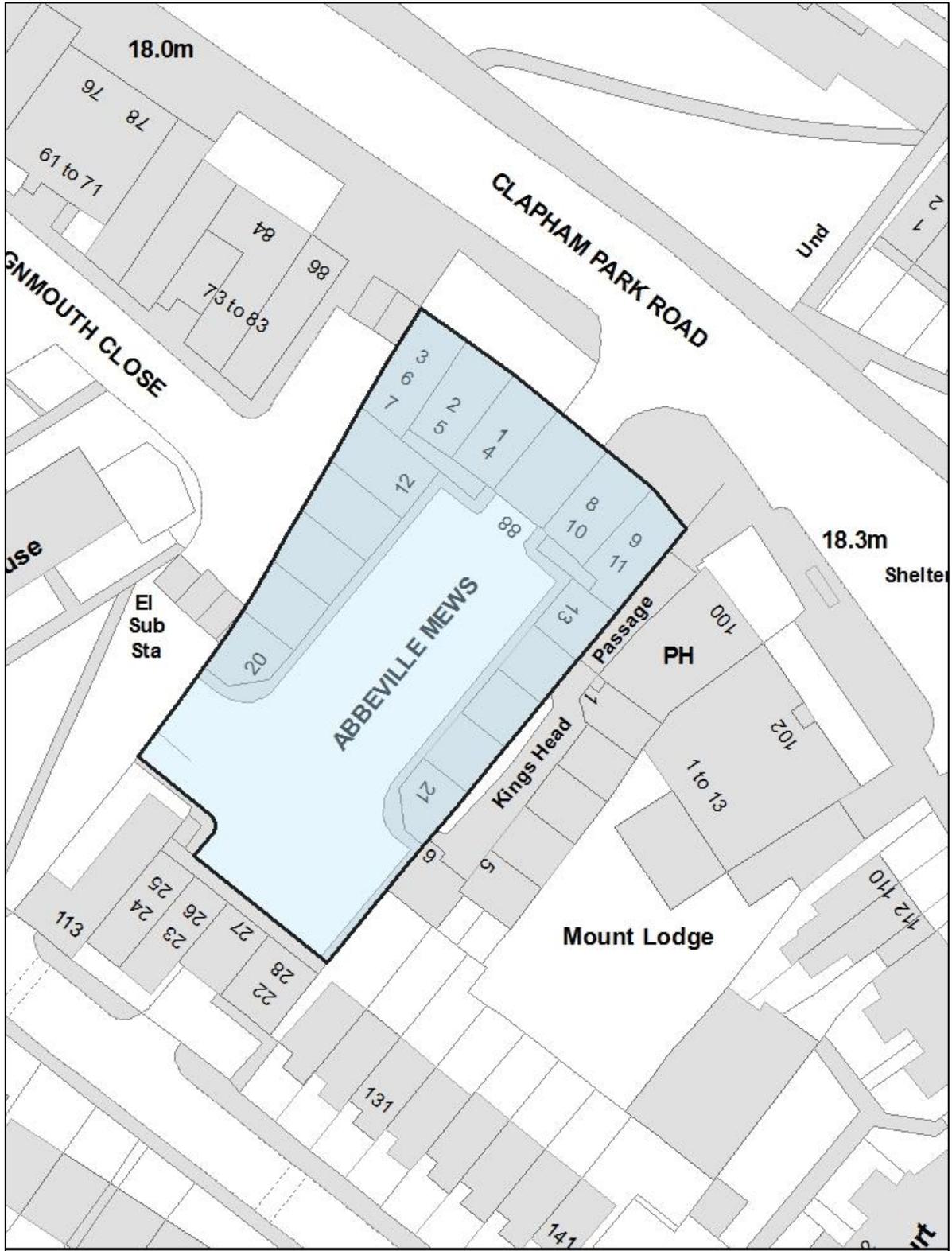
Existing KIBAs	Size (ha)	Repair and Reuse	Recycling and Reprocessors	Treatment	Collection and handling
Park Hall Road Trading Estate	0.9	✓	X	X	✓
Shakespeare Road Business Centre	0.28	✓	✓	✓	✓
Shakespeare Road Depot	0.59	✓	✓	X	✓
Somers Place	0.39	✓	✓	✓	✓
Southbank House and Newport Street	2.36	✓	✓	✓	✓
Stannary Street	1.35	✓	X	X	X
Timber Mill Way	2.85	✓	✓	✓	✓
Wandsworth Road	2.40	✓	✓	✓	✓
Waterworks Road	1.23	✓	X	X	X
West Norwood Commercial Area	8.25	✓	✓	✓	✓
Zennor Road Estate and adjoining sites	3.3	✓	✓	✓	✓
Proposed New KIBAs					
47-57 Acre Lane	0.57	✓	✓	X	✓
Belinda Road	0.49	X	✓	✓	✓
Knolly's Yard	1.21	✓	✓	✓	✓
Parade Mews	0.25	✓	X	X	✓

KIBA Assessment Forms

The following detailed KIBA assessment forms bring together key information for each of the KIBAs in order to assess their suitability for each broad type of waste facility (see Table B.1). The information reflects the locational criteria for waste facilities set out in Appendix B of the National Planning Policy for Waste (NPPW) as well criteria drawn from the NPPF/G and London Plan. The forms highlight potential opportunities, physical and environmental constraints, and mitigation for each area and so will also be useful for any developers looking to bring forward a waste facility in Lambeth.

The information contained in the KIBA Assessment Forms is from various sources, including Lambeth's policies map, Environment Agency data and the Review of Key Industrial Business Areas (KIBAs) document.

Abbeville Mews



Abbeville Mews

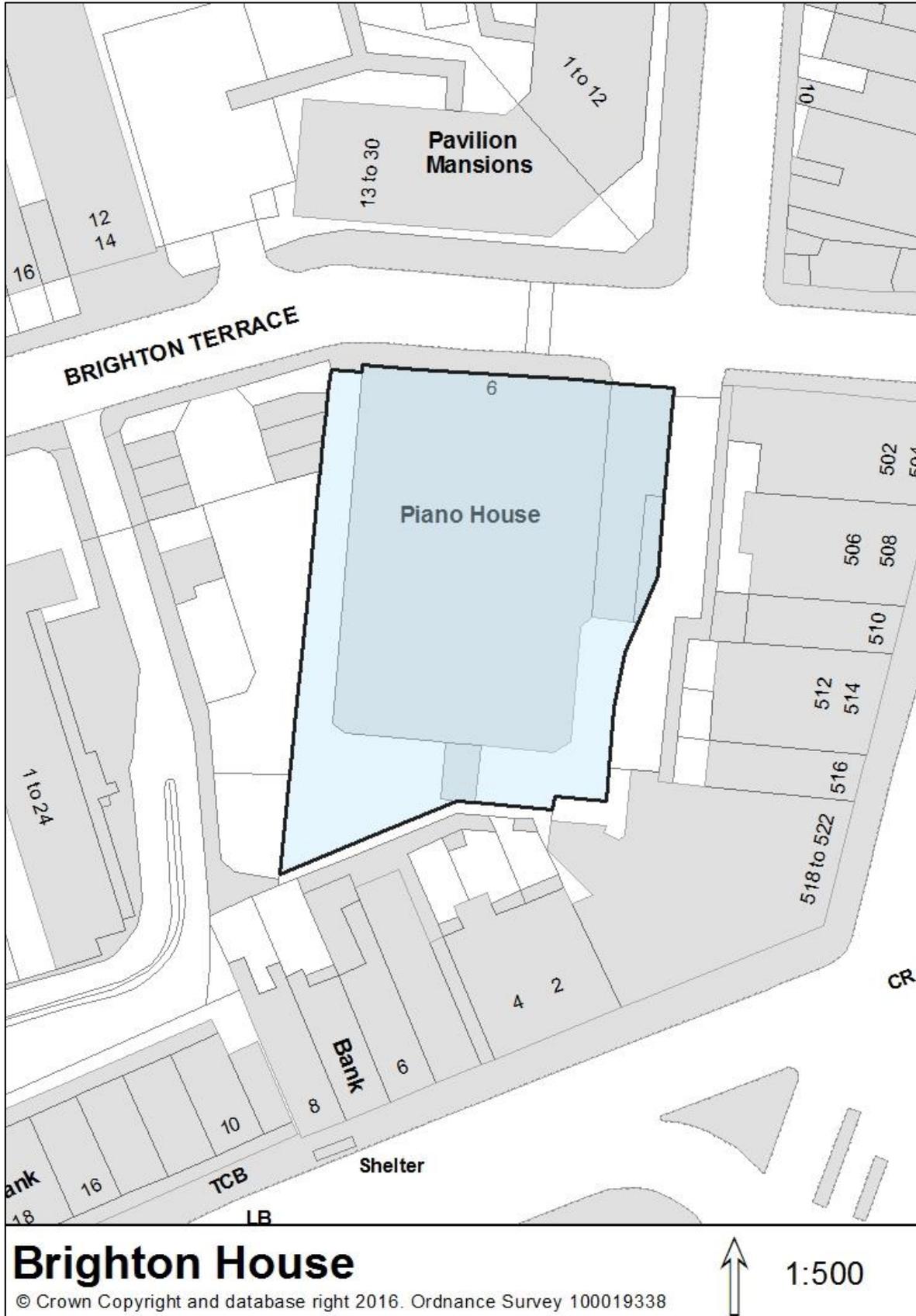
© Crown Copyright and database right 2016. Ordnance Survey 100019338



Name	Abbeville Mews, SW4 7BX, SW4 9LA	
Area in hectares	0.19	
Landowner	Private	
Location and surrounding land uses (existing and proposed)	This commercial cluster is located on the south side of Clapham Park Road, just to the west of the junction with Abbeville Road. There is a locally listed building on an adjacent site to the north-east of the KIBA (Kings Head Public House). This KIBA runs parallel to an archaeological priority area (Roman Road). Surrounding land uses are predominantly residential, with limited ground floor retail land uses to the west.	
Nature and scale of the KIBA	<p>This KIBA consists of self-contained B1 office units in a modern office mews complex. All units are managed by Abbeville Mews Management Ltd. Businesses in occupation include the Institute for Cancer Vaccines and internal auditors.</p> <p>Land Registry data outlines that there are 21 separate business units within the KIBA. However as of June 2019, six of these units have changed use to residential through prior approvals. This has resulted in the loss of approximately 507m² of B-class floorspace.</p> <p>VOA data records that there are nine businesses paying business rates. As of 2019, 15 of the 21 units are still in employment generating use.</p>	
Access, congestion and road capacity	<p>The site is accessed via Abbeville Mews, off Clapham Park Road.</p> <p>The nearest cycle route is Clapham High Street to the north west of the KIBA.</p> <p>TfL Road Network - No London Distributor Roads - Yes, Clapham Park Road</p>	
Opportunity to use rail or waster to transport waste	No.	
Cumulative impact of existing and proposed waste disposal facilities on the well-being of the local community	None.	
	Air Quality Focus Area	No

Name	Abbeville Mews, SW4 7BX, SW4 9LA	
Planning policy designation	Heritage assets	No
	Tree Protection Orders	No
	Flood Affected	No
	Land instability	No known issues
	Protected Vistas	No
	Site allocations	No
	Opportunity area	No
	Central Activities Zone	No
	Thames Policy Area	No
	SINC	No
	Metropolitan Open Land	No
	Other landscape/visual impacts	No
	Town Centre Hierarchy	No
B1a – C3 Article 4 Area	No	
Potential opportunities, constraints and mitigation	The main constraint for a waste use in this KIBA is the encroachment of residential uses within the site. The potential for significant adverse impacts on residents, such as noise, means this KIBA is unlikely to be suitable for a waste use. The small-scale office units in the remainder of the KIBA also mean this KIBA is unlikely to accommodate a waste use.	
Types of suitable facility	None	

Brighton House



Name	Piano House, Brighton Terrace, SW9 8DJ, SW9 8GP	
Area in hectares	0.17	
Landowner	Private	
Location and surrounding land uses (existing and proposed)	The KIBA is located on Brighton Terrace in Brixton and is within a conservation area. Adjacent land uses include local retail units on Brixton Road and residential properties on Brighton Road. There is a locally listed building to the south. The KIBA was removed from the Brixton Town Centre boundary in the Lambeth Core Strategy as the KIBA and town centre designations were not compatible.	
Nature and scale of the KIBA	This KIBA comprises a Victorian Warehouse building originally constructed in 1877. Overall, there are 11 separate businesses in occupation including Business Funding Research, The London Community Foundation and Tough Mudder Ltd. Part of the ground floor is leased by the NHS for primary health care facilities. VOA data recorded 16 units in the KIBA, only one of which was vacant.	
Access, congestion and road capacity	<p>Access is directly off Brighton Terrace, which leads towards a priority junction at Brixton Hill Road (a TfL Network Road). Acre Lane/Coldharbour Lane are London Distributor Roads.</p> <p>Brixton Road to the east of the KIBA is a potential cycle route.</p> <p>TfL Road Network - No London Distributor Roads - No</p>	
Opportunity to use rail or water to transport waste	No	
Cumulative impact of existing and proposed waste disposal facilities on the well-being of the local community	None	
Planning policy designation	Air Quality Focus Area	Yes - 151 Brixton from Stockwell Park Road to Effra Rd/Brixton Hill
	Heritage assets	Yes. Within a conservation area. Part of this site is also within an archaeological priority area
	Tree Protection Orders	No
	Flood Affected	No
	Land instability	No known issues

Name	Piano House, Brighton Terrace, SW9 8DJ, SW9 8GP	
	Protected Vistas	Local Views – Brixton Historic Tower
	Site allocations	No
	Opportunity area	No
	Central Activities Zone	No
	Thames Policy Area	No
	SINC	No
	Metropolitan Open Land	No
	Other landscape/visual impacts	Inappropriate for tall buildings
	Town Centre Hierarchy	No
	B1a – C3 Article 4 Area	No
Potential opportunities, constraints and mitigation	The managed office space nature of this KIBA makes it unsuitable accommodation for a waste use.	
Types of suitable facility	None	

Camberwell Trading Estate and adjoining sites



Camberwell Trading Estate and adjoining sites ↑ 1:1,500
© Crown Copyright and database right 2016. Ordnance Survey 100019338

Name	Camberwell Trading Estate and adjoining sites, SE5 9HY, SE5 9DE, SE5 9HW, SE5 9LB, SE5 9DF
Area in hectares	2.78
Landowner	Mixed ownership. Railway arches - Network Rail. Remainder – private ownership.
Location and surrounding land uses (existing and proposed)	The KIBA runs parallel to the railway line between Loughborough Junction and Camberwell. It is bound to the west by Paulet Road and to the east by Carew Street, both of which are residential in nature.
Nature and scale of the KIBA	This KIBA comprises 5 distinct land parcels. Overall, VOA recorded 62 businesses within the KIBA and only four of the 93 units were vacant. <ol style="list-style-type: none"> 61 Lilford Road - Lilford Business Centre (managed by Bizspace) is a two storey office building which fronts onto Lilford Road. Businesses include Globalfilma Ltd and Designworks Ltd. Chartwell Business Park - Accessed from Paulet Road, CBP is home to a variety of business premises including Alliance Automotive. Owned by a single, private owner. Camberwell Trading Estate – CTE comprises approximately 13 separate units accessed from Denmark Road. 4 of the units are occupied by Admiral Crichton Ltd. 1-21 Carew Street - Carew Street Industrial Estate (Tower Heritage Centre) is a complex of 21 business units under one ownership. Accessed from Carew Street, the units are occupied by Tower Mint Ltd. Railway arches - These are owned and managed by Network Rail and accessed from Carew Street.
Access, congestion and road capacity	<ol style="list-style-type: none"> Lilford Business Centre (parcel 1) is accessed from Lilford Road via two entrances either side of the office frontage. These are narrow entrances which are not suitable for large vehicles. Lilford road travelling east is constrained by a height-restricted (12'9" or 3.9m) railway line over the road. The Council Depot (parcel 2) is accessed via Paulet Road, a narrow residential street. The entrance to the business park is suitable for large vehicles, but access via Paulet Road with speed bumps and cars parked both sides of the road is not. Access to the Camberwell Trading Estate (parcel 3) is via an entrance off Denmark Road. Access is suitable for large vehicles. Denmark Road passes under a height-restricted railway line travelling south (13' 9" or 4.2m). Carew Street Industrial Estate (parcel 4) is accessed via Carew Street. Access is narrow and not suitable for large vehicles.

Name	Camberwell Trading Estate and adjoining sites, SE5 9HY, SE5 9DE, SE5 9HW, SE5 9LB, SE5 9DF	
	<p>5. The railway arches (parcel 5) is accessed via a slip road from Denmark Road. Access is narrow and not suitable for large vehicles.</p> <p>There are no cycle routes near to the KIBA. Knatchbull Road to the north west is a potential cycle route.</p> <p>TfL Road Network - No London Distributor Roads - No</p>	
Opportunity to use rail or water to transport waste	The KIBA runs parallel to the railway line between Loughborough Junction and Camberwell.	
Cumulative impact of existing and proposed waste disposal facilities on the well-being of the local community	None	
Planning policy designation	Air Quality Focus Area	No
	Heritage assets	Conservation Area: Minet Estate (lies to the West)
	Tree Protection Orders	No
	Flood Affected	No
	Land instability	No known issues
	Protected Vistas	Yes, Protected views from Primrose Hill to Palace of Westminster. Local Views and Norwood Park, Battersea gardens
	Site allocations	No
	Opportunity area	No
	Central Activities Zone	No
	Thames Policy Area	No
	SINC	No
	Metropolitan Open Land	No
	Other landscape/visual impacts	No
	Town Centre Hierarchy	No
B1a – C3 Article 4 Area	No	
Potential opportunities,	Access onto the site by large vehicles and proximity to residential properties are the main constraints to this KIBA. The only suitable	

Name	Camberwell Trading Estate and adjoining sites, SE5 9HY, SE5 9DE, SE5 9HW, SE5 9LB, SE5 9DF
constraints and mitigation	<p>part of the KIBA in terms of access is the Camberwell Trading Estate (parcel 3).</p> <p>The main constraint for a waste use on the Camberwell Trading Estate is the proximity of residential housing to the KIBA. These are considered “sensitive receptors” to air emissions, including dust, odours, vermin and birds, noise, light and vibration. Other neighbouring uses are industrial in nature.</p> <p>The inward-facing layout of the Camberwell Trading Estate acts as a buffer to neighbouring residential properties, helping to mitigate noise. Mitigation measures also include ensuring facilities are enclosed, unless there is reasonable justification otherwise, to reduce noise, dust odour, litter and vermin.</p> <p>The type of waste managed on site is important, and ensuring no putrescible waste would mitigate odours, vermin and birds. Therefore a treatment facility such as MBT or AD are unlikely to be suitable on this site. The scale and operation of the facility will be important. Ensuring a small-scale facility will help mitigate noise. Ensuring day-time operational hours will help mitigate noise and light pollution. Therefore large-scale recycling, reprocessing or treatment facilities are unlikely to be suitable for this site.</p> <p>Noise and vibration from goods vehicle traffic movements to and from a site is a key consideration, particularly as vehicles would rely on local roads for access. The scale and operating hours of the facility will affect the number and times of vehicle movements and this will need to be a condition of any new proposal.</p>
Types of suitable facility	<p>Repair and Reuse</p> <p>Small-scale Recycling and Reprocessors</p> <p>Small-scale Collection and handling</p>

Name	Clapham North Industrial Estate, Union Road, SW4 6JP	
Area in hectares	0.75	
Landowner	Multiple private owners.	
Location and surrounding land uses (existing and proposed)	The Clapham North Industrial Estate is bounded by Clapham Road to the east, Jeffrey's Road to the north, and Gaskell Street/Union Road to the south. The KIBA is surrounded to the north, west and south by mostly residential uses. Other land uses close to the KIBA include a school on Gaskell Street, to the west.	
Nature and scale of the KIBA	<p>This KIBA consists of two land parcels:</p> <ol style="list-style-type: none"> 1. Union Court is an enclosed site accessed from Union Road. It comprises a combination of three-storey office units in a modern complex and triple-storey height light industrial units. It is owned by two private firms and managed by Workspace Group Plc. 2. Charan House (18 Union Road) is contiguous with Union Court but is a separate site. It is a two-storey mid-century office block which fronts onto Union Road and which can also be accessed from Union Court. It has four different land owners and accommodates businesses such as Royal London Property Pension and Way Language Course. <p>VOA data recorded 5 of the 28 available units as vacant.</p>	
Access, congestion and road capacity	<p>Clapham Road forms part of the TfL Road Network (about 60m away from KIBA). Access to the site is suitable for large vehicles, although Union Road is narrow.</p> <p>Clapham Road and Jeffrey's Road to the east and north of the KIBA are existing/confirmed cycle routes. Union Road is a potential cycle route.</p> <p>TfL Road Network - No London Distributor Roads - No</p>	
Opportunity to use rail or waster to transport waste	No	
Cumulative impact of existing and proposed waste disposal facilities on the well-being of the local community	None	
Planning policy designation	Air Quality Focus Area	No
	Heritage assets	No

Name	Clapham North Industrial Estate, Union Road, SW4 6JP	
	Tree Protection Orders	No
	Flood Affected	No
	Land instability	No known issues
	Protected Vistas	Local views-Brixton historic towers
	Site allocations	No
	Opportunity area	No
	Central Activities Zone	No
	Thames Policy Area	No
	SINC	No
	Metropolitan Open Land	No
	Other landscape/visual impacts	No
	Town Centre Hierarchy	No
	B1a – C3 Article 4 Area	Yes
Potential opportunities, constraints and mitigation	<p>The main constraint is the proximity of residential housing and the schools to the KIBA. These are considered “sensitive receptors” to air emissions, including dust, odours, vermin and birds, noise, light and vibration.</p> <p>Considerations will include the extent to which adverse emissions, odours, noise and vibration can be controlled through the use of appropriate and well-maintained and managed equipment and vehicles.</p> <p>Mitigation measures include ensuring facilities are enclosed, unless there is reasonable justification otherwise, to reduce noise, dust odour, litter and vermin. Transfer stations and metals plants can be noisy and dusty, especially if they are taking construction/demolition wastes and inert materials, and are unlikely to be suitable for this location.</p> <p>The type of waste managed on site is important, and ensuring no putrescible waste would mitigate odours, vermin and birds. Therefore a treatment facility such as MBT or AD are unlikely to be suitable on this site.</p> <p>The scale and operation of the facility will be important. Ensuring a small-scale facility will help mitigate noise. Ensuring day-time operational hours will help mitigate noise and light pollution. Therefore large-scale recycling, reprocessing or treatment facilities are unlikely to be suitable for this site.</p> <p>Noise and vibration from goods vehicle traffic movements to and from a site is a key consideration, particularly as vehicles would rely</p>	

Name	Clapham North Industrial Estate, Union Road, SW4 6JP
	on local roads for access. The scale and operating hours of the facility will affect the number and times of vehicle movements and this will need to be a condition of any new proposal.
Types of suitable facility	Repair and Reuse facilities Small-scale recycling and reprocessing Small-scale Collection and handling

Clapham Park Hill



Clapham Park Hill

© Crown Copyright and database right 2016. Ordnance Survey 100019338



1:750

Name	Clapham Park Hill, SW4 9NS, SW4 7DD	
Area in hectares	0.40	
Landowner	Private	
Location and surrounding land uses (existing and proposed)	The KIBA is located south west of Clapham town centre, off Clapham Park Road, adjacent to residential land uses. The KIBA abuts the Clapham Park Road/Northborne Road conservation area to the south-east.	
Nature and scale of the KIBA	<p>This KIBA consists of 3 land parcels:</p> <ol style="list-style-type: none"> 1. 9 Park Hill - 6 low-rise units all under separate ownership. Businesses include Plough Studios and Abbey Commercial Investments Ltd. 2. Welmar Mews - originally B1 office units in a modern office mews complex however the implementation of prior approvals for the change of use of multiple units to residential means that only one business (Sonica Studios) remain in occupation. 3. In light of this, de-designation of parcel 2 is proposed. 4. This is a parking space for 3 Park Hill which is a property outside of the KIBA. Proposed for de-designation. 	
Access, congestion and road capacity	<ol style="list-style-type: none"> 1. 9 Park Hill - access off Park Hill Road. 2. Welmar Mews - There is direct access to Clapham Park Road, a London Distributor Road <p>There are no cycle routes near the KIBA.</p> <p>TfL Road Network - No London Distributor Roads - Yes, Clapham Park Road</p>	
Opportunity to use rail or waster to transport waste	No	
Cumulative impact of existing and proposed waste disposal facilities on the well-being of the local community	None	
Planning policy designation	Air Quality Focus Area	No
	Heritage assets	No
	Tree Protection Orders	Yes – two within the KIBA boundary.
	Flood Affected	No
	Land instability	No known issues

Name	Clapham Park Hill, SW4 9NS, SW4 7DD	
	Protected Vistas	No
	Site allocations	No
	Opportunity area	No
	Central Activities Zone	No
	Thames Policy Area	No
	SINC	No
	Metropolitan Open Land	No
	Other landscape/visual impacts	No
	Town Centre Hierarchy	No
	B1a – C3 Article 4 Area	No
Potential opportunities, constraints and mitigation	<p>9 Park Hill is the only part of the KIBA under consideration due to the proposals to de-designate the other parts. Units 1 and 2, and 6 currently have unimplemented prior approvals for residential uses which would constrain the types of waste uses coming forward if implemented.</p> <p>The main constraint is the proximity of residential housing and the schools to the KIBA. These are considered “sensitive receptors” to air emissions, including dust, odours, vermin and birds, noise, light and vibration.</p> <p>Considerations will include the extent to which adverse emissions, odours, noise and vibration can be controlled through the use of appropriate and well-maintained and managed equipment and vehicles.</p> <p>Mitigation measures include ensuring facilities are enclosed, unless there is reasonable justification otherwise, to reduce noise, dust odour, litter and vermin. Transfer stations and metals plants can be noisy and dusty, especially if they are taking construction/demolition wastes and inert materials, and are unlikely to be suitable for this location.</p> <p>The type of waste managed on site is important, and ensuring no putrescible waste would mitigate odours, vermin and birds. Therefore a treatment facility such as MBT or AD are unlikely to be suitable on this site.</p> <p>The scale and operation of the facility will be important. Ensuring a small-scale facility will help mitigate noise. Ensuring day-time operational hours will help mitigate noise and light pollution. Therefore large-scale recycling, reprocessing or treatment facilities are unlikely to be suitable for this site.</p>	

Name	Clapham Park Hill, SW4 9NS, SW4 7DD
	Noise and vibration from goods vehicle traffic movements to and from a site is a key consideration, particularly as vehicles would rely on local roads for access. The scale and operating hours of the facility will affect the number and times of vehicle movements and this will need to be a condition of any new proposal.
Types of suitable facility	Repair and Reuse Small-scale Recycling and Reprocessors Small-scale collection and handling

Name	Coldharbour Lane Estate and Bengeworth Road Depot, SE5 9AB, SE5 9PQ, SE5 9PG, SE5 9AJ, SE5 9NY
Area in hectares	3.61
Landowner	Private - EDF Energy, UKPN and King's College Hospital
Location and surrounding land uses (existing and proposed)	The KIBA is located in Camberwell, to the east of Loughborough Junction. Adjacent land uses include a railway line to the south and Kings College Hospital to the east. The remainder of the KIBA is surrounded by residential uses. There are four existing safeguarded waste sites, located within approximately 500m of the of the Coldharbour Lane Estate boundary. There is a grade II listed building, adjoining the northern boundary of the KIBA (at 56-58 Southwell Road). Ruskin Park, which is identified as a Historic Park and Gardens, is located to the south of the KIBA on the opposite side of the train line.
Nature and scale of the KIBA	<p>VOA data recorded 60 different business in the KIBA with a mixture of B1, B2 and B8 uses. There are a range of units from single storey to four storey in height. None of the units in this KIBA were vacant and all continue to meet the needs of local businesses. There is potential for intensification of employment uses especially in parcel 1.</p> <p>The KIBA consists of three land parcels:</p> <ol style="list-style-type: none"> 1. Site accessed via Bengeworth Road - The site is owned by EDF energy and leased to UK Power Networks (UKPN) who have a 139 year lease from EDF for the site (granted circa 5 years ago). The site includes an electricity substation, a vacant site to the south-east at Bengeworth Road and an office building fronting Cambria Road. It is understood that this site includes key electricity infrastructure serving South London. 2. Coldharbour Lane Industrial Estate comprises ancillary offices to KCH and storage areas. There is Combined Heat and Power (CHP) on site where some waste is incinerated, as part of King's College Hospital operations. There is also a waste facility for King's College Hospital used for clinical waste storage/transfer site. 3. 26-34, 36, 38-42 Southwell Rd - Multiple private business units with direct frontage access onto Southwell Road.
Access, congestion and road capacity	<p>Access to the Electricity Substation and UKPN leased land (Parcel 1) is from Bengeworth Road, via an entrance that has high security arrangements. Other access is from Coldharbour Lane. The KIBA is suitable for access by large vehicles.</p> <p>Cambria Road which borders the KIBA to the south west is a potential cycle route.</p>

Name	Coldharbour Lane Estate and Bengeworth Road Depot, SE5 9AB, SE5 9PQ, SE5 9PG, SE5 9AJ, SE5 9NY	
	TfL Road Network - No London Distributor Roads - No	
Opportunity to use rail or water to transport waste	There is a railway line to the south	
Cumulative impact of existing and proposed waste disposal facilities on the well-being of the local community	<p>There is Combined Heat and Power (CHP) on site where some waste is incinerated, as part of King's College Hospital operations. There is also a waste facility for King's College Hospital used for clinical waste storage/transfer site.</p> <p>There are four existing safeguarded waste sites, located within approximately 500m of the of the Coldharbour Lane Estate boundary.</p> <ul style="list-style-type: none"> • Golden Motor Care (vehicle depollution facility), Arch 439, Gordon Grove/Wickwood St • Powerday (waste transfer) 1-3 Belinda Road • Powerday (waste transfer) 4-16 Belinda Road • Lambeth Borough, Wanless Road (public health and pest control waste), 26 Wanless Road 	
Planning policy designation	Air Quality Focus Area	No
	Heritage assets	No
	Tree Protection Orders	No
	Flood Affected	No
	Land instability	No known issues
	Protected Vistas	Local View – Brixton Panoramic Norwood Park (North-north-east) Knight's Hill (North)
	Site allocations	No
	Opportunity area	No
	Central Activities Zone	No
	Thames Policy Area	No
	SINC	No
	Metropolitan Open Land	No
	Other landscape/visual impacts	No
	Town Centre Hierarchy	No
B1a – C3 Article 4 Area	No	
Potential opportunities,	Cumulative impact of waste use in the surrounding area.	

Name	Coldharbour Lane Estate and Bengeworth Road Depot, SE5 9AB, SE5 9PQ, SE5 9PG, SE5 9AJ, SE5 9NY
issues and mitigation	<p>The main constraint is the proximity of residential housing to the access point of the KIBA. Residential is considered “sensitive receptors” to air emissions, including dust, odours, vermin and birds, noise, light and vibration.</p> <p>Considerations will include the extent to which adverse emissions, odours, noise and vibration can be controlled through the use of appropriate and well-maintained and managed equipment and vehicles.</p> <p>Mitigation measures include ensuring facilities are enclosed, unless there is reasonable justification otherwise, to reduce noise, dust odour, litter and vermin.</p> <p>Noise and vibration from goods vehicle traffic movements to and from a site is a key consideration, particularly as vehicles would rely on local roads for access. The scale and operating hours of the facility will affect the number and times of vehicle movements and this will need to be a condition of any new proposal.</p>
Types of suitable facility	<p>Repair and Reuse</p> <p>Recycling and Reprocessors</p> <p>Treatment</p> <p>Collection and handling</p>

Name	Durham Street/Oval Way, SE11 5JH
Area in hectares	0.64
Landowner	Workspace Group Plc own Parcel 1 (West Building, North Building, East Building and Croft House). Parcel 2 is owned by Notting Hill Housing Trust.
Location and surrounding land uses (existing and proposed)	<p>The KIBA is situated to the east of Vauxhall Station and is bound by Kennington Lane to the north, and Oval Way to the west.</p> <p>There is a variety of adjacent land uses, including two schools (one to the west and one to east), local retail units/cafes and residential to the north and further employment to the west. There are two grade 2 listed buildings adjoining the KIBA at 337 Kennington Lane and 43-55 Harleyford Road.</p>
Nature and scale of the KIBA	<p>This KIBA covers 2 land parcels:</p> <ol style="list-style-type: none"> 1. Westminster Business Square (VOX Studios) is made up of four 4-5 storey office blocks in B1 uses: North Building, West Building (VOX Studios), East Building & Croft House. These are collectively referred to as 'Westminster Business Square' and are accessed from Durham Street. There is a ground floor café and restaurant (class A3) and approximately 152 units overall. Businesses include Energy Managers Association and Open Broadcast Systems. 2. 47-49 Durham Street – This 4-5 storey modern office complex is privately owned and accessed separately from Westminster Business Square. It comprises 3 businesses; Water Aid, Clear Score Ltd and Notting Hill Genesis.
Access, congestion and road capacity	<p>Access to the KIBA is off Kennington Lane and Durham Street, both of which form part of the Transport for London Road Network.</p> <p>There is an existing segregated cycleway CS5 along Harleyford Road to the south of the KIBA</p> <p>TfL Road Network – Yes, Kennington Lane, Durham Street and Harleyford Road.</p> <p>London Distributor Roads – No</p>
Opportunity to use rail or water to transport waste	No
Cumulative impact of existing and proposed waste disposal	None

Name	Durham Street/Oval Way, SE11 5JH	
facilities on the well-being of the local community		
Planning policy designation	Air Quality Focus Area	Yes - 146 Vauxhall Cross, 152 Kennington Oval and Camberwell New Rd
	Heritage assets	Grade II listed building: 337 Kennington Lane. Conservation area: Vauxhall – located over northern portion of KIBA.
	Tree Protection Orders	No
	Flood Affected	Yes – zones 2 and 3
	Land instability	No known issues
	Protected Vistas	Yes, Parliament Hill Summit to the Palace of Westminster Local Views - Brixton Panoramic, Brixton Rooftop view, Millbank
	Site allocations	No
	Opportunity area	No
	Central Activities Zone	No
	Thames Policy Area	Yes
	SINC	No
	Metropolitan Open Land	No
	Other landscape/visual impacts	No
	Town Centre Hierarchy	No
B1a – C3 Article 4 Area	No	
Potential opportunities, constraints and mitigation	The high-end office space nature of this KIBA makes it unsuitable accommodation for a waste use.	
Types of suitable facility	None	

Ellerslie Industrial Estate



Ellerslie Industrial Estate

© Crown Copyright and database right 2016. Ordnance Survey 100019338



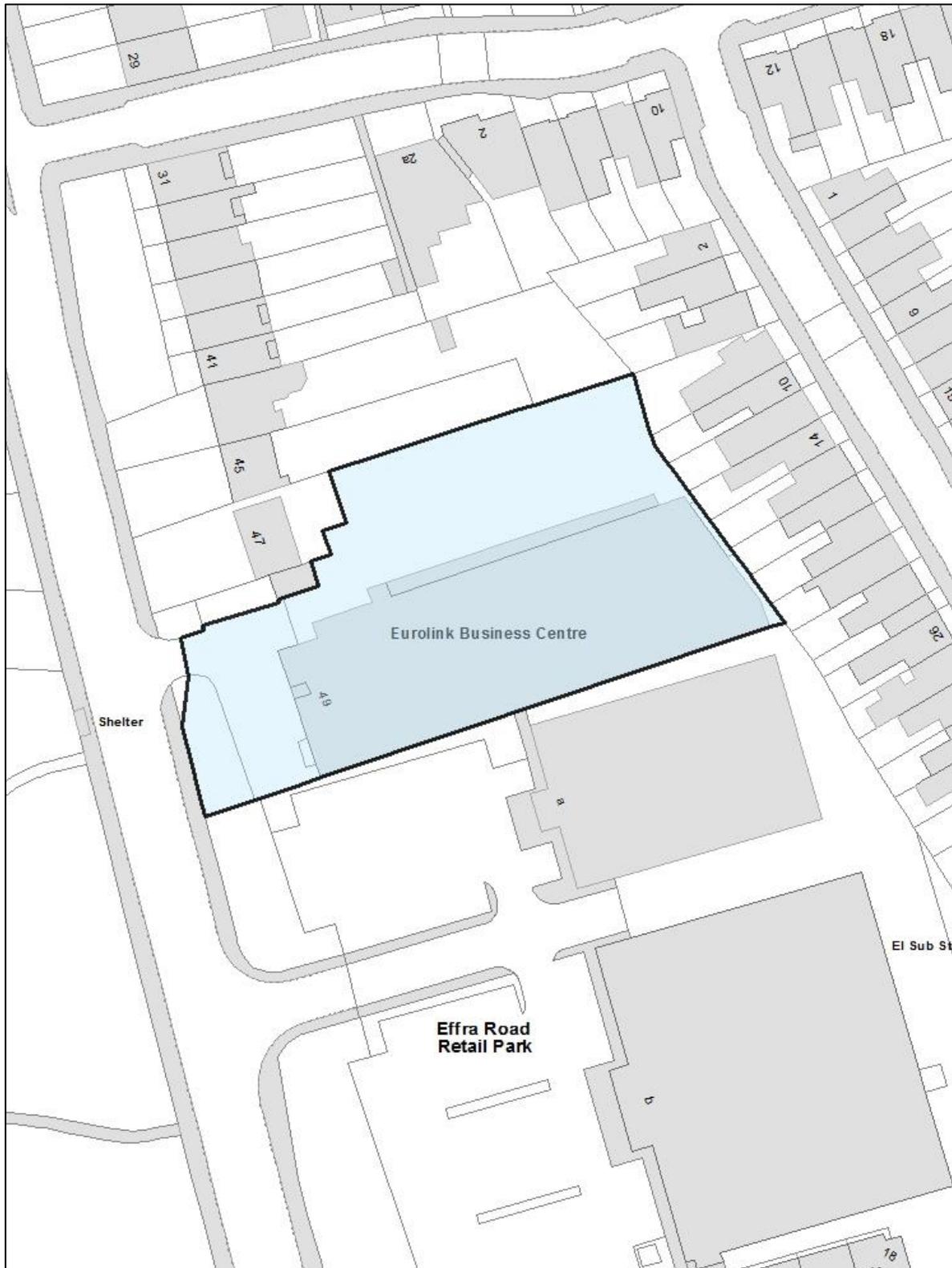
1:1,500

Name	Ellerslie Industrial Estate, SW2 5UA, SW2 5DZ
Area in hectares	2.93
Landowner	Multiple private owners
Location and surrounding land uses (existing and proposed)	<p>The KIBA is situated between Brixton and Clapham. Acre Lane runs along the northern boundary of the KIBA and King's Avenue lies to the west.</p> <p>The predominant adjoining land use is residential. Acre Lane local centre lies directly north of the KIBA and comprises some local shops and employment premises, with residential above. On the east and south sides the land is bounded by the gardens of residential properties on Kildoran and Glenelg Roads. To the west, on the opposite side of Kings Avenue is an estate of two-storey residential houses, with two houses on Kings Avenue facing the industrial estate.</p> <p>The Clapham Park Road/Northbourne Road commercial area is located to the west of the KIBA, on the opposite side of Kings Avenue.</p>
Nature and scale of the KIBA	<p>There are 13 different businesses within this KIBA which occupy all of the 16 available units. There is a long-term vacant site at the corner of Acre Lane and Kings Avenue.</p> <p>The KIBA comprises four parcels of land:</p> <ol style="list-style-type: none"> <u>159 Acre Lane</u> Vacant site at the corner of Acre Lane and Kings Avenue under private ownership (formerly an industrial unit, now demolished). Planning permission was granted in 2019 for a head house which will facilitate maintenance access via a shaft to underground power tunnels. <u>Ellerslie Square Industrial Estate</u> Comprising 14 modern double-storey units accessed from Lyham Road, owned and managed as a single entity. The units include wholesale trade outlets and automotive services. <u>141-157 Acre Lane</u> Comprising B1 modern office units in private ownership, occupied by Access Self Storage. These offices are four commercial storeys high and face two-storey residential properties on Acre Lane. <u>125-139 Acre Lane</u>

Name	Ellerslie Industrial Estate, SW2 5UA, SW2 5DZ	
	Comprising B1c Laundry facility (Berendsen UK Ltd) owned by a single entity. The frontage is a locally listed two-storey inter-war unit opposite the local centre of three-four storey residential premises with ground floor commercial units.	
Access, congestion and road capacity	<p>The southern part of the KIBA has road access off Kings Avenue (Local Distributor Road), via Lyham Road. The northern parts of the KIBA are accessed via Acre Lane. Access is suitable for large vehicles.</p> <p>There are no existing cycle routes near the KIBA. There is a potential cycle route along Solon and Branksome Roads to the east of the KIBA.</p> <p>TfL Road Network - No London Distributor Roads - Yes, Acre Lane</p>	
Opportunity to use rail or waster to transport waste	No	
Cumulative impact of existing and proposed waste disposal facilities on the well-being of the local community	None	
Planning policy designation	Air Quality Focus Area	No
	Heritage assets	Yes – Locally listed building, 125 Acre Lane, situated on the north eastern corner of the KIBA.
	Tree Protection Orders	Yes – three- located in the north-centre of the KIBA.
	Flood Affected	No
	Land instability	No known issues
	Protected Vistas	No
	Site allocations	No
	Opportunity area	No
	Central Activities Zone	No
	Thames Policy Area	No
	SINC	No
	Metropolitan Open Land	No
	Other landscape/visual impacts	No
	Town Centre Hierarchy	No
B1a – C3 Article 4 Area	No	

Name	Ellerslie Industrial Estate, SW2 5UA, SW2 5DZ
Potential opportunities, issues and mitigation	<p>The main constraint is the proximity of residential housing and the schools to the KIBA. These are considered “sensitive receptors” to air emissions, including dust, odours, vermin and birds, noise, light and vibration.</p> <p>Considerations will include the extent to which adverse emissions, odours, noise and vibration can be controlled through the use of appropriate and well-maintained and managed equipment and vehicles.</p> <p>Mitigation measures include ensuring facilities are enclosed, unless there is reasonable justification otherwise, to reduce noise, dust odour, litter and vermin. Transfer stations and metals plants can be noisy and dusty, especially if they are taking construction/demolition wastes and inert materials, and are unlikely to be suitable for this location.</p> <p>The type of waste managed on site is important, and ensuring no putrescible waste would mitigate odours, vermin and birds. Therefore a treatment facility such as MBT or AD are unlikely to be suitable on this site.</p> <p>The scale and operation of the facility will be important. Ensuring a small-scale facility will help mitigate noise. Ensuring day-time operational hours will help mitigate noise and light pollution. Therefore large-scale recycling, reprocessing or treatment facilities are unlikely to be suitable for this site.</p> <p>Noise and vibration from goods vehicle traffic movements to and from a site is a key consideration, particularly as vehicles would rely on local roads for access. The scale and operating hours of the facility will affect the number and times of vehicle movements and this will need to be a condition of any new proposal.</p>
Types of suitable facility	<p>Repair and Reuse</p> <p>Smaller-scale Recycling and Reprocessors</p> <p>Smaller-scale collection and handling</p>

Eurolink Business Centre



Eurolink Business Centre

© Crown Copyright and database right 2016. Ordnance Survey 100019338



1:750

Name	Eurolink Business Centre, SW2 1BZ	
Area in hectares	0.34	
Landowner	Single private owner	
Location and surrounding land uses (existing and proposed)	The KIBA is situated on Effra Road, to the south of Brixton. There is residential to the north and west of the KIBA. There is a grade II listed building, adjoining the northern boundary of the KIBA and a locally listed building located to the northwest (1840s detached villa).	
Nature and scale of the KIBA	The KIBA comprises one parcel of land and is predominately in B1 use. The Eurolink building dominates the site. It is four storeys and the façade is locally listed. The Eurolink Business Centre provides managed office accommodation and storage space. VOA data recorded 128 different businesses across the 139 units in the KIBA. Only 3 of these units were vacant.	
Access, congestion and road capacity	Access is provided from Effra Road, a London Distributor Road. There is a potential cycle route along the northern end of Effra Road. TfL Road Network - No London Distributor Roads - Yes, Effra Road.	
Opportunity to use rail or water to transport waste	No	
Cumulative impact of existing and proposed waste disposal facilities on the well-being of the local community	None	
Planning policy designation	Air Quality Focus Area	Yes – within (151 Brixton from Stockwell Park Road to Effra Rd/Brixton Hill)
	Heritage assets	Locally listed building – covering approximately 50% of the KIBA floor area to the south-east. Approximately 3000m ² of the KIBA is within the Brixton Conservation Area.

Name	Eurolink Business Centre, SW2 1BZ	
	Tree Protection Orders	Yes – one protection order fronting Effra Road, on the KIBA boundary.
	Flood Affected	No
	Land instability	No known issues
	Protected Vistas	Local views Brixton Panoramic, Brixton Historic Tower – North West
	Site allocations	No
	Opportunity area	No
	Central Activities Zone	No
	Thames Policy Area	No
	SINC	No
	Metropolitan Open Land	No
	Other landscape/visual impacts	No
	Town Centre Hierarchy	No
	B1a – C3 Article 4 Area	Yes, entire KIBA
Potential opportunities, constraints and mitigation	The managed office space nature of this KIBA makes it unsuitable accommodation for a waste use.	
Types of suitable facility	None	

Hackford Walk



Hackford Walk

© Crown Copyright and database right 2016. Ordnance Survey 100019338

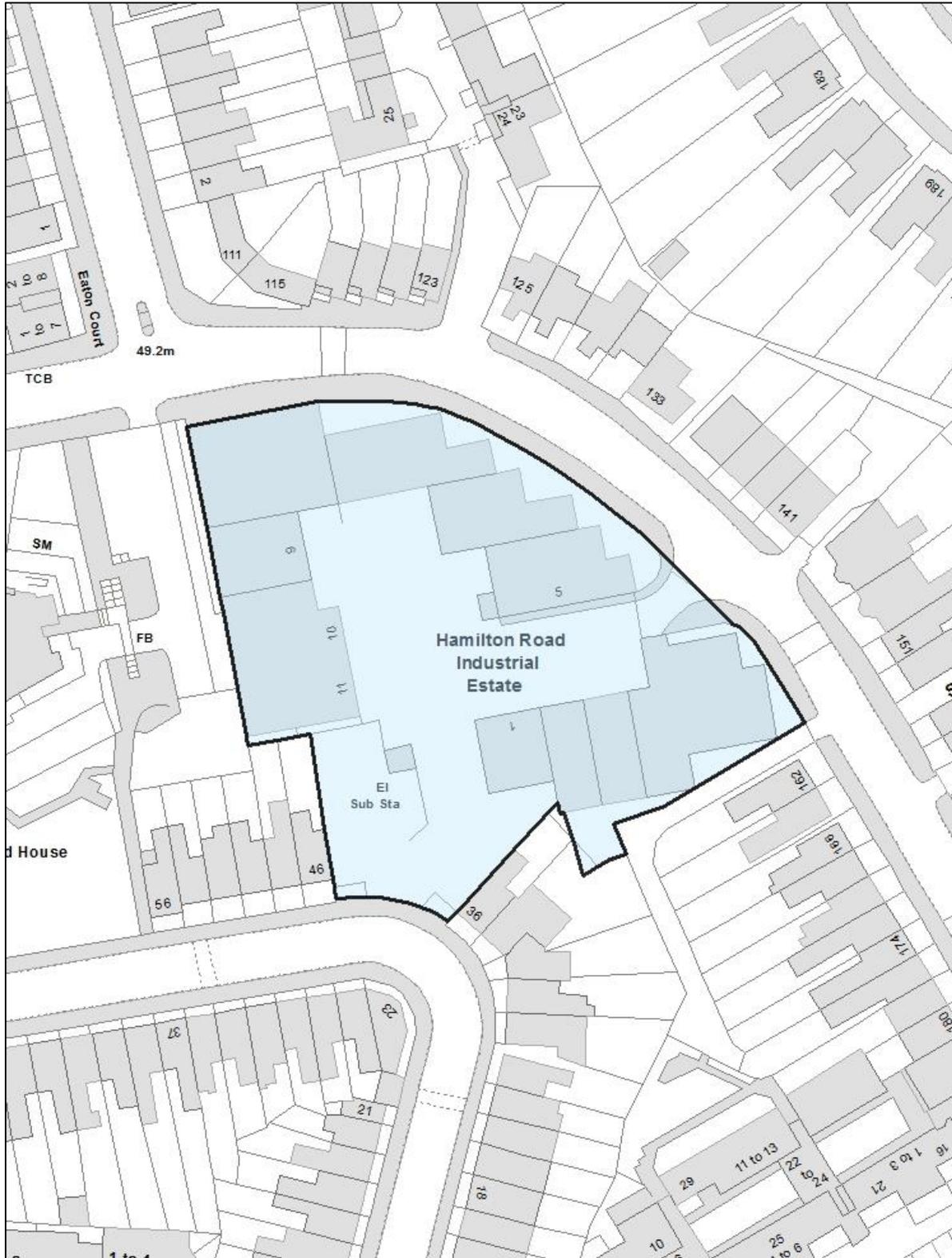


1:950

Name	Hackford Walk, SW9 0QT, SW9 0QU
Area in hectares	0.44
Landowner	Mixed private and public
Location and surrounding land uses (existing and proposed)	<p>This KIBA is situated to the north of Stockwell between Clapham Road and Brixton Road at the southern end of Hackford Road.</p> <p>This KIBA is surrounded by residential uses and adjoins several listed buildings to the south. The KIBA adjoins the Stockwell Park conservation area to the South and West.</p>
Nature and scale of the KIBA	<p>The KIBA comprises four parcels:</p> <ol style="list-style-type: none"> 1. 100 Hackford Road – Industrial building housing the Type Archive museum (D1 use) under private ownership. 2. 100A Hackford Road – Modern 2 storey building occupied by Food Show Ltd. (caterers) under private ownership. 3. 119-123 Hackford Road (Hackford Walk) – Four storey block, comprises solely residential units. 4. 119-123 Hackford Road (Vincent’s Yard) – Three storey complex comprising various commercial tenants including Euro label printers (Commercial Printing). <p>VOA data recorded two businesses paying business rates, one at 121-123 Hackford Walk and one at 100 Hackford Road.</p>
Access, congestion and road capacity	<p>Parcel 1 is accessed from Hackford Road. Parcels 2-4 are accessed from Hackford Walk which lies to the south of Hackford Road. The nearest TfL Network Road is Brixton Road, which is accessed via Hillyard Street. Hackford Walk is narrow and not suitable for large vehicles. Hackford Road is a local road.</p> <p>Hillyard Street and Brixton Road to the north and east of the KIBA are potential cycle routes.</p> <p>TfL Road Network - No London Distributor Roads - No</p>
Opportunity to use rail or water to transport waste	No
Cumulative impact of existing and proposed waste disposal facilities on the well-being of the local community	None

Name	Hackford Walk, SW9 0QT, SW9 0QU	
Planning policy designation	Air Quality Focus Area	No
	Heritage assets	No
	Tree Protection Orders	No
	Flood Affected	No
	Land instability	No known issues
	Protected Vistas	Yes, protected vista - Parliament Hill oak tree to Palace Westminster. Local views – Brixton Panoramic
	Site allocations	No
	Opportunity area	No
	Central Activities Zone	No
	Thames Policy Area	No
	SINC	No
	Metropolitan Open Land	No
	Other landscape/visual impacts	No
	Town Centre Hierarchy	No
B1a – C3 Article 4 Area	No	
Potential opportunities, constraints and mitigation	<p>It is proposed to de-designate parcel 3 of the KIBA to remove area where a prior approval for change of use to residential has been implemented. The proximity of residential uses and the narrow access makes parcels 2-4 unsuitable for waste use.</p> <p>Parcel 1 has better access direct from Hackford Road. The Type Archive is the subject of a restrictive condition meaning the use would revert back to B2 if the museum use changes. However the proximity of residential development and local roads means that, were this site to become available, only a very small-scale use would be suitable.</p>	
Types of suitable facility	Repair and Reuse	

Hamilton Road Industrial Estate



Hamilton Road Industrial Estate

© Crown Copyright and database right 2016. Ordnance Survey 100019338

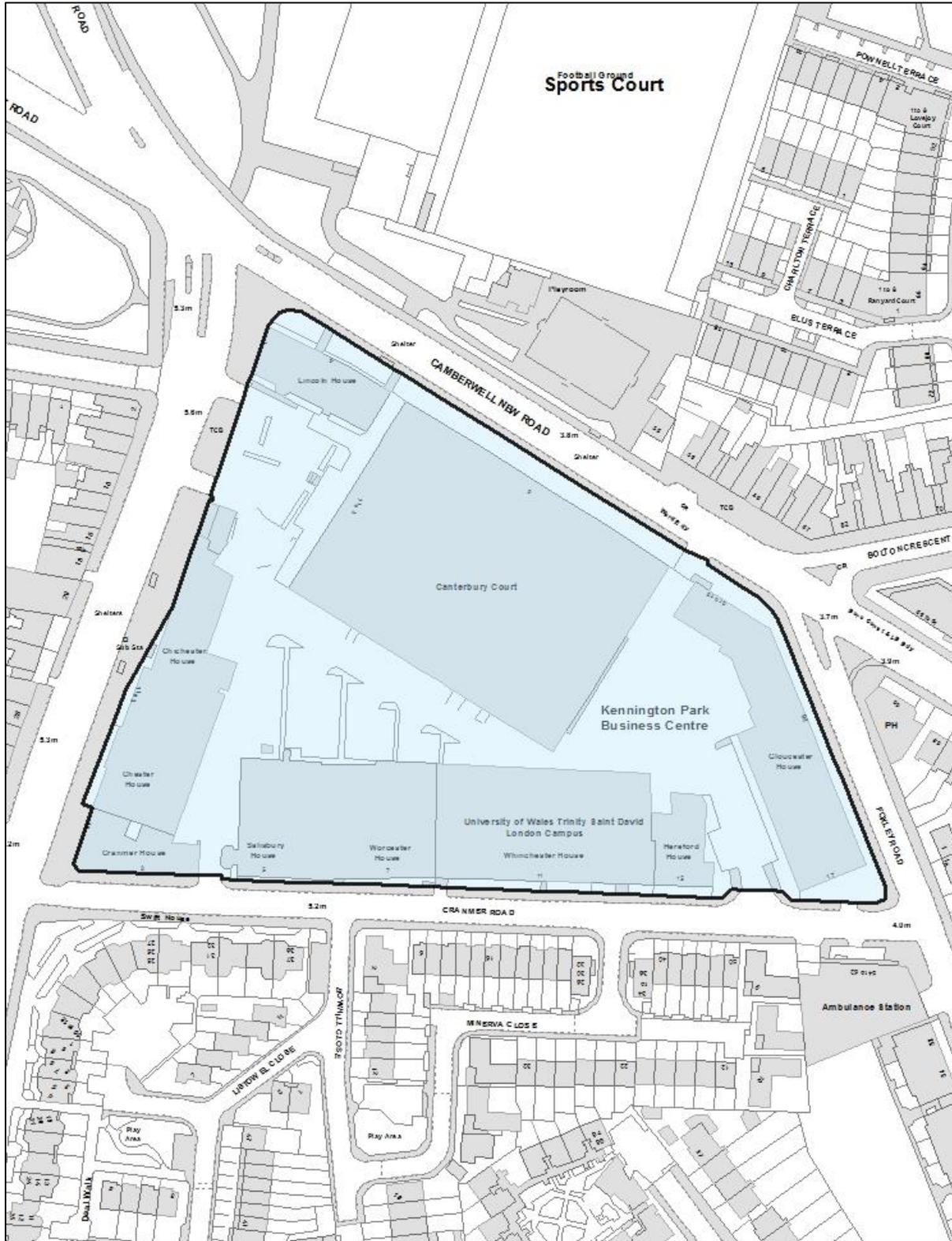


1:750

Name	Hamilton Road Industrial Estate, SE27 9SF	
Area in hectares	0.48	
Landowner	Private – Workspace Group Plc	
Location and surrounding land uses (existing and proposed)	The KIBA is situated to the south east of the borough between Hamilton Road and Rommany Road. The KIBA is surrounded entirely by residential properties.	
Nature and scale of the KIBA	The KIBA is one parcel of land that contains single storey, light industrial units all managed by Workspace Group Plc. VOA data recorded 10 units in the KIBA, accommodating four different business, including The Chelsea Brewing Company, The Ingredients Factory Ltd and The Gipsy Hill Brewing Company. VOA recorded no vacancies.	
Access, congestion and road capacity	<p>Access to the KIBA is from Hamilton Road which is a local residential road with speed bumps and unsuitable for large vehicles. The KIBA is about 300m away from a London Distributor Road (South Croxted Road), via Gipsy Road.</p> <p>Hamilton Road is an existing/confirmed cycle route.</p> <p>TfL Road Network - No London Distributor Roads - No</p>	
Opportunity to use rail or water to transport waste	No	
Cumulative impact of existing and proposed waste disposal facilities on the well-being of the local community	None	
Planning policy designation	Air Quality Focus Area	No
	Heritage assets	No
	Tree Protection Orders	No
	Flood Affected	No
	Land instability	No known issues
	Protected Vistas	Local Views – Norwood Park - North East (Norwood Park to the City).
	Site allocations	No
	Opportunity area	No
	Central Activities Zone	No

Name	Hamilton Road Industrial Estate, SE27 9SF	
	Thames Policy Area	No
	SINC	No
	Metropolitan Open Land	No
	Other landscape/visual impacts	No
	Town Centre Hierarchy	No
	B1a – C3 Article 4 Area	No
Potential opportunities, constraints and mitigation	The proximity of residential uses and the local road access makes this site unsuitable for a large scale waste use. A small scale reuse and repair workshop could be suitable.	
Types of suitable facility	Repair and Reuse	

Kennington Business Park



Kennington Business Park

© Crown Copyright and database right 2016. Ordnance Survey 100019338



1:1,400

Name	Kennington Business Park, 1-3 Brixton Road, SW9 6EJ, SW9 6DE, SE5 OTA	
Area in hectares	2.49	
Landowner	Private - Workspace Group Plc	
Location and surrounding land uses (existing and proposed)	<p>The KIBA is situated immediately south of Kennington Park, and is bound by Camberwell New Road to the north, Brixton Road to the west, Foxley Road to the east and Crammer Road to the south.</p> <p>Surrounding land uses include Kennington Park, retail uses (within the Brixton Road/Oval Local Centre) to the west and residential properties.</p>	
Nature and scale of the KIBA	<p>This KIBA contains 11 buildings housing a variety of principally B1 uses, along with B8, B2 and D1. Around the perimeter of the site on Brixton Road and Camberwell New Road are three-four storey Victorian commercial premises and two, three and four storey blocks within the courtyard.</p> <p>The Workspace Group Plc HQ is located here. VOA data recorded 152 businesses in the Business Park in including The Voice Republic Ltd, Environ Audio Ltd and the Royal National Theatre costumes storage. VOA data showed that overall, there are 187 units, 14 of which were vacant.</p>	
Access, congestion and road capacity	<p>Access is off Camberwell New Road and Brixton Road, both of which form part of the TfL Road Network. There is also two access points off Cramer Road which is a local road with traffic calming measures.</p> <p>There are potential cycle routes along Brixton Road, Camberwell New Road and Foxley Road, which border the KIBA.</p> <p>TfL Road Network – Camberwell New Road and Brixton Road London Distributor Roads - No</p>	
Opportunity to use rail or waster to transport waste	No	
Cumulative impact of existing and proposed waste disposal facilities on the well-being of the local community	None	
Planning policy designation	Air Quality Focus Area	Yes – within (152 Kennington Oval and Camberwell New Rd)

Name	Kennington Business Park, 1-3 Brixton Road, SW9 6EJ, SW9 6DE, SE5 OTA	
	Heritage assets	Yes - Part within archaeological priority area. Entire KIBA identified as a locally listed building
	Tree Protection Orders	No
	Flood Affected	Yes – Flood Risk Zone 2
	Land instability	No known issues
	Protected Vistas	Yes, Protected Vistas to Primrose Hill summit to the Palace of Westminster.
	Site allocations	No
	Opportunity area	No
	Central Activities Zone	No
	Thames Policy Area	No
	SINC	No
	Metropolitan Open Land	No
	Other landscape/visual impacts	No
	Town Centre Hierarchy	No
	B1a – C3 Article 4 Area	Yes, entire KIBA.
Potential opportunities, constraints and mitigation	The locally listed status of the KIBA means that a new facility would not be appropriate on the site. A repair and reuse workshop could be located in an area of the KIBA with existing B2 or B8 uses.	
Types of suitable facility	Repair and reuse	

Lion Yard



Lion Yard

© Crown Copyright and database right 2016. Ordnance Survey 100019338

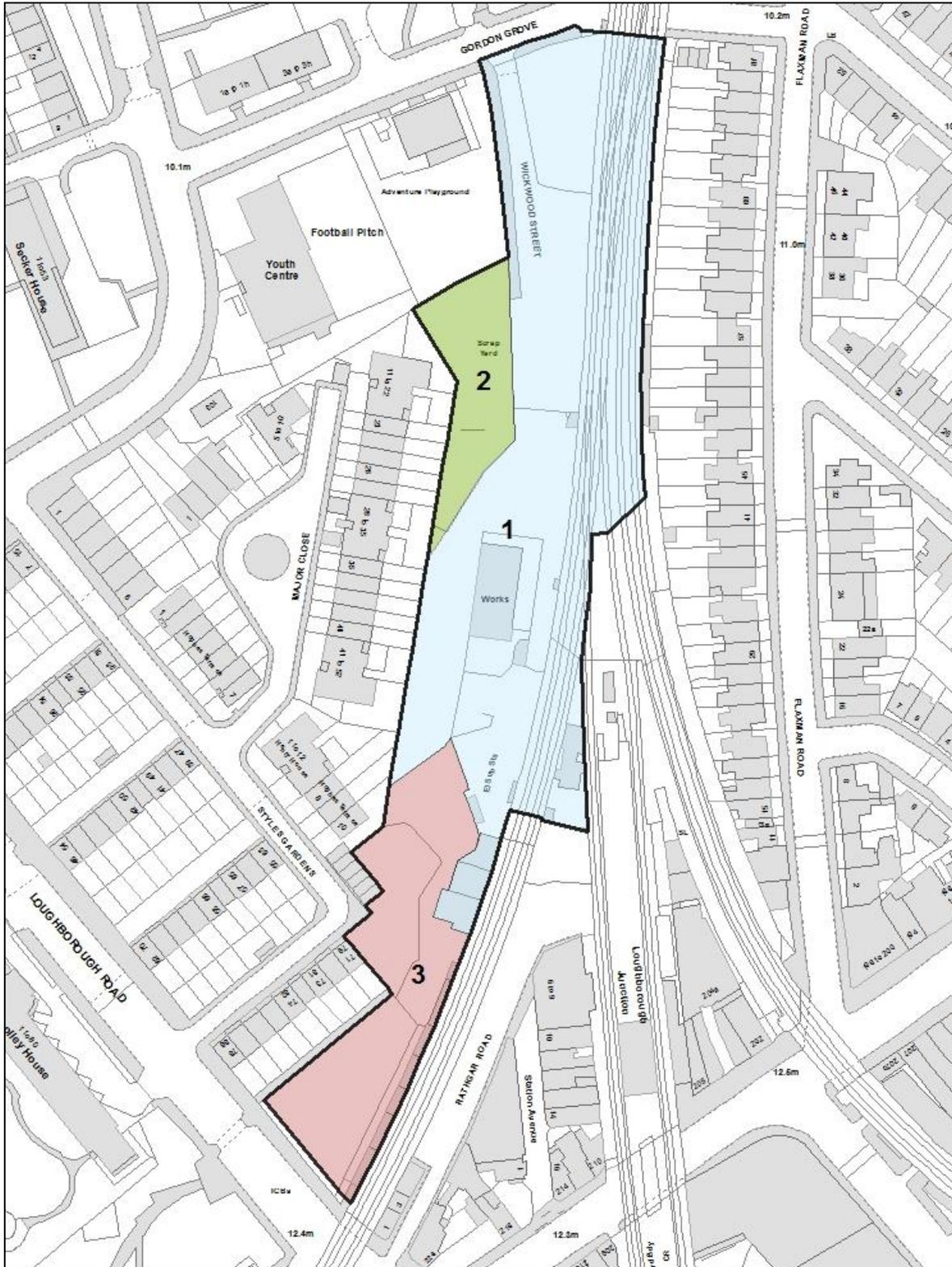


1:600

Name	Lion Yard, 10 Tremadoc Road, SW4 7NQ	
Area in hectares	0.17	
Landowner	Multiple private owners	
Location and surrounding land uses (existing and proposed)	The KIBA is located off Tremadoc Road, to the south of Clapham High Street. The KIBA abuts a Grade II listed building in the Clapham High Street Conservation Area. Clapham District Centre lies immediately to the north-west.	
Nature and scale of the KIBA	The KIBA is a self-contained, 3 storey office terrace consisting of 16 small units that are occupied by a mix of 13 different businesses including Scala Arts and Heritage and Elite Imports.	
Access, congestion and road capacity	<p>Access is off Tremadoc Road. Clapham High Street (TfL Road Network) is 60m away.</p> <p>Clapham High Street to the north of the KIBA is an existing/confirmed cycle route.</p> <p>TfL Road Network – Clapham High Street London Distributor Roads - No</p>	
Opportunity to use rail or water to transport waste	No	
Cumulative impact of existing and proposed waste disposal facilities on the well-being of the local community	None	
Planning policy designation	Air Quality Focus Area	No
	Heritage assets	Yes – Roman Road Archaeological Area
	Tree Protection Orders	No
	Flood Affected	No
	Land instability	No known issues
	Protected Vistas	No
	Site allocations	No
	Opportunity area	No
	Central Activities Zone	No
	Thames Policy Area	No
	SINC	No
	Metropolitan Open Land	No
Other landscape/visual impacts	No	

Name	Lion Yard, 10 Tremadoc Road, SW4 7NQ	
	Town Centre Hierarchy	No
	B1a – C3 Article 4 Area	Yes, entire KIBA.
Potential opportunities, constraints and mitigation	The main constraint for this site is access; the narrow street access and entrance way make it unsuitable for large vehicles. Other constraints include the proximity of residential properties and the small-scale business units. This means that any waste use would be limited to a small-scale repair and reuse workshop.	
Types of suitable facility	Repair and reuse.	

Loughborough Road



Loughborough Road

© Crown Copyright and database right 2016. Ordnance Survey 100019338



1:1,250

Name	Loughborough Road, SE5 9DU, SE5 9DW, SW9 7EP
Area in hectares	1.19
Landowner	Mixed: Lambeth Council, Network Rail and private
Location and surrounding land uses (existing and proposed)	The KIBA is situated to the north-west of Loughborough Junction local centre and is bound by a railway line to the east. Loughborough Junction Station, which is raised above ground level, lies to the south east of the KIBA. The area to the west of the KIBA is predominately residential housing with gardens backing to the site. Elam Gardens Open Space is found to the north. Westwards along Gordon Grove is an adventure playground, playing pitch and youth club.
Nature and scale of the KIBA	<p>There are three parcels of land which are predominantly made up of a mix B1c, B2, B8 uses and <i>sui generis</i> waste uses. Network Rail infrastructure is located in this KIBA. Most of the uses relate to vehicle repair or end of life.</p> <ol style="list-style-type: none"> 1. Wickwood Street and Railway Arches (433-487) - 25 units house 16 different businesses. VOA recorded that three of these units were vacant The whole parcel is owned by Network Rail. Land is used for automotive services and scrapyards. 2. Scrapyard - Accessed via Wickwood Street, this parcel encompasses a safeguarded waste site. It is in private ownership. 3. Council owned land, east of Styles Gardens - Formerly used as a community garden and site of the new 'LJ Works' project. The 'LJ Works' scheme is a 10-20 year project will provide affordable employment space on the land currently known as Styles Garden. Two buildings will be constructed to provide office and light industrial space, as well as studio spaces, workshops, food business incubator and co-working office space, with associated productive landscaping and ancillary facilities.
Access, congestion and road capacity	<p>The north of the KIBA is accessed from Gordon Grove via Wickwood Street, a small local road. This access point is very constricted. The southern part of the KIBA is accessed via Rathgar Street. The Styles Gardens end of the KIBA is about 60m from the nearest London Distributor Road, Coldharbour Lane.</p> <p>Gordon Grove to the north and Loughborough Road to the south are potential cycle routes.</p> <p>TfL Road network - No London Distributor Road - No</p>
Opportunity to use rail or waster	The KIBA is bound by a railway line to the east

Name	Loughborough Road, SE5 9DU, SE5 9DW, SW9 7EP	
to transport waste		
Cumulative impact of existing and proposed waste disposal facilities on the well-being of the local community	<p>Scrapyard - Accessed via Wickwood Street, this parcel encompasses a safeguarded waste site. It is in private ownership</p> <ul style="list-style-type: none"> • Golden Motor Care (vehicle depollution), Arch 439, Gordon Grove • Powerday (waste transfer) 1-3 Belinda Road • Powerday (waste transfer) 4-16 Belinda Road 	
Planning policy designation	Air Quality Focus Area	No
	Heritage assets	No
	Tree Protection Orders	No
	Flood Affected	No
	Land instability	No known issues
	Protected Vistas	Local Views – Norwood Park & Brixton Panoramic
	Site allocations	No
	Opportunity area	Yes – Arch 439, Gordon Grove/Wickwood St.
	Central Activities Zone	No
	Thames Policy Area	No
	SINC	No
	Metropolitan Open Land	No
	Other landscape/visual impacts	No
	Town Centre Hierarchy	No
B1a – C3 Article 4 Area	No	
Potential opportunities, issues and mitigation	<p>Cumulative impact of existing waste uses.</p> <p>There is a buffer zone round the northern end of the KIBA including trees, community uses and the rail line and road. This could help to mitigate the impact of waste uses on neighbouring residential properties.</p> <p>The main constraint is the proximity of residential housing to the KIBA which is considered a “sensitive receptor” to air emissions, including dust, odours, vermin and birds, noise, light and vibration.</p> <p>Considerations will include the extent to which adverse emissions, odours, noise and vibration can be controlled through the use of appropriate and well-maintained and managed equipment and vehicles.</p>	

Name	Loughborough Road, SE5 9DU, SE5 9DW, SW9 7EP
	<p>Mitigation measures include ensuring facilities are enclosed, unless there is reasonable justification otherwise, to reduce noise, dust odour, litter and vermin. Transfer stations and metals plants can be noisy and dusty, especially if they are taking construction/demolition wastes and inert materials, and are unlikely to be suitable for this location.</p> <p>The type of waste managed on site is important, and ensuring no putrescible waste would mitigate odours, vermin and birds. Therefore a treatment facility such as MBT or AD are unlikely to be suitable on this site.</p> <p>The scale and operation of the facility will be important. Ensuring a small-scale facility will help mitigate noise. Ensuring day-time operational hours will help mitigate noise and light pollution. Therefore large-scale recycling, reprocessing or treatment facilities are unlikely to be suitable for this site.</p> <p>Noise and vibration from goods vehicle traffic movements to and from a site is a key consideration, particularly as vehicles would rely on local roads for access. The scale and operating hours of the facility will affect the number and times of vehicle movements and this will need to be a condition of any new proposal.</p>
Types of suitable facility	<p>Repair and Reuse</p> <p>Smaller-scale Recycling and Reprocessors</p> <p>Collection and handling</p>

Milkwood Road Estates



Milkwood Road Estates

© Crown Copyright and database right 2016. Ordnance Survey 100019338



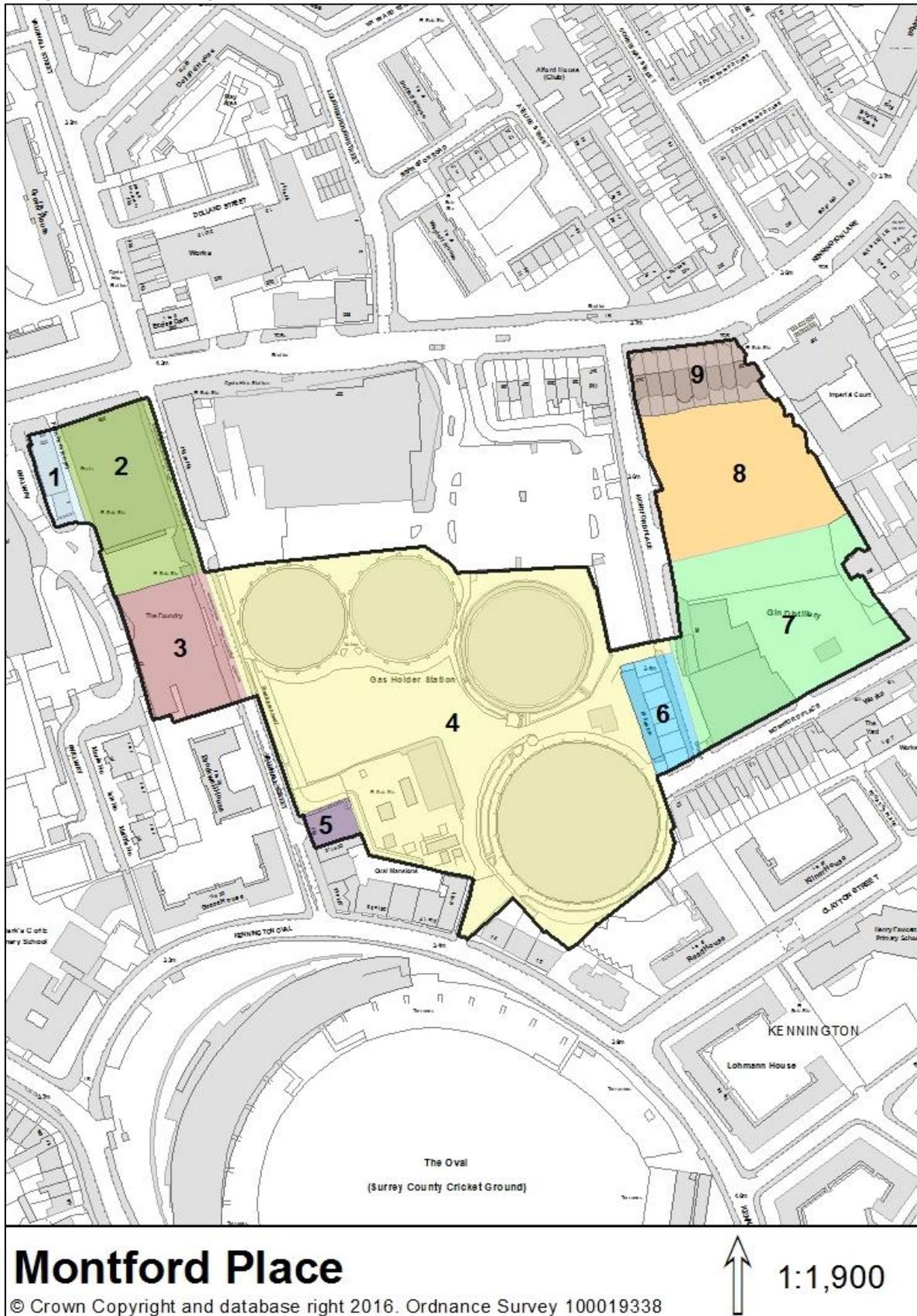
1:2,750

Name	Milkwood Road Estates, SE24 OHG, SE24 OHL, SE24 OJF
Area in hectares	3.18
Landowner	Mixed – Lambeth Council and private
Location and surrounding land uses (existing and proposed)	<p>The Milkwood Road KIBA is located south of Loughborough Junction and runs parallel to Milkwood Road.</p> <p>The KIBA is bound to the west by a rail line. To the east, on the opposite side of Milkwood Road, is terraced housing, Michael Tippett School, and Milkwood Community Park. Jessop Primary School is located behind the row of terraced housing opposite the south end of the site.</p> <p>There is a safeguarded waste site located to the south-west of this KIBA, on the western side of the railway line (Shakespeare Road Site).</p>
Nature and scale of the KIBA	<p>The KIBA comprises four separate land parcels and is made of up of a mix of B1c, B2, B8 and <i>sui generis</i> uses:</p> <ol style="list-style-type: none"> 1. <u>Mahatma Gandhi Estate</u> (0.823ha) Units 1-24 are council owned, purpose built, small industrial units. The site has temporary permission for a council vehicle depot, with units 1-5 along the southern edge as workshops for fleet/street cleansing vehicles and school vehicles, units 7-10 as offices, units 19 as a salt store, units 20 and 21 as storage areas, together with 54 vehicle parking spaces. The units are double-storey height and the same height as the terraced houses opposite. 2. <u>Stone Trading Estate</u> (0.433ha) Contains 17 privately owned small-scale industrial units housing businesses such as Meatailer Ltd and Purezza Foods Ltd. This part of the KIBA is located opposite Michael Tippett School. 3. <u>Dylan Road</u> (0.734ha) The parcel contains three privately owned double-storey warehouses, including Brixton Brewery Ltd. The northern end of Dylan Road estate is located opposite Milkwood Community Park and the southern end is opposite terraced housing. 4. <u>Bessemer Park Industrial Estate</u> (1.193ha)

Name	Milkwood Road Estates, SE24 0HG, SE24 0HL, SE24 0JF	
	<p>Includes 25 privately owned double-storey business units including Wine Box Company Ltd accessed towards the south of the KIBA. This part of the KIBA is located opposite terraced housing and flats.</p> <p>VOA data recorded 35 businesses within the 46 KIBA units. Only one unit was vacant.</p>	
Access, congestion and road capacity	<p>Access to each KIBA parcel is from Milkwood Road, which is classified as a Local Distributor Road. Each land parcel has a separate entrance point off Milkwood Road. Access is suitable for large vehicles.</p> <p>Milkwood Road is a potential cycle route.</p> <p>TfL Road network - No London Distributor Road - No</p>	
Opportunity to use rail or water to transport waste	The KIBA is bound to the west by a rail line.	
Cumulative impact of existing and proposed waste disposal facilities on the well-being of the local community	<p>There is no safeguarded waste site in the KIBA.</p> <p>There is a safeguarded waste site located to the south-west of this KIBA, on the western side of the railway line: Suez (transfer station), Shakespeare Wharf, Shakespeare Road</p>	
Planning policy designation	Air Quality Focus Area	No
	Heritage assets	No
	Tree Protection Orders	Yes - three
	Flood Affected	No
	Land instability	No known issues
	Protected Vistas	Yes, Local views - Norwood Park, Brixton Panoramic
	Site allocations	No
	Opportunity area	No
	Central Activities Zone	No
	Thames Policy Area	No
	SINC	No
	Metropolitan Open Land	No
	Other landscape/visual impacts	No
	Town Centre Hierarchy	No
B1a – C3 Article 4 Area	No	

Name	Milkwood Road Estates, SE24 0HG, SE24 0HL, SE24 0JF
Potential opportunities, issues and mitigation	<p>The main constraint is the proximity of residential housing and the schools to the KIBA. These are considered “sensitive receptors” to air emissions, including dust, odours, vermin and birds, noise, light and vibration.</p> <p>Considerations will include the extent to which adverse emissions, odours, noise and vibration can be controlled through the use of appropriate and well-maintained and managed equipment and vehicles.</p> <p>Mitigation measures include ensuring facilities are enclosed, unless there is reasonable justification otherwise, to reduce noise, dust odour, litter and vermin. Transfer stations and metals plants can be noisy and dusty, especially if they are taking construction/demolition wastes and inert materials, and are unlikely to be suitable for this location.</p> <p>The type of waste managed on site is important, and ensuring no putrescible waste would mitigate odours, vermin and birds. Therefore a treatment facility such as MBT or AD are unlikely to be suitable on this site.</p> <p>The scale and operation of the facility will be important. Ensuring a small-scale facility will help mitigate noise. Ensuring day-time operational hours will help mitigate noise and light pollution. Therefore large-scale recycling, reprocessing or treatment facilities are unlikely to be suitable for this site.</p> <p>Noise and vibration from goods vehicle traffic movements to and from a site is a key consideration, particularly as vehicles would rely on local roads for access. The scale and operating hours of the facility will affect the number and times of vehicle movements and this will need to be a condition of any new proposal.</p>
Types of suitable facility	<p>Repair and Reuse facilities</p> <p>Small-scale recycling and reprocessor</p> <p>Small-scale collection and handling</p>

Montford Place – Beefeater/Oval Gasworks



Name	Montford Place – Beefeater/Oval Gasworks, SE11 5RQ, SE11 5RR, SE11 5SG, SE11 5QU, SE11 5RH
Area in hectares	3.81
Landowner	Mixed private and public ownership
Location and surrounding land uses (existing and proposed)	<p>The KIBA is situated in the north of the Oval cricket ground.</p> <p>There is a variety of adjacent land uses, including Lilian Baylis Technology School adjoining the site to the west, retail uses (Tesco store) and offices (145-149 Kennington Lane) to the north, the Oval cricket ground to the south and residential uses on other boundaries.</p>
Nature and scale of the KIBA	<p>The KIBA comprises nine parcels of land:</p> <ol style="list-style-type: none"> 1. 301-303 Kennington Lane and 4 Farnham Royal - commercial space occupied by Eurasia systems. 2. 289 Kennington Lane - Big Yellow Self Storage (B8 use) with B1. 3. 17 Oval Way - The Foundry - 35 B1 units. RIBA award winning offices offering office, meeting, conference and exhibition space to social justice and human rights focused organisations. 4. Oval Gas works - Industrial site (B2). 5. 155 Vauxhall Street - Gasworks Gallery (D1). 6. Montford Place Electrical Substation - <i>sui generis</i>. 7. Beefeater Gin Distillery - industrial use (B2) and associated visitor centre (D1). 8. TFL Site - vacant B2 industrial land to be held for tunnelling and storage purposes in relation to the Northern Line extension. 9. 231-245 Kennington Lane - C3 residential and B1a offices, Grade II listed terrace. <p>VOA data recorded 34 different businesses paying business rates within the 42 KIBA units. Only two units were vacant.</p>
Access, congestion and road capacity	<p>The KIBA has good access to the primary TfL road network (Kennington Lane).</p> <p>Vauxhall Street which runs through the KIBA is an existing/confirmed cycle route. Kennington Oval which borders the KIBA to the south is also an existing cycle route.</p> <p>TfL Road network - Yes, Kennington Lane. London Distributor Road - No</p>
Opportunity to use rail or waster to transport waste	No

Name	Montford Place – Beefeater/Oval Gasworks, SE11 5RQ, SE11 5RR, SE11 5SG, SE11 5QU, SE11 5RH	
Cumulative impact of existing and proposed waste disposal facilities on the well-being of the local community	None	
Planning policy designation	Air Quality Focus Area	Yes - 152 Kennington Oval and Camberwell New Rd
	Heritage assets	Yes – West part of KIBA lies within the Kennington conservation area. Three of the gasholders are locally listed, gas holder no. 1 is Grade II listed. There are also Grade II listed buildings at 231-245 Kennington Lane.
	Tree Protection Orders	Yes – 3
	Flood Affected	Yes – zone 2
	Land instability	No known issues
	Protected Vistas	Protected Vistas: Parliament Hill summit to Palace of Westminster, Primrose Hill to Palace of Westminster, and Parliament Hill Oak Tree to Palace of Westminster. Local Views: Millbank, Norwood Park, Brixton Panoramic.
	Site allocations	No
	Opportunity area	No
	Central Activities Zone	No
	Thames Policy Area	No
	SINC	No
	Metropolitan Open Land	No
	Other landscape/visual impacts	No
	Town Centre Hierarchy	No
B1a – C3 Article 4 Area	No	
Potential opportunities, constraints and mitigation	Heritage, flood. Parcel 1: Proposed for de-designation.	

Name	Montford Place – Beefeater/Oval Gasworks, SE11 5RQ, SE11 5RR, SE11 5SG, SE11 5QU, SE11 5RH
	<p>Parcel 2: Existing use, unlikely to be redeveloped. If redeveloped, constraints include the neighbouring Lilian Baylis Technical School on the opposite side of Oval Way.</p> <p>Parcel 3: Office block, not suitable for a waste use.</p> <p>Parcel 4: Development opportunity for mixed use including housing, potential de-designation of the site. This parcel is therefore not suitable for a waste use.</p> <p>Parcel 5: In D1 use and recommended for de-designation. This parcel is therefore not suitable for a waste use.</p> <p>Parcel 6: electrical substation. Not suitable for a waste use.</p> <p>Parcel 7: gin distillery and visitor’s centre. Not suitable for a waste use.</p> <p>Parcel 8: This parcel is vacant but actively used by TfL for operational purposes in relation to construction of the Northern Line extension. This site has permission for storage of construction materials and has the potential to be used to manage construction waste.</p> <p>Parcel 9: Includes residential properties and recommended for de-designation. This parcel is therefore not suitable for a waste use.</p>
Types of suitable facility	<p><u>Parcel 8:</u> Recycling and Reprocessors Treatment Collection and handling</p>

Park Hall Road Trading Estate



Park Hall Road Trading Estate

© Crown Copyright and database right 2016. Ordnance Survey 100019338



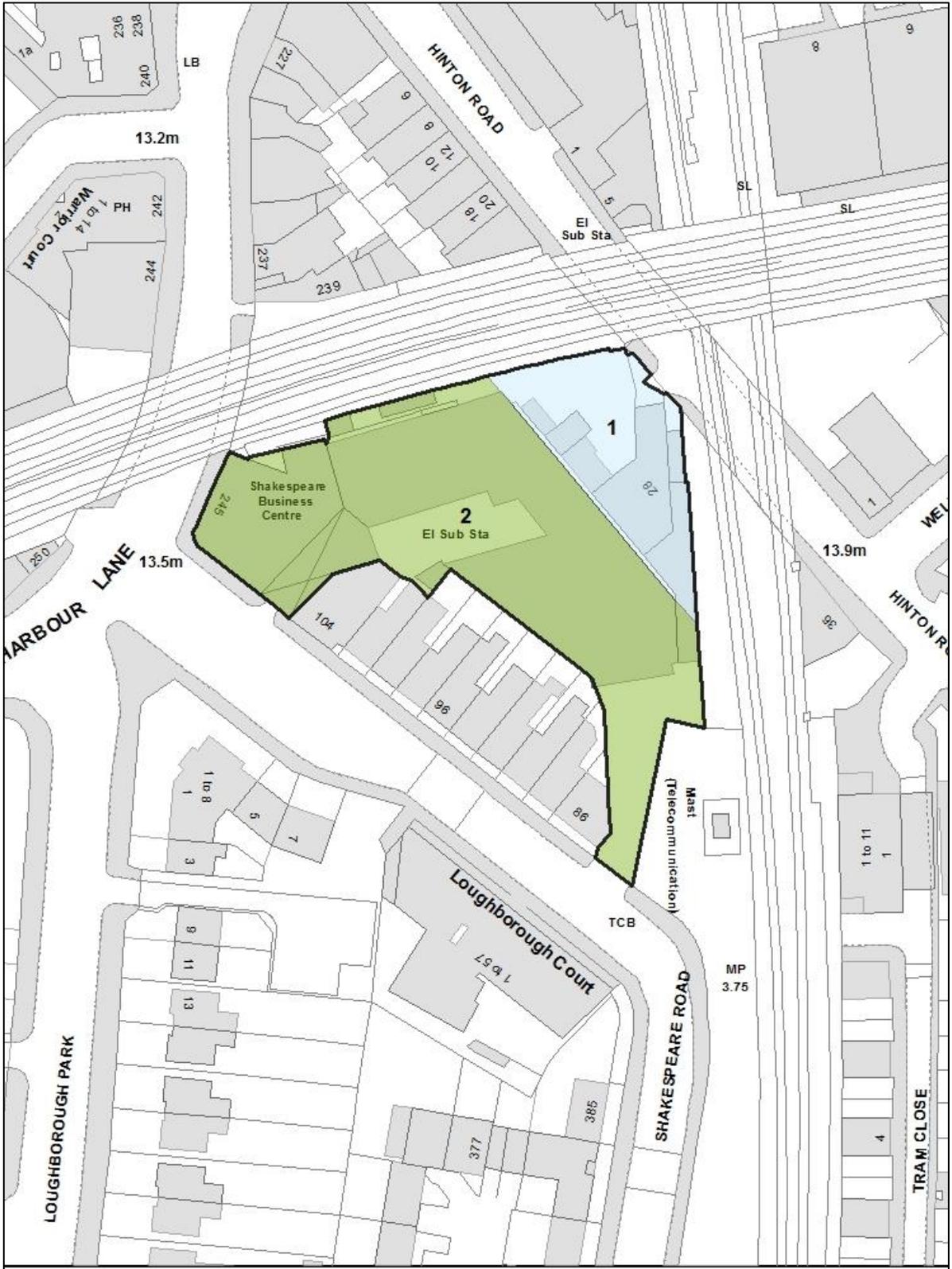
1:1,200

Name	Park Hall Road Trading Estate, SE21 8EN, SE21 8DE	
Area in hectares	0.9	
Landowner	Private – Workspace Group Plc	
Location and surrounding land uses (existing and proposed)	To the west of the KIBA lies West Norwood Cemetery and Crematorium, a designated Site of Importance for Nature Conservation. The KIBA runs parallel to Martell Road to the east. Other adjacent land uses include residential to the east. To the south is a reuse and recycling centre, which is a safeguarded waste site.	
Nature and scale of the KIBA	The KIBA is one parcel of land comprising 6 different buildings predominately in B1 uses managed by Workspace Group Plc. VOA data recorded 132 businesses paying business rates including companies such as Avalon Bars and Events, The Empathy Museum and The Agency of Design. VOA data record six vacancies within the 151 units.	
Access, congestion and road capacity	<p>The KIBA is served by two vehicle and pedestrian entrances, to the North, on Park Hall Road, and to the South on Martell Road. The nearest designated London Distributor Road (Norwood High Street) is approximately 400m away.</p> <p>There is an existing cycle route along Rosendale Road to the east of the KIBA and a potential cycle route along Park Hall Road which provides access to the KIBA.</p> <p>TFL Road network - No London Distributor Road - No</p>	
Opportunity to use rail or water to transport waste	No	
Cumulative impact of existing and proposed waste disposal facilities on the well-being of the local community	Vale Street Reuse and Recycling Centre, which is a safeguarded waste site	
Planning policy designation	Air Quality Focus Area	No
	Heritage assets	Yes – part of the KIBA, to the north, fronting Park Hall Road is

Name	Park Hall Road Trading Estate, SE21 8EN, SE21 8DE	
		located within the West Norwood conservation area. There is one locally listed building towards the south of the KIBA (40 Martell Street).
	Tree Protection Orders	No
	Flood Affected	No
	Land instability	No known issues
	Protected Vistas	Local views –Norwood Park
	Site allocations	No
	Opportunity area	No
	Central Activities Zone	No
	Thames Policy Area	No
	SINC	No
	Metropolitan Open Land	No
	Other landscape/visual impacts	No
	Town Centre Hierarchy	No
	B1a – C3 Article 4 Area	Yes, entire KIBA
Potential opportunities, issues and mitigation	<p>The main constraint is the proximity of residential housing and the schools to the KIBA. These are considered “sensitive receptors” to air emissions, including dust, odours, vermin and birds, noise, light and vibration.</p> <p>Considerations will include the extent to which adverse emissions, odours, noise and vibration can be controlled through the use of appropriate and well-maintained and managed equipment and vehicles.</p> <p>Mitigation measures include ensuring facilities are enclosed, unless there is reasonable justification otherwise, to reduce noise, dust odour, litter and vermin. Transfer stations and metals plants can be noisy and dusty, especially if they are taking construction/demolition wastes and inert materials, and are unlikely to be suitable for this location.</p> <p>The type of waste managed on site is important, and ensuring no putrescible waste would mitigate odours, vermin and birds. Therefore a treatment facility such as MBT or AD are unlikely to be suitable on this site.</p>	

Name	Park Hall Road Trading Estate, SE21 8EN, SE21 8DE
	<p>The scale and operation of the facility will be important. Ensuring a small-scale facility will help mitigate noise. Ensuring day-time operational hours will help mitigate noise and light pollution. Therefore large-scale recycling, reprocessing or treatment facilities are unlikely to be suitable for this site.</p> <p>Noise and vibration from goods vehicle traffic movements to and from a site is a key consideration, particularly as vehicles would rely on local roads for access. The scale and operating hours of the facility will affect the number and times of vehicle movements and this will need to be a condition of any new proposal.</p>
Types of suitable facility	<p>Repair and Reuse</p> <p>Small-scale Collection and handling</p>

Shakespeare Road Business Centre



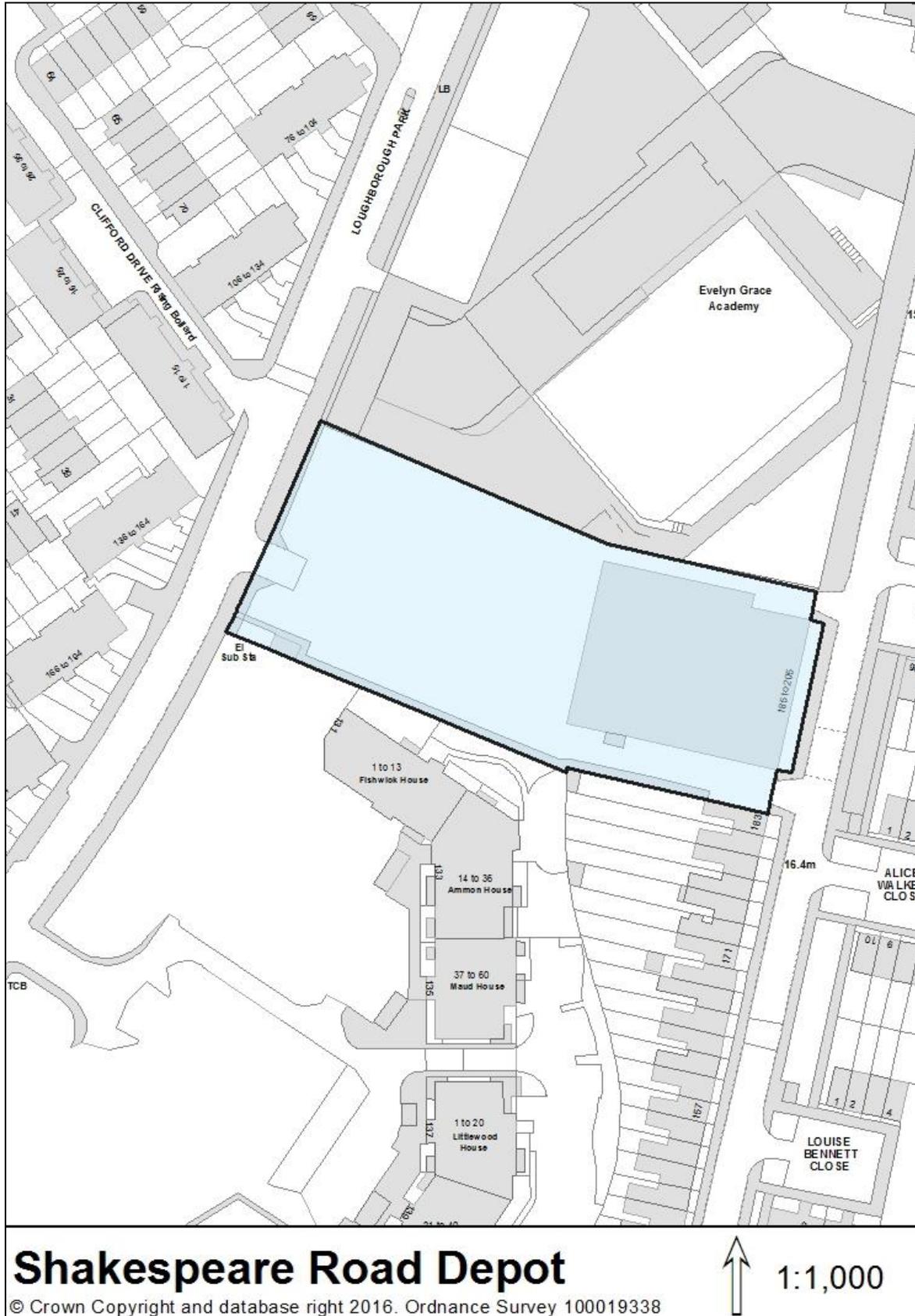
Shakespeare Road Business Centre  1:750
© Crown Copyright and database right 2016. Ordnance Survey 100019338

Name	Shakespeare Road Business Centre, SW9 8RR, SE24 0QQ, SE24 0HJ
Area in hectares	0.28
Landowner	Bizspace and private landowners
Location and surrounding land uses (existing and proposed)	<p><u>Parcel 1 - 26-28 Hinton Road</u> This site is located in between two railway lines and accessed from Hinton Road. The rear boundary is the Shakespeare Road Business Centre, and is bounded on all other sides by the elevated railway. There are no other neighbouring uses.</p> <p><u>Parcel 2 - 245 Coldharbour Lane</u> The Shakespeare Road Business Centre is located to the south of Loughborough Junction. It is tightly bounded by Coldharbour Lane to the west and Shakespeare Road to the south. Two heavy rail lines pass the site to the north (Brixton to Denmark Hill line) and east (Loughborough Junction to Herne Hill line).</p> <p>Adjacent land uses are residential properties to the south. The Loughborough Junction local centre lies to the north. Further local retail and employment uses are found to the east and west.</p> <p>The eastern side of the KIBA abuts a parcel of vacant land that is not within the KIBA. This parcel extends north up along the railway line. Network Rail own this land.</p> <p>There are two safeguarded waste sites in close proximity to the KIBA on both sides of Belinda Road.</p>
Nature and scale of the KIBA	<p>The KIBA is predominantly in B1a and B1c uses and contains 76 units. VOA data recorded that nine of these were vacant. VOA recorded 53 different business within the KIBA.</p> <p>Two parcels of land that make up the KIBA:</p> <ol style="list-style-type: none"> 1. 26-28 Hinton Road - Mayflower Garage, a car repair business. 2. 245 Coldharbour Lane (Shakespeare Road Business Centre) is a converted three-storey Victorian warehouse providing offices, studios and workshop spaces. The East Wing and West Wing surround a small external courtyard. These contain 75 commercial units. Businesses in occupation include Lionheart in the Community (a nonprofit organisation) and Bizspace Ltd.
Access, congestion and road capacity	<p>Access to Parcel 1 is off Hinton Road.</p> <p>Vehicle access to Parcel 2 is to the south of the KIBA off Shakespeare Road, a local distributor road, with Coldharbour Lane, a London Distributor Road about 100m away. The nearest TfL Road Network is at least 1km away. Access is suitable for large vehicles.</p>

Name	Shakespeare Road Business Centre, SW9 8RR, SE24 0QQ, SE24 0HJ	
	<p>The surrounding roads of Shakespeare Road, Hinton Road and Coldharbour Lane are all potential cycle routes.</p> <p>TFL Road network - No London Distributor Road - Yes, Coldharbour Lane.</p>	
Opportunity to use rail or water to transport waste	Two heavy rail lines pass the site to the north (Brixton to Denmark Hill line) and east (Loughborough Junction to Herne Hill line).	
Cumulative impact of existing and proposed waste disposal facilities on the well-being of the local community	<p>There are three safeguarded waste sites in close proximity to the KIBA; two on either side of Belinda Road and one on Wanless Road.</p> <ul style="list-style-type: none"> • Powerday (waste transfer) 1-3 Belinda Road • Powerday (waste transfer) 4-16 Belinda Road • Lambeth Borough Wanless Road (public health and pest control), 26 Wanless Road 	
Planning policy designation	Air Quality Focus Area	No
	Heritage assets	Yes – 245 Coldharbour Lane is a locally listed building
	Tree Protection Orders	No
	Flood Affected	No
	Land instability	No known issues
	Protected Vistas	Local view: Norwood Park, Brixton Panoramic
	Site allocations	No
	Opportunity area	No
	Central Activities Zone	No
	Thames Policy Area	No
	SINC	No
	Metropolitan Open Land	No
	Other landscape/visual impacts	No
	Town Centre Hierarchy	No
B1a – C3 Article 4 Area	Yes, partial inclusion (Land Parcel 2)	
Potential opportunities, constraints and mitigation	<p><u>Parcel 1</u> This is a small site, but there is the potential to build a new small-scale facility on this site. There are no residential properties immediately adjacent. The rail lines and Shakespeare Road Business Centre provide a buffer for noise and odour. Access is off Hinton Road and is suitable for large vehicles.</p> <p><u>Parcel 2</u></p>	

Name	Shakespeare Road Business Centre, SW9 8RR, SE24 0QQ, SE24 0HJ
	The building is locally listed so a new facility would not be permitted. The proximity of residential properties further constrains the suitability of the Business Centre for waste uses. The existing accommodation includes workshop space which could be used for repair/reuse purposes.
Types of suitable facility	<u>Parcel 1</u> Recycling and Reprocessors Treatment Collection and handling <u>Parcel 2</u> Repair and Reuse

Shakespeare Road Depot

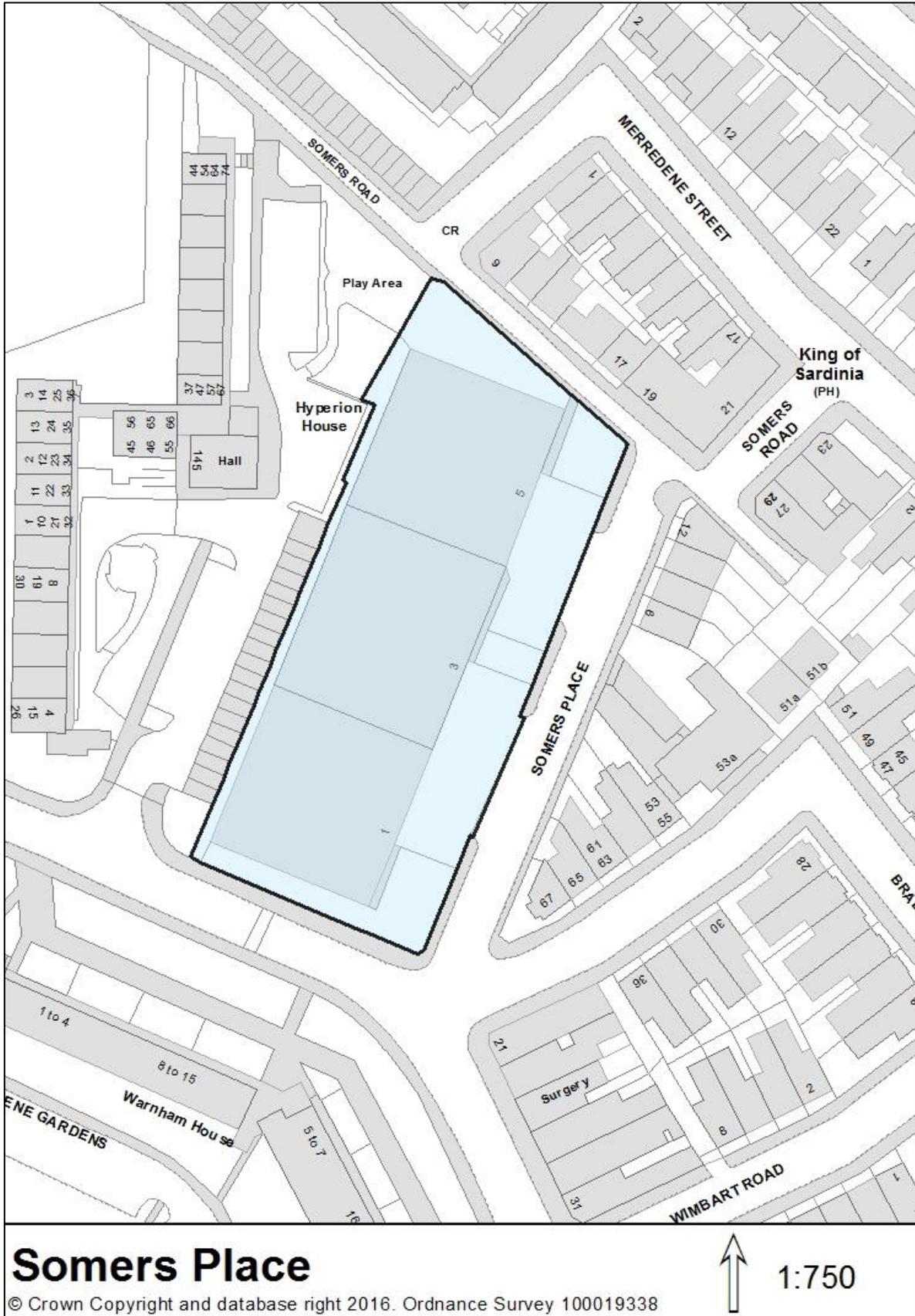


Name	Shakespeare Road Depot, 185-205 Shakespeare Road, SE24 0PZ
Area in hectares	0.59
Landowner	Lambeth Council
Location and surrounding land uses (existing and proposed)	<p>The KIBA is bound by Shakespeare Road to the east and Loughborough Park Road to the west. A heavy rail line runs further to the east of the KIBA. The KIBA serves as a major servicing depot for the council's waste vehicles and therefore is in <i>sui generis</i> use. There is a safeguarded waste site (Shakespeare Wharf) within 200m of the KIBA.</p> <p>Adjacent land use is predominately residential to the south, with a row of two storey terraced houses, and a school (Evelyn Grace Academy) on the adjoining northern boundary. Opposite the Shakespeare Road entrance is an estate of two storey houses, but these do not face the site and are separated from Shakespeare Road by foliage and fencing.</p>
Nature and scale of the KIBA	<p>The KIBA comprises a large three storey mid-century office building fronting Shakespeare Road and hard standing area towards the rear. The site is used by the council and its waste contractor Veolia Environmental Services, however no waste management or transfer takes place on the site. Instead the site is used for vehicle servicing, repairs, storage and associated uses.</p> <p>There is no 'B' use class floor space in this KIBA– all of the floorspace is in <i>sui generis</i> use. Permission is for use of the site for the storage of vehicles and waste management operations for an indefinite period.</p>
Access, congestion and road capacity	<p>Access to the KIBA is via Shakespeare Road which is classified as a Local Distributor Road and Loughborough Park.</p> <p>Shakespeare Road is a potential cycle route.</p> <p>TFL Road network - No London Distributor Road - No</p>
Opportunity to use rail or water to transport waste	There is a rail line passing approximately 100m south of the site.
Cumulative impact of existing and proposed waste disposal facilities on the	<p>There is a safeguarded waste site (Shakespeare Wharf) within 200m of the KIBA.</p> <p>Suez (transfer station), Shakespeare Wharf, Shakespeare Road</p>

Name	Shakespeare Road Depot, 185-205 Shakespeare Road, SE24 0PZ	
well-being of the local community		
Planning policy designation	Air Quality Focus Area	No
	Heritage assets	No
	Tree Protection Orders	No
	Flood Affected	No
	Land instability	No known issues
	Protected Vistas	Local views: Norwood Park, Brixton Panoramic
	Site allocations	No
	Opportunity area	No
	Central Activities Zone	No
	Thames Policy Area	No
	SINC	No
	Metropolitan Open Land	No
	Other landscape/visual impacts	No
	Town Centre Hierarchy	No
B1a – C3 Article 4 Area	No	
Potential opportunities, issues and mitigation	<p>The land is owned by Lambeth council</p> <p>Residential housing is considered “sensitive receptors” to air emissions, including dust, odours, vermin and birds, noise, light and vibration.</p> <p>Considerations will include the extent to which adverse emissions, odours, noise and vibration can be controlled through the use of appropriate and well-maintained and managed equipment and vehicles.</p> <p>Mitigation measures include ensuring facilities are enclosed, unless there is reasonable justification otherwise, to reduce noise, dust odour, litter and vermin. Transfer stations and metals plants can be noisy and dusty, especially if they are taking construction/demolition wastes and inert materials, and are unlikely to be suitable for this location.</p> <p>The type of waste managed on site is important, and ensuring no putrescible waste would mitigate odours, vermin and birds. Therefore a treatment facility such as MBT or AD are unlikely to be suitable on this site.</p> <p>The scale and operation of the facility will be important. Ensuring a small-scale facility will help mitigate noise. Ensuring day-time</p>	

Name	Shakespeare Road Depot, 185-205 Shakespeare Road, SE24 0PZ
	<p>operational hours will help mitigate noise and light pollution. Therefore large-scale recycling, reprocessing or treatment facilities are unlikely to be suitable for this site.</p> <p>Noise and vibration from goods vehicle traffic movements to and from a site is a key consideration, particularly as vehicles would rely on Chapel Road or Knight's Hill for access. The scale and operating hours of the facility will affect the number and times of vehicle movements and this will need to be a condition of any new proposal.</p>
Types of suitable facility	<p>Repair and Reuse</p> <p>Small-scale Recycling and Reprocessors</p> <p>Collection and handling</p>

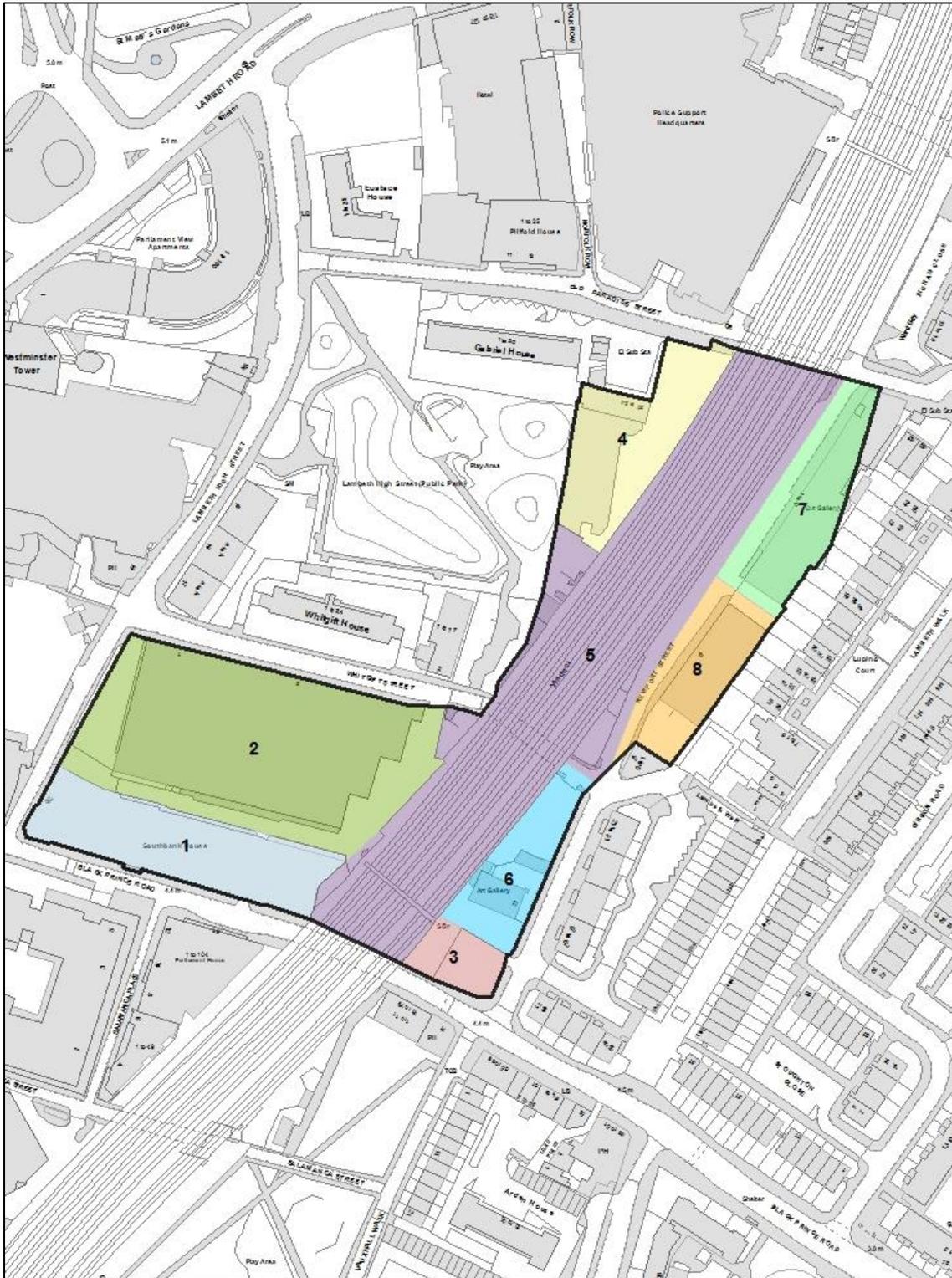
Somers Place



Name	Somers Place, SW2 2AL	
Area in hectares	0.39	
Landowner	Private	
Location and surrounding land uses (existing and proposed)	The KIBA is situated to the south of Brixton, in close proximity to Brixton Hill. It is surrounded by residential uses with a handful of commercial units to the south east on Upper Tulse Hill within the Upper Tulse Hill/Brading Road local town centre. The Rush Common & Brixton Hill conservation area lies directly to the north.	
Nature and scale of the KIBA	The KIBA contains three light industrial units in B1c and B8 use. The three businesses found in the KIBA are Equip Event Services, Flokk Ltd and Capital Industrial Properties. It benefits from a planning permission to change use to storage and supply of building products.	
Access, congestion and road capacity	<p>Direct access is off Somers Road, which is accessed from Brixton Hill, a London Distributor Road (A23). Access is suitable for large vehicles.</p> <p>There are no existing cycle routes near the KIBA. There is a potential cycle route along Brixton Hill.</p> <p>TFL Road network - No London Distributor Road - No</p>	
Opportunity to use rail or waster to transport waste	No	
Cumulative impact of existing and proposed waste disposal facilities on the well-being of the local community	None	
Planning policy designation	Air Quality Focus Area	Yes - (182 A3 Brixton Hill)
	Heritage assets	No
	Tree Protection Orders	No
	Flood Affected	No
	Land instability	No known issues
	Protected Vistas	No
	Site allocations	No
	Opportunity area	No
	Central Activities Zone	No
	Thames Policy Area	No
	SINC	No
Metropolitan Open Land	No	

Name	Somers Place, SW2 2AL	
	Other landscape/visual impacts	No
	Town Centre Hierarchy	No
	B1a – C3 Article 4 Area	No
Potential opportunities, constraints and mitigation	<p>The main constraint to this site is the proximity of residential properties. These are considered “sensitive receptors” to air emissions, including dust, odours, vermin and birds, noise, light and vibration.</p> <p>Considerations will include the extent to which adverse emissions, odours, noise and vibration can be controlled through the use of appropriate and well-maintained and managed equipment and vehicles.</p> <p>Mitigation measures include ensuring facilities are enclosed, unless there is reasonable justification otherwise, to reduce noise, dust odour, litter and vermin. Transfer stations and metals plants can be noisy and dusty, especially if they are taking construction/demolition wastes and inert materials, and are unlikely to be suitable for this location.</p> <p>The type of waste managed on site is important, and ensuring no putrescible waste would mitigate odours, vermin and birds. Therefore a treatment facility such as MBT or AD are unlikely to be suitable on this site.</p> <p>The scale and operation of the facility will be important. Ensuring a small-scale facility will help mitigate noise. Ensuring day-time operational hours will help mitigate noise and light pollution. Therefore large-scale recycling, reprocessing or treatment facilities are unlikely to be suitable for this site.</p> <p>Noise and vibration from goods vehicle traffic movements to and from a site is a key consideration, particularly as vehicles would rely on local roads for access. The scale and operating hours of the facility will affect the number and times of vehicle movements and this will need to be a condition of any new proposal.</p>	
Types of suitable facility	<p>Repair and Reuse</p> <p>Smaller-scale Recycling and Reprocessors</p> <p>Smaller-scale collection and handling</p>	

Southbank House and Newport Street



Southbank House and Newport Street

© Crown Copyright and database right 2016. Ordnance Survey 100019338



1:1,600

Name	Southbank House and Newport Street, SE11 6AT, SE11 6AQ, SE11 6AY, SE11 6AJ, SE11 6AX, SE1 7SJ
Area in hectares	2.36
Landowner	Mixed – includes London Fire Brigade/Emergency Planning Authority, Network Rail, Workspace Group Plc
Location and surrounding land uses (existing and proposed)	The KIBA is situated close to Albert Embankment in the north of the borough. The London Fire Brigade HQ lies adjacent to the KIBA at 8 Albert Embankment. The majority of the KIBA is within the Albert Embankment conservation area. Adjacent land use is predominately residential to the east, with open space to the north of Whitgift Street. Black Prince Road local centre lies to the south.
Nature and scale of the KIBA	<p>This is one of the largest KIBAs in the borough. VOA data recorded 166 units in this KIBA, 20 of which were vacant, and 117 businesses in occupation paying business rates. The KIBA is made up of eight parcels of land:</p> <ol style="list-style-type: none"> 1. Southbank House - Directly accessed from Black Prince Road, this building is owned and managed by Workspace Group Plc. 107 different businesses occupy 150 units including United World Schools and European Leadership Network. 2. Part of the former Fire Brigade Headquarters located on Lambeth High Street. 3. Vacant parcel of land owned by Fire Brigade, accessed from Newport Street. 4. Light industrial units and Costa Coffee roasting facility, accessed from Old Paradise Street. 5. Railway arches along Newport Street – These are owned by Network Rail. Tenants include the Arch Company and Pimlico Plumbers. 6. 22 Newport Street - Beaconsfield Gallery (Exhibition Space and Art Gallery, including café and car park). The upper floors are vacant. Owned by Network Rail. 7. 1-9 Newport Street - comprises 1-7 (The Newport Street Gallery) and 9 (offices associated with the gallery). Owned by Damien Hirst. 8. 15 Newport Street – Two storey red brick building housing Spiralix (Commercial Interior Design) and Promotion Hire (Professional filming equipment hire). Private ownership.
Access, congestion and road capacity	<p>Access to the KIBA is from Albert Embankment (part of TfL Road Network) via Black Prince Road. Alternatively the KIBA can be accessed from the north via Lambeth High Street.</p> <p>Black Prince Road, Newport Street and Old Paradise Street which border the KIBA are existing/confirmed cycle routes. There are</p>

Name	Southbank House and Newport Street, SE11 6AT, SE11 6AQ, SE11 6AY, SE11 6AJ, SE11 6AX, SE1 7SJ	
	proposed new cycle routes along nearby Albert Embankment, Lambeth Walk and Juxon Street. TFL Road network - No London Distributor Road - No	
Opportunity to use rail or water to transport waste	Water	
Cumulative impact of existing and proposed waste disposal facilities on the well-being of the local community	None	
Planning policy designation	Air Quality Focus Area	No
	Heritage assets	Yes – Two Grade II listed buildings within KIBA (Southbank House and 1-7 Newport Street). KIBA partly within Albert Embankment conservation area and within the North Lambeth archaeological priority area.
	Tree Protection Orders	No
	Flood Affected	Yes – zone 3
	Land instability	No known issues
	Protected Vistas	Yes – Protected Vista Parliament Hill summit to Palace of Westminster, Protected Vista Parliament Square to Palace of Westminster, Protected Vista Parliament Hill Oak Tree to Palace of Westminster, Protected Vista Primrose Hill to Palace of Westminster Local view – Norwood Park, Brixton Panoramic, Millbank
	Site allocations	Yes, Partly within Site Allocation 10
	Opportunity area	No

Name	Southbank House and Newport Street, SE11 6AT, SE11 6AQ, SE11 6AY, SE11 6AJ, SE11 6AX, SE1 7SJ	
	Central Activities Zone	Yes, Vauxhall, Nine Elms and Battersea Opportunity Area.
	Thames Policy Area	Yes- partially, west of the railway line.
	SINC	Yes
	Metropolitan Open Land	No
	Other landscape/visual impacts	No
	Town Centre Hierarchy	No
	B1a – C3 Article 4 Area	Partial inclusion (Land Parcel 1)
Potential opportunities, constraints and mitigation	<p>The main constraints for a waste use in this KIBA are heritage assets: Albert Embankment conservation area.</p> <p>Parcel 1 is a Grade II listed building owned and managed by Workspace Group containing office and studio space. This is unsuitable for a waste use.</p> <p>Parcels 2 and 3 fall within a site allocation which includes a mix of uses including residential and employment. It is therefore unlikely that a waste facility will be appropriate in this area due to the proximity of residential development.</p> <p>Parcel 4 has opportunity.</p> <p>Parcel 5 are railway arches which could be used as a repair/reuse workshop.</p> <p>Parcel 6 is exhibition space and art gallery and is located opposite residential housing. There could be opportunity for the upper floors to be used as a repair/reuse workshop.</p> <p>Parcel 7 includes a Two Grade II listed building (1-7 Newport Street) and offices. Neither are suitable for a waste use.</p>	
Types of suitable facility	<p><u>Parcel 4</u> Repair and Reuse Small-scale Recycling and Reprocessors Small-scale treatment Small-scale collection and handling</p> <p><u>Parcel 5</u> Repair and Reuse</p> <p><u>Parcel 6</u></p>	

Name	Southbank House and Newport Street, SE11 6AT, SE11 6AQ, SE11 6AY, SE11 6AJ, SE11 6AX, SE1 7SJ
	Repair and Reuse

Stannary Street

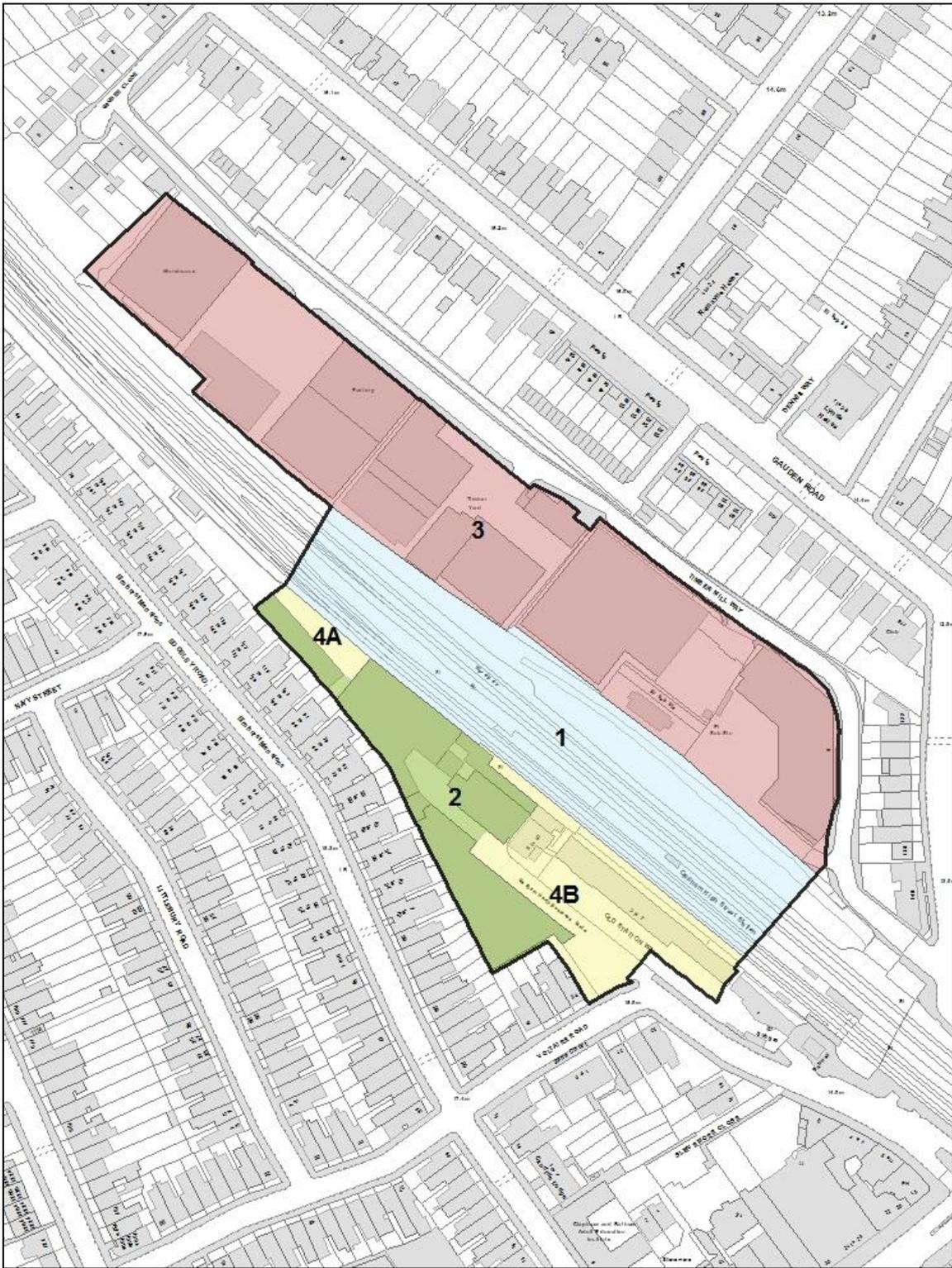


Name	Stannary Street, SE11 4PT, SE11 4AG, SE11 4AE, SE11 4AA, SE11 4AB, SE11 4BT
Area in hectares	1.35
Landowner	Mixed ownership
Location and surrounding land uses (existing and proposed)	<p>The KIBA lies to the north east of the Oval cricket ground and is bounded by Kennington Park Road to the east, Kennington Road to the west and Ravensdon Street to the north. It has direct transport links to the TfL Road Network.</p> <p>Adjacent land uses include open spaces (Kennington Park and Kennington Green), retail uses to the north and south, and residential uses on the other boundaries. Listed buildings about the KIBA to the east (along K. P. Road) and west (The Lycee and The Old Town Hall). Kennington Park (a site of local nature conservation importance) is located to the south-east, on the opposite side of K. P. Road.</p>
Nature and scale of the KIBA	<p>The KIBA is made up of numerous different land parcels which are accessed from either Kennington Park Road, Kennington Road, Stannary Street or Milverton Street:</p> <ol style="list-style-type: none"> 1. 405-407 Kennington Road and 2 Stannary Street - the former is a modern five-storey block has an active frontage (Costcutters) at ground floor level with offices and residential above. The latter comprises residential units. 2. 409 Kennington Road - This corner parcel has frontages onto Kennington Road and Kennington Park Road. It comprises Government offices and includes the Department of Work & Pensions alongside a Jobcentre plus. 3. 202-204 Kennington Park Road - M.P. Moran & Sons: Plumbing Merchants (retail and showroom) with residential above. 4. 198-200a Kennington Park Road – M.P. Moran – Plumbing and Heating Merchants (retail) at the front, Wholesale trade and timber merchants to the rear. 5. 6 Stannary Street - The Bacon Factory, Imogen Paine Ltd (Sculpture and art restoration). A two-storey early 20th Century factory building. 6. 14 Stannary Street – Three-storey Kurdish Cultural Centre. 7. 16 Stannary Street – Four-storey block with commercial uses at ground floor level, including Flint Wines (wholesaler), with residential above. 8. 18 Stannary Street and 188 Kennington Park Road - This parcel is accessed from Stannary Street and Kennington Park Rd. The

Name	Stannary Street, SE11 4PT, SE11 4AG, SE11 4AE, SE11 4AA, SE11 4AB, SE11 4BT
	<p>former contains Stephen Congdon Restaurant Ltd, and associated offices, the latter contains residential units.</p> <p>9. Whitfield House and 20, 22-26 Stannary Street - office units.</p> <p>10. 28-32 Stannary Street and Whiteacre Mews – The former is made up of B1a uses. Whiteacre Mews is a mix of residential and office uses.</p> <p>11. Stannary Place - Located off of Stannary Street, this mews contains 14 residential units (1-14 Stannary Place) and 10 commercial studios. Tenants include Stephen Conroy Food photography (Photography studio), and the Health Professionals Council.</p> <p>12. 379 and 381 Kennington Road, 19 and 19a Stannary Place – Accessed off of Kennington Road, this parcel comprises Shurgard Self Storage and an associated retail unit.</p> <p>13. 377 and 379a Kennington Rd - Aircon House - office use with residential above.</p> <p>14. 373 Kennington Road – Industrial space housing an Art Gallery (Space Station 65) and Spectrecom film studios. Also comprises industrial Biscuiteers.</p> <p>15. 21-22 Aulton Place is residential.</p> <p>16. Gateway House, Milverton Street – Four-storey B1a office units.</p> <p>VOA data recorded 23 different businesses within the 37 KIBA units. Only two were recorded as vacant.</p>
Access, congestion and road capacity	<p>Access is available via Kennington Park Road and Kennington Road both of which are part of TfL Road Network.</p> <p>Segregated Cycleway CS7 runs along Kennington Park Road to the east of the KIBA. Kennington Road running to the south west of the KIBA is a proposed new cycle route.</p> <p>TfL Road network - Yes, Kennington Road & Kennington Park Road. London Distributor Road - No</p>
Opportunity to use rail or water to transport waste	No
Cumulative impact of existing and proposed waste disposal facilities on the	None

Name	Stannary Street, SE11 4PT, SE11 4AG, SE11 4AE, SE11 4AA, SE11 4AB, SE11 4BT	
well-being of the local community		
Planning policy designation	Air Quality Focus Area	Yes - 152 Kennington Oval and Camberwell New Rd
	Heritage assets	Yes – 1 locally listed building to the western edge of the KIBA and 3 locally listed bollards at the Aulton Place/Stannary Street junction. Part within the Kennington conservation area, part within the Roman Road archaeological priority area.
	Tree Protection Orders	No
	Flood Affected	Yes – zone 2 & 3
	Land instability	Tunnel Safeguarding Lines
	Protected Vistas	Protected vista Primrose Hill to Palace of Westminster Local Views: Norwood Park, Brixton Panoramic & Millbank.
	Site allocations	No
	Opportunity area	No
	Central Activities Zone	No
	Thames Policy Area	No
	SINC	No
	Metropolitan Open Land	No
	Other landscape/visual impacts	No
	Town Centre Hierarchy	Yes – 405-407 Kennington Road, 188, 198-204 Kennington Park Road, and 2, 4 and 6 Stannary Street are situated within the Kennington Park Road/ Kennington Road Local Centre.
B1a – C3 Article 4 Area	Yes, partial (Land Parcels 2 and 5)	
Potential opportunities, constraints and mitigation	The heritage assets and proximity of residential properties makes this KIBA unsuitable for a new waste facility. There may be an opportunity to operate a repair and reuse workshop in one of the commercial spaces.	
Types of suitable facility	Repair/reuse	

Timber Mill Way



Timber Mill Way

© Crown Copyright and database right 2016. Ordnance Survey 100019338



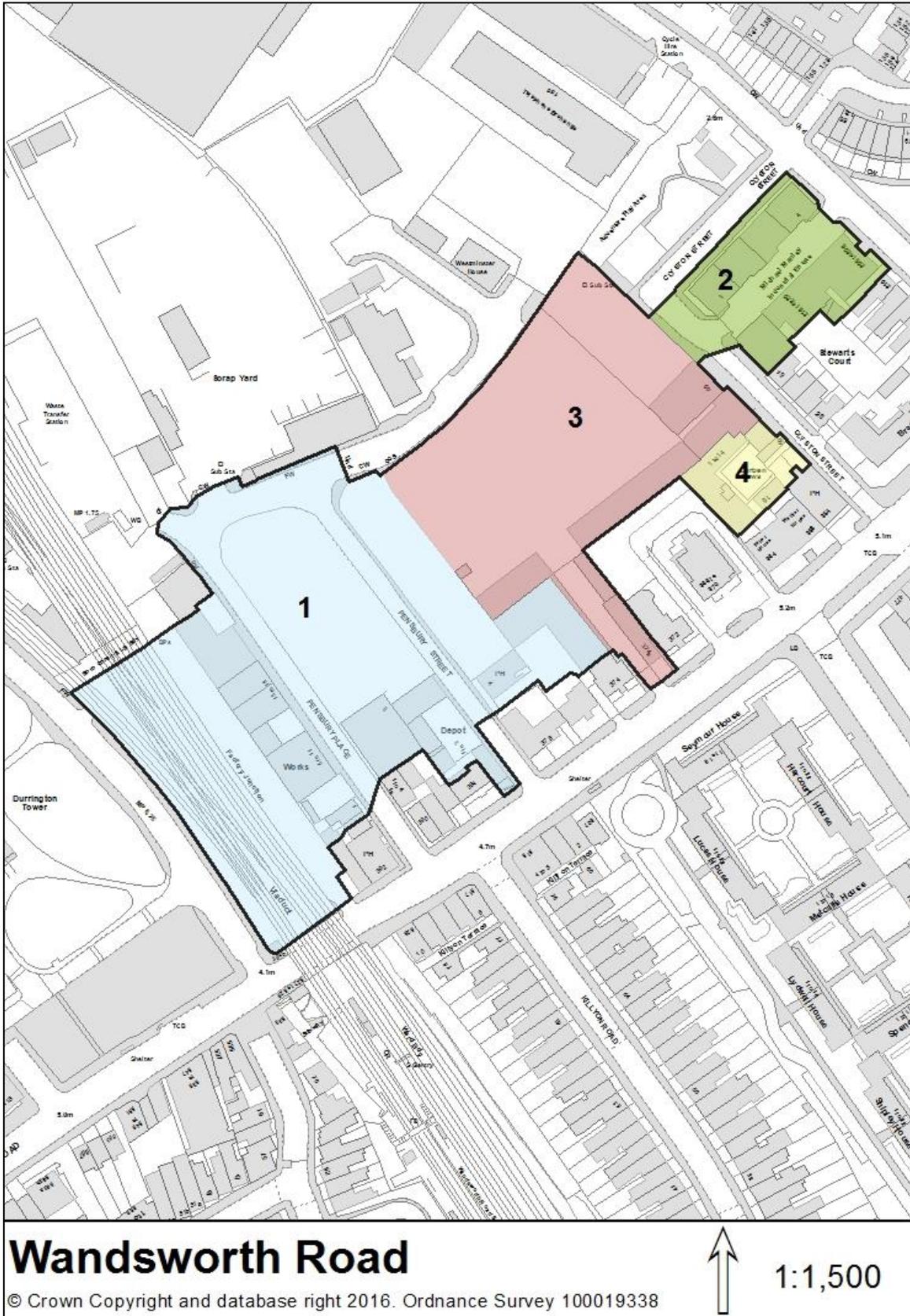
1:1,650

Name	Timber Mill Way, SW4 6LY, SW4 6DH
Area in hectares	2.85
Landowner	Private, including Needspace (Clapham North Arts Centre) and Network Rail
Location and surrounding land uses (existing and proposed)	<p>The KIBA straddles the Clapham High Street railway station. The northern boundary of the KIBA is Timber Mill Road, the southern boundary is Voltaire Road.</p> <p>The only adjacent land use to this KIBA is residential, although a heavy rail line does bisect the centre of the KIBA. The KIBA is within walking distance of Clapham High Street and Clapham North tube station.</p>
Nature and scale of the KIBA	<p>VOA data recorded 56 businesses paying business rates in this KIBA and only three vacancies within the 67 units. The KIBA has a range of units from double-storey to four storey modern industrial sheds. The KIBA comprises five land parcels:</p> <ol style="list-style-type: none"> 1. Railway embankment – <i>sui generis</i> land. 2. 26-32 Voltaire Road – This comprises the Clapham North Arts Centre (managed by Needspace) and accommodates B1 businesses including Olivers Travels Ltd and The Wine Treasury Ltd. 3. 6 Timber Mill Way - This parcel is made up of four large industrial units in private ownership; A E Chapman & Son Ltd (glass wholesaler), T Brewer and Co Ltd. (timber merchant and wholesaler), Safestore (self-storage facility) and Liberty Wines (Wine Wholesaler). 4. 4a: 26-32 Voltaire Road – Crossfit gymnasium owned by Needspace. 4b: 2-7 and 8-10 Old Station Way – Variety of commercial premises all privately owned.
Access, congestion and road capacity	<p>Within 120m to London Distributor Road – Clapham High Street. Access is suitable for large vehicles.</p> <p>Clapham High Street and Clapham Road is an existing/confirmed cycleway and Gauden Road is a potential cycle route.</p> <p>TFL Road network - No London Distributor Road - No</p>
Opportunity to use rail or waster to transport waste	There is a railway line bisecting the KIBA.

Name	Timber Mill Way, SW4 6LY, SW4 6DH	
Cumulative impact of existing and proposed waste disposal facilities on the well-being of the local community	None	
Planning policy designation	Air Quality Focus Area	No
	Heritage assets	Yes – listed building towards the south of the KIBA.
	Tree Protection Orders	No
	Flood Affected	No
	Land instability	No known issues
	Protected Vistas	No
	Site allocations	No
	Opportunity area	No
	Central Activities Zone	No
	Thames Policy Area	No
	SINC	No
	Metropolitan Open Land	No
	Other landscape/visual impacts	No
Town Centre Hierarchy	No	
B1a – C3 Article 4 Area		
Potential opportunities, issues and mitigation	<p>The main constraints are traffic and the proximity of residential housing. Residential properties back onto the KIBA and in the case of Timber Mill Way are separated by the road. Access to both parts of the KIBA from Clapham High Street avoids passing residential properties.</p> <p>Residential use is a “sensitive receptor” to air emissions, including dust, odours, vermin and birds, noise, light and vibration. Considerations will include the extent to which adverse emissions, odours, noise and vibration can be controlled through the use of appropriate and well-maintained and managed equipment and vehicles. Mitigation measures include ensuring facilities are enclosed, unless there is reasonable justification otherwise, to reduce noise, dust odour, litter and vermin. The scale and operation of the facility will be important. Ensuring a small-scale facility will help mitigate noise. Ensuring day-time operational hours will help mitigate noise and light pollution.</p>	
Types of suitable facility	Repair and Reuse Recycling and Reprocessors Treatment	

Name	Timber Mill Way, SW4 6LY, SW4 6DH
	Collection and handling

Wandsworth Road



Name	Wandsworth Road, SW8 3DH, SW8 4TP, SW8 4TL, SW8 4TJ, SW8 4TE, SW8 4TT, SW8 4TU, SW8 4UB
Area in hectares	2.40
Landowner	Mixed private
Location and surrounding land uses (existing and proposed)	<p>Wandsworth Road KIBA adjoins the boundary of the borough with LB Wandsworth, to the west.</p> <p>Adjacent land uses include residential to the southwest, southeast and northeast. Heathbrook Park lies to the west. The land immediately to the north west in the LB Wandsworth is Strategic Industrial Land, (Nine Elms) as designated in the London Plan, and is dominated by employment uses including a waste operator, scrapyards and waste transfer/processing activities.</p> <p>Numbers 372, 374 and 376 are all grade II listed buildings that lie just to the south of the KIBA.</p>
Nature and scale of the KIBA	<p>The KIBA is divided into 4 main areas:</p> <ol style="list-style-type: none"> 1. Pensbury Place, Pensbury Street and Portslade Road Arches - Small industrial units along Pensbury Place and railway arches accommodating a range of B1, B2 and B8 uses. 2. Michael Manley Industrial Estate - Modern single storey light industrial units and a cluster of 1-2 storey office and B8 uses, accessed from Stewart's Rd. Companies on site include Mears Ltd. 3. Botany House and 40 Clyston Street - Range of 1-2 storey factory/warehousing premises accessed directly from Clyston Street. There are also a number of open areas which are used for open storage, car repair and scrapyard activities. 4. Corben Mews and 50 Clyston Street – residential units. <p>VOA data recorded 32 different businesses within 39 KIBA units. Five units were vacant.</p>
Access, congestion and road capacity	<p>The KIBA has direct access to the London Distributor Road network.</p> <p>Stewarts Road to the north east is a potential cycle route.</p> <p>TFL Road network - No London Distributor Road - Yes, Wandsworth Road</p>
Opportunity to use rail or water to transport waste	A railway line lies to the west of the site.
Cumulative impact of existing and proposed	The land immediately to the north west in the LB Wandsworth is Strategic Industrial Land, (Nine Elms) as designated in the London

Name	Wandsworth Road, SW8 3DH, SW8 4TP, SW8 4TL, SW8 4TJ, SW8 4TE, SW8 4TT, SW8 4TU, SW8 4UB	
waste disposal facilities on the well-being of the local community	Plan, and is dominated by employment uses including a waste operator, scrapyards and waste transfer/processing activities.	
Planning policy designation	Air Quality Focus Area	No
	Heritage assets	Yes – south if partially within the Wandsworth Road conservation area. No. 4 Pensbury Street is locally listed.
	Tree Protection Orders	No
	Flood Affected	Yes – zone 2 & zone 3
	Land instability	No known issues
	Protected Vistas	Local views: Partially within Wandsworth Road Station
	Site allocations	No
	Opportunity area	No
	Central Activities Zone	Vauxhall, Nine Elms and Battersea Opportunity Area.
	Thames Policy Area	No
	SINC	No
	Metropolitan Open Land	No
	Other landscape/visual impacts	No
	Town Centre Hierarchy	No
B1a – C3 Article 4 Area	No	
Potential opportunities, issues and mitigation	<p>Cumulative impact of existing waste facilities.</p> <p>Properties in Corben Mews and Clyston Street have been converted to residential through permitted development. These are considered “sensitive receptors” to air emissions, including dust, odours, vermin and birds, noise, light and vibration.</p> <p>There are areas of the KIBA located away from the residential uses which are therefore more suitable for waste uses. There is an opportunity to enclose and upgrade open areas which are used for scrapyard activities.</p> <p>Mitigation measures include ensuring facilities are enclosed, unless there is reasonable justification otherwise, to reduce noise, dust odour, litter and vermin.</p> <p>Noise and vibration from goods vehicle traffic movements to and from a site is a key consideration. The scale and operating hours of</p>	

Name	Wandsworth Road, SW8 3DH, SW8 4TP, SW8 4TL, SW8 4TJ, SW8 4TE, SW8 4TT, SW8 4TU, SW8 4UB
	the facility will affect the number and times of vehicle movements and this will need to be a condition of any new proposal.
Types of suitable facility	Repair and Reuse Recycling and Reprocessors Treatment Collection and handling

Waterworks Road



Name	Waterworks Road SW2 5EU, SW2 5AZ, SW2 1RS
Area in hectares	1.23
Landowner	
Location and surrounding land uses (existing and proposed)	There is a mixture of adjacent land uses; the area immediately abutting the north side of the KIBA is a church (previously within boundary of KIBA but since removed from KIBA designation) and north of this is residential (Blenheim Gardens), and a park is situated to the north west of the KIBA. Thames Water owns land to the west of the KIBA, which contains water tanks. South of Waterworks Road is 146-156 Brixton Hill that is in industrial use – ATS car servicing.
Nature and scale of the KIBA	<p>This KIBA comprises nine separate parcels of land:</p> <ol style="list-style-type: none"> 1. Weld Work Mews, Stewarts Place and Blenheim studios - There are offices with 8 live/work units at Weld Work Mews. Blenheim studios contains a mix of office and residential uses. The whole parcel is under single private ownership. 2. Land between 29-31 Blenheim Gardens – This site has a permission for 24 office units, yet to be built out. 3. 116-120 Brixton Hill – Capital Group’s printworks at ground floor with residential above. 4. 122-128 Brixton Hill – Fronting Brixton Hill is a pair of new builds comprising 10 commercial units (including Brixton Sonic Ltd) and 8 residential flats. To the rear is Brixton Hill Studios. 5. 130 Brixton Hill – Ground floor active frontage with residential units above. 6. Waterworks Road/ Brixton Hill – all land in this parcel is owned by Thames Water. It includes 130a Brixton Hill and a two storey building, directly linked to their wider facility (which lies outside of the KIBA), that fronts onto Waterworks Road. Land is primarily accessed between 130 and 132 Brixton Hill. 7. Rear of 132-134 Brixton Hill - Rear curtilage of council owned listed buildings. 8. Rear of 136-138 Brixton Hill - Rear curtilage of privately owned listed buildings (Bethnon Ltd). 9. Rear of 140 Brixton Hill - Two vacant single storey garages owned by Hestweald Ltd. <p>VOA data recorded 13 different businesses in the KIBA occupying all of the 13 units.</p>
Access, congestion and road capacity	The KIBA is situated on the TfL Road Network (Brixton Hill Road)

Name	Waterworks Road SW2 5EU, SW2 5AZ, SW2 1RS	
Opportunity to use rail or water to transport waste	The KIBA is about 1.2km from the southwest line - Herne Hill to south of borough or north to central London, or Brixton towards Peckham Rye to east.	
Cumulative impact of existing and proposed waste disposal facilities on the well-being of the local community	No other waste uses nearby.	
Planning policy designation	Air Quality Focus Area	Yes - 182 A3 Brixton Hill
	Heritage assets	Part within conservation area, two listed buildings part within KIBA, listed building abutting the southeast part of the KIBA.
	Tree Protection Orders	
	Flood Affected	A few incidents recorded east of the KIBA and is within an area susceptible to groundwater flooding (50-75%) Medium risk – 3-4 incidents recorded
	Land instability	No known issues
	Protected Vistas	No
	Site allocations	No
	Opportunity area	No
	Central Activities Zone	No
	Thames Policy Area	No
	SINC	No
	Metropolitan Open Land	No
	Other landscape/visual impacts	No
	Town Centre Hierarchy	Brixton town centre is about 700m away
B1a – C3 Article 4 Area		
Potential opportunities, issues and mitigation	In principle waste management use in the KIBA is appropriate, however given there is residential currently within the KIBA, it is unlikely that a waste management use would be delivered on the KIBA, unless it was an upcycling/reuse/recycling operation that could be accommodated within existing industrial units.	
Types of suitable facility	Repair and reuse	

West Norwood Commercial Area



West Norwood Commercial Area ↑ 1:2,750
© Crown Copyright and database right 2016. Ordnance Survey 100019338

Name	West Norwood Commercial Area, SE27 OSP, SE27 OTP, SE27 OJN, SE27 ODQ, SE27 OHQ, SE27 OTR, SE27 OBF, SE27 9NW, SE27 ODG, SE27 ODJ, SE27 OHN, SE27 OHP, SE27 OHH, SE27 ODN, SE27 ODB, SE27 ODL
Area in hectares	8.25
Landowner	Mixed, including: public, private and Network Rail
Location and surrounding land uses (existing and proposed)	<p>The KIBA is situated to the south of West Norwood Station. The commercial area is bound by Knights Hill to the west and Chapel Road to the South. West Norwood district centre bisects the KIBA in the east (Norwood High-street) and also lies to the north and west.</p> <p>There are a variety of adjacent land uses, including a railway line to the north and east of the site and residential accommodation to the south. Local retail units lie, predominantly to the north-west, within the district centre. The KIBA also adjoins the Norwood High Street/Chapel Road Local Centre to the south-east.</p>
Nature and scale of the KIBA	<p>This is the largest KIBA in the Borough, with a range of units from one to four storeys in height, and dating from inter-war to modern. It is in mixed ownership, including: public, private and Network Rail. VOA data recorded 62 different businesses within the 66 KIBA units. Only five of the units were recorded as vacant.</p> <ol style="list-style-type: none"> 1. Former Lambeth College site on corner of Chapel Road and Knights Road in private ownership. 2. Site at 19-21 Chapel Road – commercial building in private ownership. 3. 3 Weaver Walk – ABN House (Allied Broadcasting Network - Television Studio). 3. 33-51 Chapel Road – Winn & Coales Ltd, (Corrosion prevention/sealing technology), in private ownership 4. 107 Knight’s Hill – The Big Yellow Self-Storage Company. 33 Rothschild Street – Cennox Signage and Construction Ltd, private ownership. 35 Rothschild Street – Blackbird Bakery. 5. Ernest Avenue - Norwood Bus Garage. 6. 26 Rothschild Street - Mylands paint makers, private ownership. Industrial buildings with some ancillary office space 7. 2 Knight’s Hill Square – W.Hobby (Warehouse and retail sales) 9A Knight’s Hill Square – Bobby Vincent House 55 Knight’s Hill – UK Power Networks 59 Knight’s Hill – Kwik Fit (tyre fitter)

Name	West Norwood Commercial Area, SE27 OSP, SE27 OTP, SE27 OJN, SE27 ODQ, SE27 OHQ, SE27 OTR, SE27 OBF, SE27 9NW, SE27 ODG, SE27 ODJ, SE27 OHN, SE27 OHP, SE27 OHH, SE27 ODN, SE27 ODB, SE27 ODL
	<p>28-42 Ernest Avenue – various small business units housing London Bus Services and auto repair businesses.</p> <p>8. 1 Knight’s Hill Square – Maximum Potential Ventures 3 Knight’s Hill Square – Howden’s Joinery (Wholesale and trade supplies) 43 Knight’s Hill – Mencap (Charity shop) 45 Knight’s Hill – The Copy Shop (photocopying and printing services) 4 Beadman Street – Emmaus South Lambeth - warehouse used for storage and distribution with ancillary office space (Safeguarded Waste Site). 8-10 Beadman Street – Joy Group Ltd single storey warehouse</p> <p>9. 1 Beadman Street – H.A.Marks construction 1 Langmead Street – We Love Laundry dry cleaners 42-44 Norwood High Street – office building on the western side of the high street</p> <p>10. 9 Beadman Street - Emmaus South Lambeth community 11 Beadman Street – Joy Group Ltd single storey warehouse 2-12 Ernest Avenue – Thermofrost Cryo Ltd</p> <p>11. The Windsor Centre (Advance Road) - Industrial estate accommodating approximately 16 units in private ownership. There are a mix of uses including Future Projections Ltd.</p> <p>12. 57-79 Norwood High Street – Travis Perkins builders’ merchants (retail and wholesale) in private ownership.</p> <p>13. Waring Street – Industrial units housing Reyco Decorative Artists</p> <p>14. Windsor Grove – Royal Mail sorting office.</p> <p>15. Windsor Grove (Car Breakers scrap yard) – Safeguarded waste site in private ownership.</p> <p>16A. Land between Ernest Avenue and Rothschild Street - Mix of uses and companies including Alton Motors and Edmund de Waal Art Studio.</p> <p>16B. Land between Rothschild Street and Chapel Road - Mix of uses and companies</p>
Access, congestion and road capacity	Road access is off London Distributor Roads (Knights Hill and Norwood High Street) and Local Distributor Roads. The area is suitable for access by large vehicles.

Name	West Norwood Commercial Area, SE27 0SP, SE27 0TP, SE27 0JN, SE27 0DQ, SE27 0HQ, SE27 0TR, SE27 0BF, SE27 9NW, SE27 0DG, SE27 0DJ, SE27 0HN, SE27 0HP, SE27 0HH, SE27 0DN, SE27 0DB, SE27 0DL	
	<p>There are no existing cycle routes near the KIBA but there is a potential route through the KIBA along Knight's Hill Square, Beadman Street and out onto Cotswold Street.</p> <p>TfL Road network - No London Distributor Road - Yes, Knights Hill, Norwood High Street, Ernest Avenue.</p>	
Opportunity to use rail or waster to transport waste	No	
Cumulative impact of existing and proposed waste disposal facilities on the well-being of the local community	<p>Two sites:</p> <ol style="list-style-type: none"> 1. Located in parcel 8 of the KIBA, in the northern most portion of the industrial area. Waste site is approximately 586m² in area, and fronts Beadman Street. 2. Kiernan, Bill (Vehicle Depollution Facility): Located in parcel 15, this waste site, 2714m² in area, occupies the eastern most extent of the KIBA, parallel to the railway corridor off Windsor Grove. 	
Planning policy designation	Air Quality Focus Area	No
	Heritage assets	No
	Tree Protection Orders	<p>Four TPOs on perimeter of KIBA, in the south west of the KIBA, along Chapel Road (parcel 1) and Rothschild Road (parcel 4).</p> <p>Tree protection boundary to the south west corner of the KIBA parallel to Knights Hill Road (A215), located in parcel 4.</p>
	Flood Affected	No
	Land instability	No known issues
	Protected Vistas	Local Views
	Site allocations	No
	Opportunity area	No
	Central Activities Zone	No
	Thames Policy Area	No
	SINC	No
	Metropolitan Open Land	No
Other landscape/visual impacts	No	

Name	West Norwood Commercial Area, SE27 OSP, SE27 OTP, SE27 OJN, SE27 ODQ, SE27 OHQ, SE27 OTR, SE27 OBF, SE27 9NW, SE27 ODG, SE27 ODJ, SE27 OHN, SE27 OHP, SE27 OHH, SE27 ODN, SE27 ODB, SE27 ODL	
	Town Centre Hierarchy	No
	B1a – C3 Article 4 Area	No
Potential opportunities, issues and mitigation	<p><u>KIBA</u> Cumulative impact – probably ok on this given the size of the KIBA and redevelopment of Beadman Street.</p> <p>The KIBA is large enough to accommodate a new enclosed waste facility away from neighbouring residential uses. Therefore a range of uses could be suitable, subject to traffic studies and suitable mitigation for issues such as noise and dust.</p> <p><u>Vacant Plot</u> There are two main constraints to a waste facility on the vacant plot of land at the corner of Chapel Road and Knight’s Hill: the proximity of residential housing and the suitability of road access for large vehicles and an increase in traffic.</p> <p>Residential housing is considered “sensitive receptors” to air emissions, including dust, odours, vermin and birds, noise, light and vibration.</p> <p>Considerations will include the extent to which adverse emissions, odours, noise and vibration can be controlled through the use of appropriate and well-maintained and managed equipment and vehicles.</p> <p>Mitigation measures include ensuring facilities are enclosed, unless there is reasonable justification otherwise, to reduce noise, dust odour, litter and vermin. Transfer stations and metals plants can be noisy and dusty, especially if they are taking construction/demolition wastes and inert materials, and are unlikely to be suitable for this location.</p> <p>The type of waste managed on site is important, and ensuring no putrescible waste would mitigate odours, vermin and birds. Therefore a treatment facility such as MBT or AD are unlikely to be suitable on this site.</p> <p>The scale and operation of the facility will be important. Ensuring a small-scale facility will help mitigate noise. Ensuring day-time</p>	

Name	West Norwood Commercial Area, SE27 0SP, SE27 0TP, SE27 0JN, SE27 0DQ, SE27 0HQ, SE27 0TR, SE27 0BF, SE27 9NW, SE27 0DG, SE27 0DJ, SE27 0HN, SE27 0HP, SE27 0HH, SE27 0DN, SE27 0DB, SE27 0DL
	<p>operational hours will help mitigate noise and light pollution. Therefore large-scale recycling, reprocessing or treatment facilities are unlikely to be suitable for this site.</p> <p>Noise and vibration from goods vehicle traffic movements to and from a site is a key consideration, particularly as vehicles would rely on Chapel Road or Knight's Hill for access. The scale and operating hours of the facility will affect the number and times of vehicle movements and this will need to be a condition of any new proposal.</p>
Types of suitable facility	<p><u>KIBA</u> Repair and Reuse Recycling and Reprocessors Treatment Collection and handling</p> <p><u>Vacant site</u> Repair and Reuse Smaller-scale Recycling and Reprocessors Smaller-scale collection and handling</p>

Zennor Road Estate and adjoining sites



Zennor Road Estate and Adjoining Sites
© Crown Copyright and database right 2016. Ordnance Survey 100019338  1:1,750

Name	Zennor Road Estate and adjoining sites, SW12 OPS, SW12 OLT, SW12 ONA, SW12 ONE
Area in hectares	3.3
Landowner	Mixed private, including Workspace Group Plc
Location and surrounding land uses (existing and proposed)	<p>The KIBA includes land on the north and south sides of Weir Road. The KIBA adjoins the western borough boundary with LB Wandsworth. Cavendish Road bounds the KIBA to the west. The KIBA is approximately 250m from the edge of the Balham town centre and 750m from Balham railway/tube station.</p> <p>Henry Cavendish Primary School lies to the south of the KIBA with the Cavendish Local Centre immediately to the south of this. Residential areas surround the remaining periphery.</p>
Nature and scale of the KIBA	<p>VOA data recorded 31 different businesses in the 44 KIBA units. The KIBA comprises six parcels of land:</p> <ol style="list-style-type: none"> 1. Zennor Road Estate - 28 double-storey purpose built business units, owned and managed by Workspace Group Plc. Businesses include Lime Technology Ltd and Wolseley UK Ltd. 2. Grange Mills Estate - Approximately 24 business units in private ownership, accessed from Weir Road. Businesses include City Electrical Factors and Exodus Travels. 3. 5-7 Weir Road – 5 occupied by Magnet Trade (Kitchen and Joinery Specialists), 7 contains a Big Yellow Self Storage Company unit. 4. 9 Weir Road – The Waldorf School with warehouse to the rear (at 9a and 9b) owned and occupied by Brindisa Ltd (food business). 5. 2-6 Weir Road - Travis Perkins builder’s yard. 6. 8 Weir Road - Warehouse occupied by London Duck Tours. 7. 10-12 Weir Road – Warehouse containing Howden’s Joinery Co. (Hardware and Joinery).
Access, congestion and road capacity	<p>Access is directly from Weir Road which bisects the entire KIBA. Weir Road can be accessed from the A205 (a Primary TfL Network Road) via Cavendish Road. Alternatively the A24 (another TfL network road) lies 200m away from the KIBA to the west.</p> <p>Cavendish Road is an existing cycle route.</p> <p>TfL Road network - No London Distributor Road - No</p>
Opportunity to use rail or waster to transport waste	No

Name	Zennor Road Estate and adjoining sites, SW12 OPS, SW12 OLT, SW12 ONA, SW12 ONE	
Cumulative impact of existing and proposed waste disposal facilities on the well-being of the local community	None	
Planning policy designation	Air Quality Focus Area	No
	Heritage assets	Yes – partially within La Retraite conservation area, to the north of the KIBA (Benjamin Mews).
	Tree Protection Orders	No
	Flood Affected	No
	Land instability	No known issues
	Protected Vistas	No
	Site allocations	No
	Opportunity area	No
	Central Activities Zone	No
	Thames Policy Area	No
	SINC	No
	Metropolitan Open Land	No
	Other landscape/visual impacts	No
	Town Centre Hierarchy	No
B1a – C3 Article 4 Area	No	
Potential opportunities, constraints and mitigation	<p>The main opportunities for a waste facility lie in Parcels 1 and 2 of the KIBA.</p> <p>The main constraint is the proximity of residential housing and the school to the KIBA. These are considered “sensitive receptors” to air emissions, including dust, odours, vermin and birds, noise, light and vibration.</p> <p>Considerations will include the extent to which adverse emissions, odours, noise and vibration can be controlled through the use of appropriate and well-maintained and managed equipment and vehicles.</p> <p>Mitigation measures include ensuring facilities are enclosed, unless there is reasonable justification otherwise, to reduce noise, dust odour, litter and vermin.</p>	

Name	Zennor Road Estate and adjoining sites, SW12 OPS, SW12 OLT, SW12 ONA, SW12 ONE
	<p>The type of waste managed on site is important, and ensuring no putrescible waste would mitigate odours, vermin and birds.</p> <p>Noise and vibration from goods vehicle traffic movements to and from a site is a key consideration. The scale and operating hours of the facility will affect the number and times of vehicle movements.</p>
Types of suitable facility	<p>Repair and Reuse</p> <p>Recycling and Reprocessors</p> <p>Treatment</p> <p>Collection and handling</p>

Acre Lane

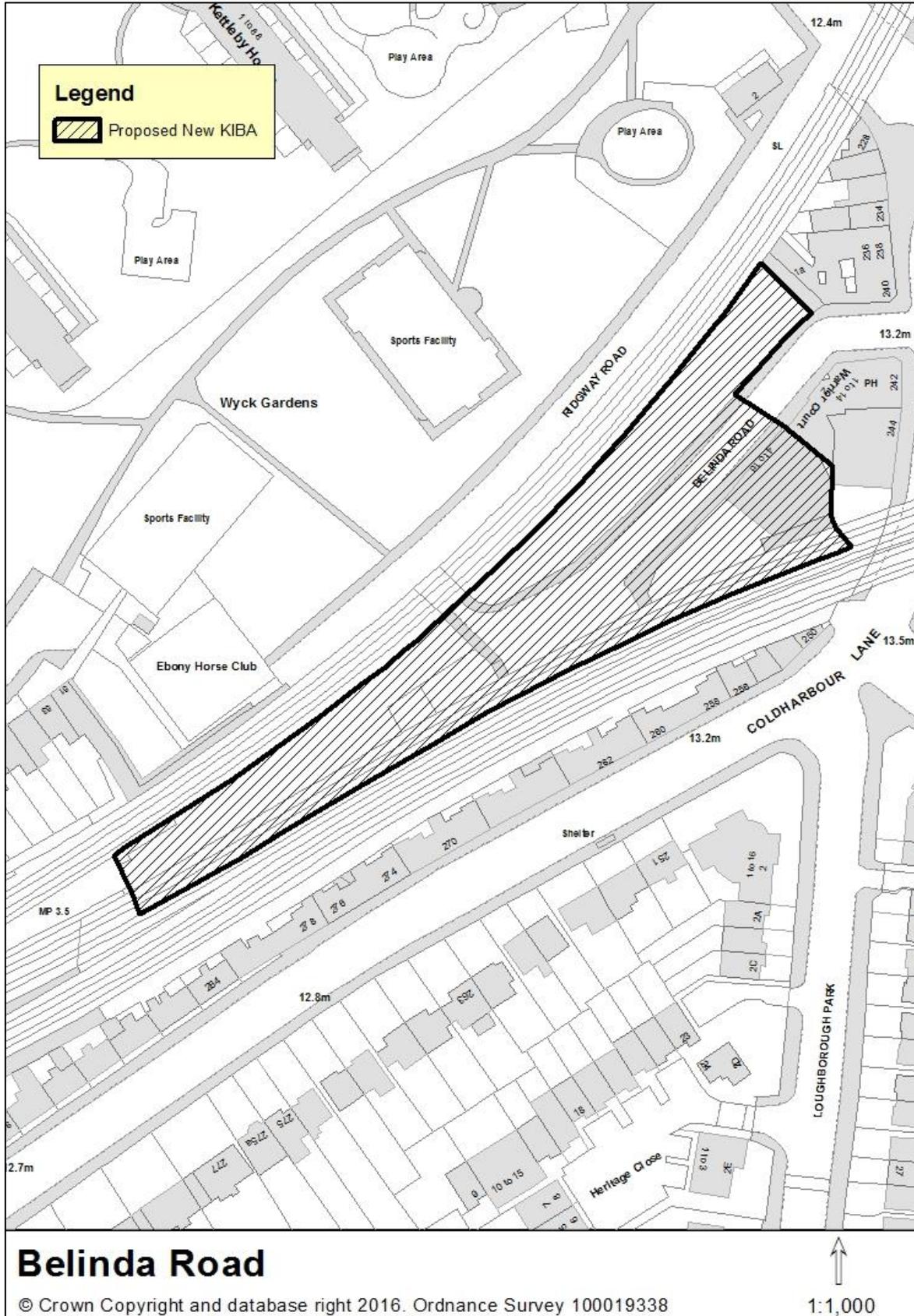


Name	Acre Lane, SW2 5TN	
Area in hectares	0.57	
Landowner	Two private owners: 47-55 Acre Lane is owned by Acre Lane Holdings Ltd, 57 is owned by Acoustic Group Ltd	
Location and surrounding land uses (existing and proposed)	<p>The site is located on Acre Lane to the south west of Brixton. The surrounding land is characterised by a mix of commercial/industrial and residential activities. Immediately to the east lies undeveloped land currently used for storage. This site has been allocated (47 – 51 Acre Lane). The preferred use at 47-51 Acre Lane is for D1 to allow for the expansion of Sudbourne Primary School. 47-49 is vacant.</p> <p>To the west lies residential units and further west is the Ellerslie Road KIBA which runs adjacent to Kings Avenue.</p>	
Nature and scale of the KIBA	<p>This site contains two parcels of land.</p> <ol style="list-style-type: none"> 1. 47-55 Acre Lane - Acre Lane Timber/Builders Merchants. The parcel is in mainly in use as a timber yard and is fully occupied. 2. 57 Acre Lane - Listed building occupied by Orbital Sound. This company is a supplier of audio and theatre equipment. 	
Access, congestion and road capacity	<p>The site is accessed directly from Acre Lane, a London Distributor Road that links Brixton and Clapham. Access is suitable for large vehicles.</p> <p>There are no cycle routes near the site.</p> <p>TFL Road Network - No London Distributor Roads - Yes, Acre Lane</p>	
Opportunity to use rail or water to transport waste	No	
Cumulative impact of existing and proposed waste disposal facilities on the well-being of the local community	None	
Planning policy designation	Air Quality Focus Area	No
	Heritage assets	Yes – 55 and 57 Acre Lane, are Grade II Listed Buildings
	Tree Protection Orders	No
	Flood Affected	No
	Land instability	No known issues

Name	Acre Lane, SW2 5TN	
	Protected Vistas	No
	Site allocations	No
	Opportunity area	No
	Central Activities Zone	No
	Thames Policy Area	No
	SINC	No
	Metropolitan Open Land	No
	Other landscape/visual impacts	No
	Town Centre Hierarchy	No
	B1a – C3 Article 4 Area	No
Potential opportunities, constraints and mitigation	<p>The main constraints to this site is the proximity of residential properties whose gardens back onto the site, the Grade II listed status of 55 and 57 Acre Lane, and the potential for neighbouring land at 47-51 Acre Lane to be used for the expansion of Sudbourne Primary School.</p> <p>Residential housing and schools are considered “sensitive receptors” to air emissions, including dust, odours, vermin and birds, noise, light and vibration.</p> <p>Considerations will include the extent to which adverse emissions, odours, noise and vibration can be controlled through the use of appropriate and well-maintained and managed equipment and vehicles.</p> <p>Mitigation measures include ensuring facilities are enclosed, unless there is reasonable justification otherwise, to reduce noise, dust odour, litter and vermin. Transfer stations and metals plants can be noisy and dusty, especially if they are taking construction/demolition wastes and inert materials, and are unlikely to be suitable for this location.</p> <p>The type of waste managed on site is important, and ensuring no putrescible waste would mitigate odours, vermin and birds. Therefore a treatment facility such as MBT or AD are unlikely to be suitable on this site.</p> <p>The scale and operation of the facility will be important. Ensuring a small-scale facility will help mitigate noise. Ensuring day-time operational hours will help mitigate noise and light pollution. Therefore large-scale recycling, reprocessing or treatment facilities are unlikely to be suitable for this site.</p>	

Name	Acre Lane, SW2 5TN
	Any development on this site would need to take into account the listed status of 55 and 57 Acre Lane and new development would need to be at the rear of the site.
Types of suitable facility	Repair and Reuse Recycling and Reprocessors Collection and handling

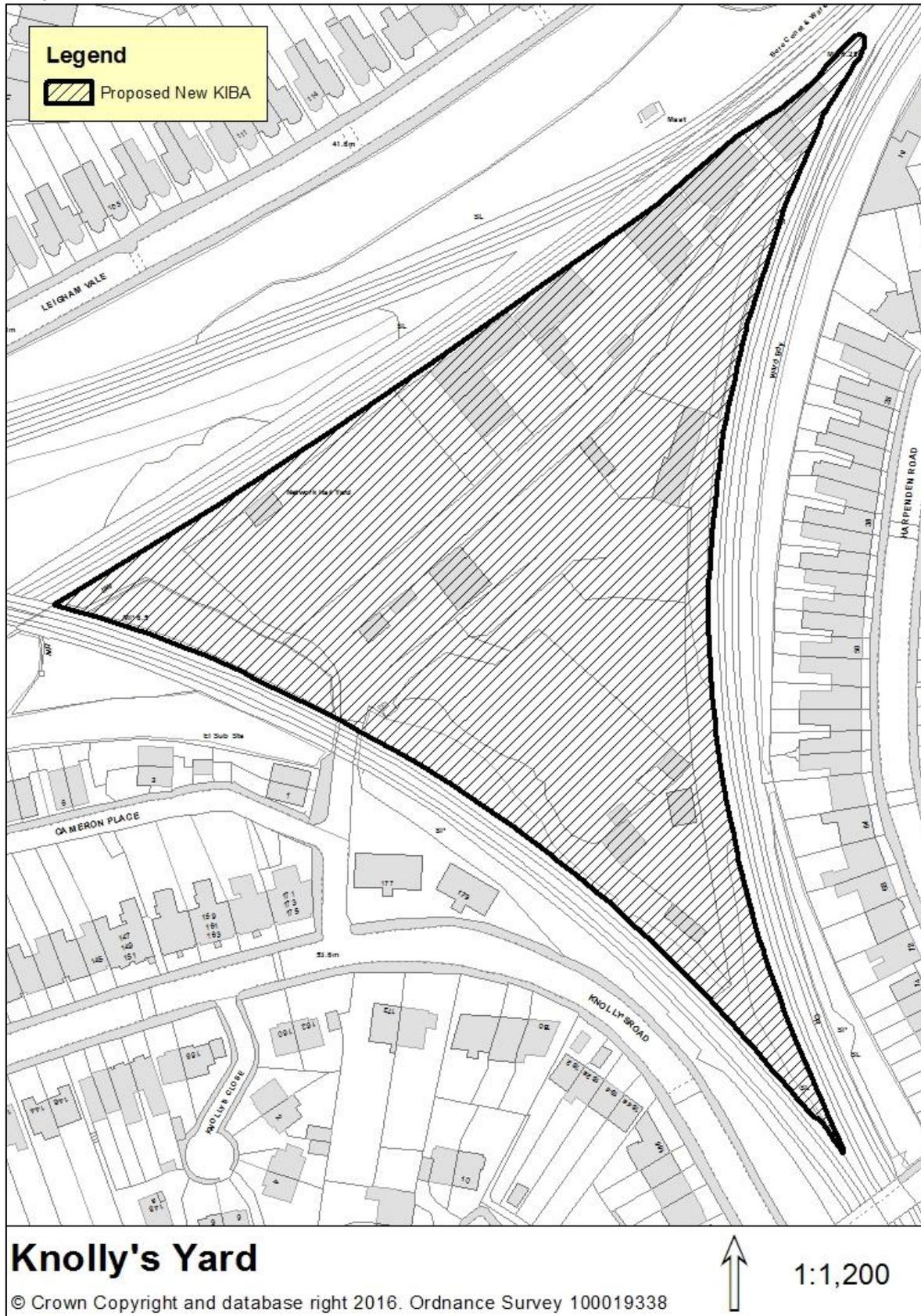
Belinda Road



Name	Belinda Road, SW9 7DT	
Area in hectares	0.49	
Landowner	Network Rail	
Location and surrounding land uses (existing and proposed)	<p>The site is located on Belinda Road which lies within Loughborough Junction to the east of Brixton. The site is bordered by railway lines. Surrounding land uses beyond the railway lines primarily include retail and residential in addition to town centre uses within the Loughborough Junction local centre. Shakespeare Business Centre KIBA lies on the other side of Coldharbour Lane to the east of the site.</p>	
Nature and scale of the KIBA	<p>The KIBA includes two safeguarded waste transfer sites operated by Powerday, to the north of the site adjacent to the access point. One site is 1-3 Belinda Road, the other in 4-16. The KIBA also includes several archways lie along the southern edge of the site. VOA data recorded 7 different units in use by companies including Network Rail and Hardan Construction Ltd. The arches to the west are accessed from Ridgway Road and therefore are not part of the KIBA.</p> <p>There is residential accommodation at the entrance to Belinda Road which is access only with no through traffic.</p>	
Access, congestion and road capacity	<p>The site is accessed via Belinda Road which is directly accessed from Coldharbour Lane (A2217). The site is suitable for access by large vehicles.</p> <p>The section of Coldharbour Lane which provides access to the site is a potential cycle route.</p> <p>TFL Road Network - No London Distributor Roads – Yes, Coldharbour Lane</p>	
Opportunity to use rail or water to transport waste	Railway line runs on two sides of the site.	
Cumulative impact of existing and proposed waste disposal facilities on the well-being of the local community	<p>There are two waste sites within the KIBA, including an open air safeguarded Inert waste transfer station operated by Powerday.</p> <ul style="list-style-type: none"> • Powerday (waste transfer) 1-3 Belinda Road • Powerday (waste transfer) 4-16 Belinda Road 	
Planning policy designation	Air Quality Focus Area	No
	Heritage assets	No
	Tree Protection Orders	No
	Flood Affected	No

Name	Belinda Road, SW9 7DT	
	Land instability	No known issues
	Protected Vistas	No
	Site allocations	No
	Opportunity area	No
	Central Activities Zone	No
	Thames Policy Area	No
	SINC	No
	Metropolitan Open Land	No
	Other landscape/visual impacts	No
	Town Centre Hierarchy	No
	B1a – C3 Article 4 Area	N/A
Potential opportunities, issues and mitigation	<p>Cumulative impact of waste uses.</p> <p>There is residential accommodation at the entrance to Belinda Road which is a “sensitive receptor” to air emissions, including dust, odours, vermin and birds, noise, light and vibration. Considerations will include the extent to which adverse emissions, odours, noise and vibration can be controlled through the use of appropriate and well-maintained and managed equipment and vehicles.</p> <p>Mitigation measures include ensuring facilities are enclosed, unless there is reasonable justification otherwise, to reduce noise, dust odour, litter and vermin.</p> <p>Noise is mitigated by its relatively isolated location and the buffer of the railway lines. An enclosed facility would mitigate this further. Noise and vibration from goods vehicle traffic movements to and from a site is a key consideration, particularly as vehicles would rely on local roads for access. The scale and operating hours of the facility will affect the number and times of vehicle movements and any facility proposing to operate 24/7 would need to submit a noise and traffic assessment.</p> <p>The type of waste managed on site is important, and putrescible waste can produce odours, vermin and birds. Therefore a treatment facility such as MBT or AD are unlikely to be suitable on this site.</p> <p>The site is constrained by its shape and therefore the scale and design would be a key element of viability.</p>	
Types of suitable facility	<p>Recycling and Reprocessors Collection and handling Possibly a treatment facility, depending on mitigation of odours</p>	

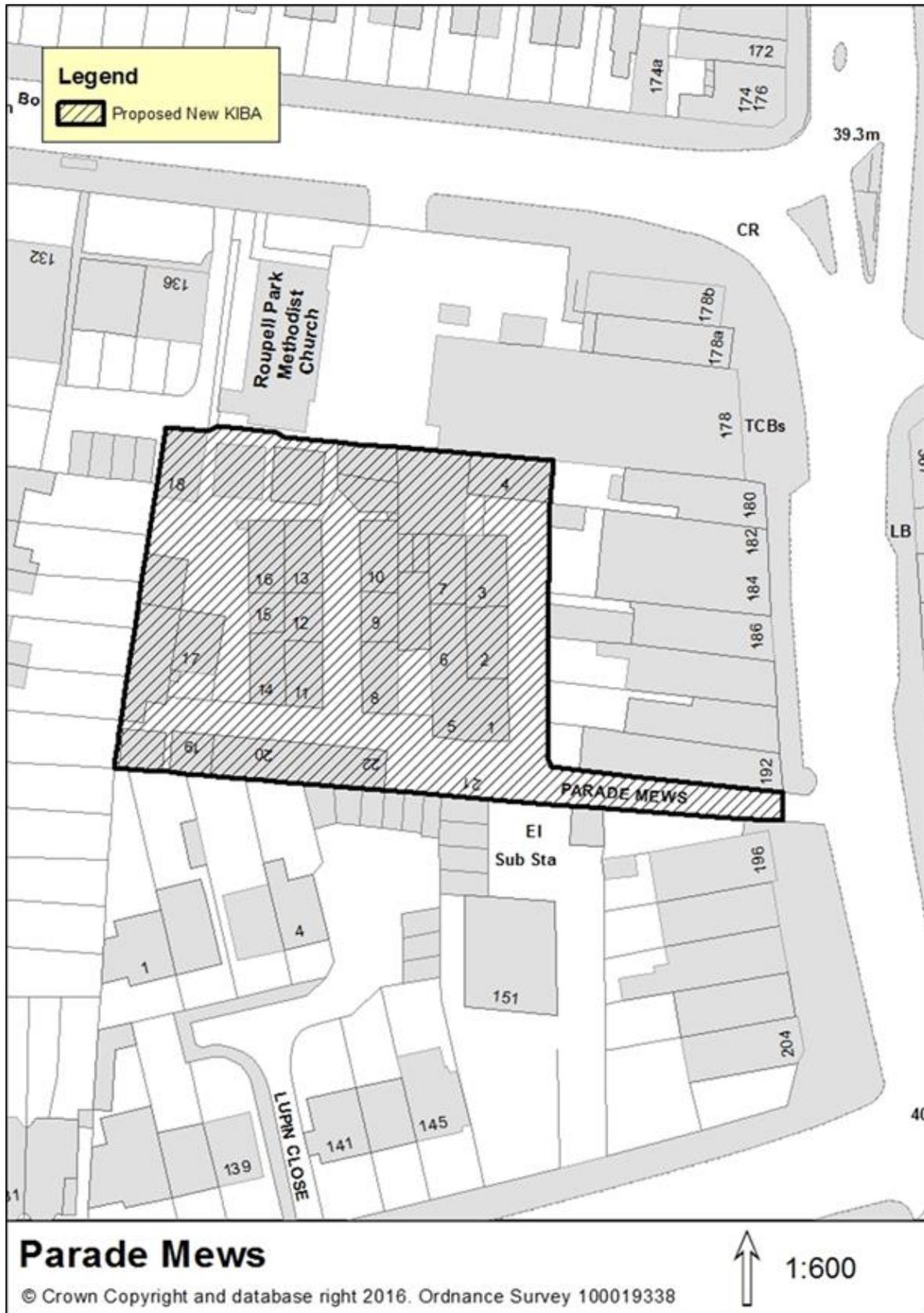
Knolly's Yard



Name	Knolly's Road Goods Yard, SW16 2JP.	
Area in hectares	1.21	
Landowner	Network Rail	
Location and surrounding land uses (existing and proposed)	Knolly's Road Goods Yard lies to the west of West Norwood and is surrounded by three mainline railway lines connecting London Victoria and Waterloo with the south coast. The railway sidings are Sites of Borough Nature Conservation Importance. The surrounding area is largely residential in nature. West Norwood/Tulse Hill district centre is the closest town centre to the east.	
Nature and scale of the KIBA	<p>This is a large triangular site enclosed on three sides by mainline railway lines. There are some Network Rail operational buildings on the site. Network Rail also let the site to a number of businesses, mainly scaffolders and welders. It is understood that uses of this type have been in place on the site for a number of years.</p> <p>VOA data recorded 8 businesses at the site, most of which occupy open yards rather than buildings: Network Rail Ltd, Aarin Contractors Ltd, Urban Scaffolding Ltd, Ultimate Access Solutions, M & P Access scaffolding, Rowland Reinforcement Ltd and two groups of private individuals.</p>	
Access, congestion and road capacity	<p>The site is accessed via Cameron Place off Knolly's Road. This is a residential street and the vehicle entrance to the site is height constrained by a railway bridge (3.1m).</p> <p>There is a potential cycle route along York Hill near to the site.</p> <p>TFL Road Network - No London Distributor Roads - No</p>	
Opportunity to use rail or waster to transport waste	The site is enclosed on three sides by mainline railway lines and there could be an opportunity for a railhead.	
Cumulative impact of existing and proposed waste disposal facilities on the well-being of the local community	None	
Planning policy designation	Air Quality Focus Area	No
	Heritage assets	No
	Tree Protection Orders	Yes – Tree Protection Orders surround the site

Name	Knolly's Road Goods Yard, SW16 2JP.	
	Flood Affected	No
	Land instability	No known issues
	Protected Vistas	No
	Site allocations	No
	Opportunity area	No
	Central Activities Zone	No
	Thames Policy Area	No
	SINC	Yes – Sites of Borough Nature Conservation Importance surround the site
	Metropolitan Open Land	No
	Other landscape/visual impacts	No
	Town Centre Hierarchy	No
	B1a – C3 Article 4 Area	No
Potential opportunities, constraints and mitigation	<p>The main constraint for this site is the height restricted access under the railway line via Cameron Place. This means that it is unsuitable for large vehicles.</p> <p>However, the site has many other suitable attributes for waste use and if the access can be resolved, for example lowering and widening the road under the railway, it could provide a unique opportunity for a waste use in a location which is fully screened from neighbouring residential uses by the railway lines and foliage.</p> <p>Due to the potential for noise, dust and odour screening from its relatively isolated position this is the most flexible site in terms of the type of facility which could be developed.</p> <p>There is also potential for a railhead to feed the site, although it is recognised that would be costly to achieve.</p>	
Types of suitable facility	Repair and Reuse Recycling and Reprocessors Treatment Collection and handling	

Parade Mews



Name	Parade Mews, SW27 9AX	
Area in hectares	0.25	
Landowner	There are 32 different proprietors, all of which have freehold ownership.	
Location and surrounding land uses (existing and proposed)	Parade Mews is located to the west of Tulse Hill centre, with access off Norwood Road. It is a short distance to the south west of Tulse Hill station. To the south lies a car sales garage, residential properties are found to the west and Tulse Hill Methodist Church abuts the site to the north.	
Nature and scale of the KIBA	Parade Mews is a cul-de-sac off of Norwood Road which contains around 36 units across 20 single/two storey industrial properties. In total there is 1727.6sqm of floorspace on site. Only 80sqm of this is not in B-class use. The KIBA comprises a range of 35 different business including Sandfish Ltd and Aqua Productions Ltd.	
Access, congestion and road capacity	<p>There is only one access to the site directly off of Norwood Road. Access is fairly narrow and very large vehicles would not be able to access the site.</p> <p>There are no cycle routes near the site.</p> <p>TfL Road network – Yes, Norwood Road London Distributor Road - No</p>	
Opportunity to use rail or water to transport waste	None	
Cumulative impact of existing and proposed waste disposal facilities on the well-being of the local community	None	
Planning policy designation	Air Quality Focus Area	No
	Heritage assets	None
	Tree Protection Orders	None
	Flood Affected	No
	Land instability	No known issues
	Protected Vistas	None
	Site allocations	None
	Opportunity area	No
	Central Activities Zone	No
Thames Policy Area	No	

Name	Parade Mews, SW27 9AX	
	SINC	No
	Metropolitan Open Land	No
	Other landscape/visual impacts	No
	Town Centre Hierarchy	Tulse Hill immediately to the east
	B1a – C3 Article 4 Area	No
Potential opportunities, constraints and mitigation	<p>The main constraints are the proximity of residential housing to the KIBA, narrow access and the small size of the site.</p> <p>Residential properties are considered “sensitive receptors” to air emissions, including dust, odours, vermin and birds, noise, light and vibration. Considerations will include the extent to which adverse emissions, odours, noise and vibration can be controlled through the use of appropriate and well-maintained and managed equipment and vehicles.</p> <p>Mitigation measures include ensuring facilities are enclosed, unless there is reasonable justification otherwise, to reduce noise, dust odour, litter and vermin. Transfer stations and metals plants can be noisy and dusty, especially if they are taking construction/demolition wastes and inert materials, and are unlikely to be suitable for this location.</p> <p>The type of waste managed on site is important, and ensuring no putrescible waste would mitigate odours, vermin and birds. Therefore a treatment facility such as MBT or AD are unlikely to be suitable on this site.</p> <p>The scale and operation of the facility will be important. Ensuring a small-scale facility will help mitigate noise. Ensuring day-time operational hours will help mitigate noise and light pollution. Therefore large-scale recycling, reprocessing or treatment facilities are unlikely to be suitable for this site.</p> <p>Noise and vibration from goods vehicle traffic movements to and from a site is a key consideration, particularly as vehicles would rely on local roads for access. The scale and operating hours of the facility will affect the number and times of vehicle movements and this will need to be a condition of any new proposal. The narrow access will preclude large vehicles from accessing the site and this will limit the type of facilities suitable for the KIBA.</p>	
Types of suitable facility	<p>Repair and Reuse facilities</p> <p>Small-scale Collection and handling</p>	

