

Statement of Common Ground between London Borough of Lambeth and Old Oak and Park Royal Development Corporation covering strategic waste matters

1. Parties involved

- London Borough of Lambeth
- Old Oak and Park Royal Development Corporation (OPDC)

2. Strategic geography

LB Lambeth

Lambeth is an inner London borough with a northern boundary on the River Thames and situated mainly between the boroughs of Wandsworth and Southwark. It covers an area of approximately ten and a half square miles. It is surrounded by seven other London Boroughs - LB Southwark; LB Bromley; LB Croydon; LB Merton; LB Wandsworth; City of Westminster and City of London. Lambeth is the local waste planning authority for its area.

OPDC

The Old Oak and Park Royal Development Corporation (OPDC) is a Mayoral Development Corporation and local waste planning authority for parts of the Boroughs of Brent, Ealing and Hammersmith & Fulham.

3. Strategic waste issues

Lambeth is a net exporter of waste and is planning for net self-sufficiency for LACW, C&I and C&D waste and a target of 95% beneficial use of excavation waste.

Both parties agree the following thresholds to indicate 'strategic' waste movements:

- CD&E: 5,000 tonnes per annum
- LACW/C&I: 2,500 tonnes per annum
- Hazardous: 100 tonnes per annum

Both parties agree the figures generated by the Waste Data Interrogator for 2013-2017.

Applying these thresholds to the data below, the OPDC area received a strategic amount of construction demolition and excavation (CD&E) waste exports from Lambeth in 2016.

Waste exports from Lambeth to OPDC 2013-2017

Site	Waste	2013	2014	2015	2016	2017
Willesden Freight Terminal (WTS)	CD&E	224	1,452	1,778	7,581	405

Source: Waste Data Interrogator 2013-2017

OPDC has confirmed that the Willesden Freight Terminal (also known as the Willesden Euroterminal) site is part of the land subject to the High Speed Two (HS2) Phase One Safeguarding Directions (plan SG-01-006), which are part of the High Speed Rail (London - West Midlands) Act 2017. HS2 have leased Willesden Euroterminal for the removal of construction spoil by rail. As such, the exports of similar amounts of waste exports is not expected to continue to be managed through the Willesden Freight Terminal for the duration of the scheduled works.

Both parties agree that the destination of waste is largely dependent on market forces and exports will continue to go the most suitable facility. Therefore it is not possible to identify a specific alternative destination for the waste currently being managed at Willesden Freight Terminal.

4. Governance arrangements

Both parties agree to monitor waste movements through Authority Monitoring Reports and engage again, through the Duty to Co-operate if there are any significant changes to the above.

5. Signatories

Both parties agree that this statement is an accurate representation of matters discussed and issues agreed upon.



Signed: _____

Name: Councillor Matthew Bennett

Position: Cabinet Member for Planning,
Investment & New Homes

London Borough of Lambeth



Signed: _____

Name: Tom Cardis

Position: Interim Assistant Director of
Planning

OPDC