



West London Waste Plan

Site Selection and Assessment Process – Summary Report

Final Report - updated

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Introduction

1. The site selection and assessment process for the Proposed Submission West London Waste Plan (WLWP) has been a detailed and complex exercise. Over 300 sites were initially selected, and through a process of assessing constraints and deliverability the list of suitable sites was reduced to those contained in the Proposed Submission Plan.
2. Additional waste management capacity is required to enable the WLWP to meet the requirements of the London Plan (2011) which includes the municipal solid and commercial and industrial waste apportioned to the 6 west London Boroughs for management. The Data Report accompanying the Proposed Submission Plan shows that the total additional maximum of area of land required by 2031 is estimated to be 9.4 hectares. This land is needed to develop additional waste management capacity which may take the following forms:
 - Bulking
 - Sorting
 - Treatment
3. In light of the London Plan aim of achieving zero waste to landfill by 2031 no new sites for landfill have been identified.
4. This report catalogues and summarises the processes applied to identify sites for inclusion in the WLWP. It takes a chronological approach explaining how sites were identified to produce an initial long list, and were then assessed for their suitability and deliverability for waste management use. This includes technical work and public consultation, supported by sustainability appraisal. Much of the documentation is available on the West London Waste Plan website¹.

¹ <http://wlwp.net/documents.html>

February 2009: Site Selection Criteria

5. The first stage in identification of potential sites for waste management was the selection of criteria to be used to assess the suitability of potential sites.
6. The **Issues and Options Consultation Document (February, 2009)**² which was supported by a Sustainability Appraisal (SA) included consideration of:
 - criteria to be used in selecting and assessing potential sites (Issue 4);
 - whether specific waste management technologies should be identified for specific sites; and
 - the spatial and locational strategy i.e. fewer larger sites, or a more de-centralised approach of more smaller sites (Issue 5).
7. The consultation document proposed use of the criteria in the national Planning Policy Statement (PPS) 10 'Planning for Sustainable Waste Management', and the London Plan (2008) (Policy 5.17) to identify and assess sites for waste management use.
8. The criteria in PPS10 include:
 - Physical and environmental constraints, including existing and proposed neighbouring land uses, such as protection of water resources, visual intrusion, nature conservation, traffic and access, air emissions, odours, (Annex E of the PPS)
 - The cumulative effect of previous waste disposal facilities on the wellbeing of the local community; and
 - The capacity of the transport infrastructure.

² <http://www.wlwp.net/documents/Issues%20and%20Options%20report/wlwp%20issues%20report%20full%20feb09.pdf>

9. The London Plan (2008) criteria include:
- Proximity to source of waste;
 - The nature of the activity proposed and its scale;
 - The environmental impact on surrounding areas, particularly noise, emissions, odour and visual impact, and impact on water resources;
 - The full transport impact of all collection, transfer and disposal movements, particularly maximising the potential use of rail and water transport; and
 - Prioritising using sites that are located on preferred industrial locations or existing waste management locations.
10. The Issues and Options consultation document sought views on whether the criteria were appropriate and whether additional criteria are needed. It also sought views on options for the type, size and number sites to be identified. The outcomes from consultation on these issues is described in the **2011 Proposed Sites and Policies consultation document**³ and set out in the table below:

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http://wlwp.net/documents/Proposed%20Sites%20and%20Policies/Proposed%20Sites%20and%20Policies%20Document/wlwp_proposed_sites_and_policies_web.pdf

<u>Issue</u>	<u>Outcome of Consultation</u>	<u>Preferred Option⁴</u>
Whether waste technologies be specified on sites	Varying support for different options. Some support for being specific and some support for specifying sites suitable for general waste use.	Identify sites for general waste use and use policies to manage development to ensure technology choice does not result in adverse impacts (para 3.4.4)
Whether the Plan should allocate fewer larger sites, or have a more de-centralised approach of more smaller sites	Support for a mix of large and small sites	Identify sites ranging from larger sites suitable for co-location of one or more facilities through to smaller sites for smaller localised facilities (para 3.5.3). It was decided that sites of less than half a hectare (0.5 ha) in area are likely to be too small for waste management uses to meet Plan needs. A range of site sizes above 0.5 ha was identified as different treatment methods will require different land requirements. In choosing the sites listed in the Proposed Sites and Policies document the aim was to ensure the distribution of waste sites across west London. However, it has not been possible to ensure a totally even distribution, as suitable sites are not always available to achieve this.
Criteria to be used identification of suitable sites	Support for London Plan site assessment criteria but additional criteria reflecting local impacts	Use a number of sources of information to establish a list of potential sites. A range of local criteria including distance from residential areas and routing of vehicles to sites (para 4.3.2)

11. The Issues and Options consultation document was supported by a separate **Issues and Options Evidence Base document (February 2009)⁵**. This assessed existing waste management capacity in west London and the additional capacity (numbers of facilities and likely landtake, reflecting the London Plan) required to meet the apportionment in the London Plan (2008) in 2025.

⁴ The Preferred Options are described in the 2011 Proposed Sites and Policies Consultation Document and paragraph numbers referred to relate to those in this document.

⁵ <http://www.wlwp.net/documents/wlwperevised2.pdf>

12. The document also identified locational opportunities and constraints reflecting the London Plan (2008) which identified broad locations potentially suitable for waste management facilities as including:

- Preferred Industrial Locations (PILs) ⁶,
- Industrial Business Parks (which together are classed as Strategic Industrial Locations in the London Plan), and
- existing waste management sites.

There is a correlation between the characteristics of these types of sites and those which might be suitable for waste management and so these were considered to be a suitable starting point for the search for sites.

13. The constraints on development were identified as including flood risk (set out in the Strategic Flood Risk Assessment prepared by the Environment Agency in 2007/8⁷) and other environmental constraints in the form of nature conservation and landscape designations (SSSI, SPA, SAC), Metropolitan Open Land and Green Belt.

14. An **Issues and Options Consultation Report (CAG, September 2010)**⁸ summarises views received on the consultation questions about site and location assessment criteria and identification of sites (Question 7) and site distribution options (Question 9). It also includes views expressed at public meetings specifically held to consider the issues and options.

⁶ Paragraph 2.79 of the London Plan defines those activities which are likely to be suitable in PILs which includes waste management.

⁷ This suggested that the area at high risk of flooding is located along the River Thames at Barnes and Chiswick. There is a functional floodplain situated along the River Brent in Brent, Ealing and Hounslow. An updated SFRA was published in 2011.

⁸ Issues and Options Consultation Report (CAG, September 2010)
<http://wlwp.net/documents/june09/FINAL%20full%20consultation%20report%2007%2010%2010.pdf>

15. There was general support for using the London Plan (2008) location and site selection criteria but concern about suitability of some existing sites and the potentially uneven spread of facilities that may result. There was also general support for a mix of large and small sites.

April 2009: Post Consultation Site Assessment Criteria

16. Following consultation on Issues and Options, more detail was added to the location and site assessment criteria as specified in PPS 10, its Annex E and the London Plan (2008) to ensure they could be properly and consistently applied to west London. Three phases of site assessment were also identified as follows:
- Phase 1 "showstoppers";
 - Phase 2: Primary Site Sift Criteria; and
 - Phase 3: Site Visit.
17. Each criterion within each phase of the site selection process was assessed using the SA Framework.

May 2009-January 2011: Site Assessment

18. The **Potential Sites Assessment Technical Report, (Mouchel January 2011)**⁹ accompanied and supported the **Proposed Sites and Policies Consultation Document (February 2011)**.

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http://www.wlwp.net/documents/Proposed%20Sites%20and%20Policies/Technical%20Report/wlwp_sites_technical_report_final.pdf

19. The Technical Report describes the process of site selection that included the following process:
- Establish a long list of sites;
 - Establish site assessment criteria (as set out above);
 - Assess sites against criteria; and
 - Create a shortlist of potential sites.

Long List of Sites

20. Sources of information used to identify sites for inclusion on the long list were:
- Broad locations suitable for recycling and waste treatment facilities suggested in Policy 4A.27 of the London Plan (Table 2.1):
 - Strategic Industrial Locations (Preferred Industrial Locations and Industrial Business Parks);
 - Local Employment Areas identified in borough Development Plans, which includes employment sites and opportunity areas for industrial use (n116) (Table 2.2); and
 - Existing permitted (and exempt) waste management facilities to be safeguarded (n87) (Table 2.3).
 - Sites suggested through public consultation (Table 2.4): The consultation included 6 workshops, a questionnaire, project team visits to local groups and written feedback. The waste management industry was also approached and invited to suggest sites.
 -
21. Potential sites were identified in the Potential Sites Assessment Technical Report from:
- *Existing broad locations* suggested in the London Plan (n7) (Table 2.1);
 - *Local Employment Areas (which is also interpreted by the Boroughs as employment site and opportunity areas for industrial use)* (n116) (Table 2.2);

- *Existing permitted waste management facilities to be safeguarded* (n87) (Table 2.3);
- *Sites suggested during public consultation* (n15)¹⁰ (Table 2.4); the consultation included the 6 workshops, a questionnaire survey undertaken as part of the *Issues and Options* consultation, visits by the project team to a small number of local groups and organisations to discuss the Issues and Options, and written and email feedback invited via an information leaflet and poster, project website and the workshop;
- *Sites suggested during the Call for Sites* (n2 - Former Powergen site, Bulls Bridge, Hillingdon, and Station Approach, Greenford in Ealing) (Table 2.5).

Site Assessment Criteria

22. The sites were assessed against criteria reflecting PPS10 (Annex E) and the London Plan (2008)(Policy 4A.23) and reflecting responses to the Issues and Options consultation (recommending additional local criteria be added to those in PPS10 Annex E and the London Plan), sustainability appraisal objectives and discussion with Borough Planning Officers and Members Group, and against constraints based on mapping and site visits/'manual' assessment, as summarised above and explained in more detail below. Three types of site assessment criteria were used to screen the long list of sites to produce a short list following a three stage process as follows:

23. *Absolute criteria* – these were essentially 'showstoppers'. These included:
- sites of national or international conservation interest and listed buildings identified within the site;
 - site within flood zone 3b; and
 - insufficient site area.

Sites assessed as being constrained by 'showstoppers' were screened out. However for the purposes of ensuring a consistent approach, all sites were taken through the complete assessment process.

¹⁰ The CAG summary report of the I&O Consultation does not record suggestions of additional sites

24. *Computer Based Criteria* - using GIS and the site boundaries, proximity to the following features were identified:

- Areas of nature conservation;
- Archaeological features;
- Flood Zones 3 and 2;
- Historic land and buildings;
- Public Rights of Way and
- Conservation areas (architectural).

A score (of 1, 3 or 5 (less to more suitable)) was assigned with the higher score being given the further a site was from these areas. So an overall higher score indicated a potentially more suitable site. Positive criteria were taken to be proximity to Transport for London Road Network (TLRN) and Strategic Road Network (SRN) and railheads and navigable waterways/ canals. Each site was scored higher the nearer it was to access points to such infrastructure.

25. *Site Visit Criteria* - these included site configuration, existing uses/buildings, visual intrusion on surrounds, and potential for advantageous co-location of facilities with existing industrial, commercial or mixed use developments.

26. In addition, to reflect local significance, weighting was applied to certain criteria (multiplied by 2) as set out below:

- distance from residential areas, schools and hospitals;
- routing of vehicles e.g. conflict with residential roads, roads past schools;
- *(A site's score was increased the further a site was from the above areas and where access was considered suitable and did not conflict with residential areas.)*
- proximity to Transport for London Road Network and/or Strategic Road Network; and
- proximity to sustainable transport options e.g. rail and navigable waterways
(A site's score was increased the nearer a site was to the above areas)

Assessment and Creation of the Shortlist of Sites

27. At this stage, sites (including existing sites) with potential deliverability constraints, such as allocation of the site in other Borough Local Plans for other uses or planning permission granted for other uses, were eliminated. Constraints were also identified where sites were affected by absolute criteria e.g. Crossrail safeguarded zone or area of less than 0.5 hectares. The west London Boroughs undertook a deliverability assessment of all the potential sites identified.
- Using the scoring process described above, the shortlist of new and existing sites suitable for future development as waste management sites was prepared. Site assessment sheets were completed for each site and the overall scores (against the criteria) tabulated. Appendix 1¹¹ to the Technical Report (January 2011) sets out the scores for 309 sites. The detailed assessment for each site (Site Reports) is presented in the Appendices 3, 4 and 5 to the Technical Report as follows:
 - Appendix 3¹² - Existing waste management sites considered to have potential for development as waste management facilities, site assessment sheets and map of sites across plan area.
 - Appendix 4¹³ - New sites with opportunity for developing waste management facilities, site assessment sheets and map of sites across plan area.
 - Appendix 5¹⁴ – Site Assessment Sheets for remaining sites not proposed.

¹¹ Potential Sites Assessment Technical Report Appendix 1

http://wlwp.net/documents/Proposed%20Sites%20and%20Policies/Technical%20Report/wlwp_sites_technical_report_app1.pdf

¹²

http://www.wlwp.net/documents/Proposed%20Sites%20and%20Policies/Technical%20Report/wlwp_sites_technical_report_app3.pdf

¹³

http://www.wlwp.net/documents/Proposed%20Sites%20and%20Policies/Technical%20Report/wlwp_sites_technical_report_app4.pdf

¹⁴

http://www.wlwp.net/documents/Proposed%20Sites%20and%20Policies/Technical%20Report/wlwp_sites_technical_report_app5.pdf

28. All the sites shortlisted were either adjacent to, or were existing waste sites, or adjacent to or within existing industrial areas.

February 2011: Consultation on Proposed Sites (the short list)

29. The **Proposed Sites and Policies Consultation Document** (February 2011)¹⁵ was subject to a 6 week public consultation between 9th February and 25th March 2011. The accompanying Technical Report (mentioned above) included the existing waste management sites considered to have potential for development and the new (not in use for waste management) sites with opportunity for developing waste management uses, identified in Appendices 3 & 4 of the Technical Report (as described above). These comprised:

- 10 existing waste transfer stations and depots (which could be re-orientated into waste treatment facilities); and,
- 14 new sites (not in use for waste management which could be developed for waste management purposes).

30. The 10 existing waste sites selected were as follows:

Site No.	Description and Location of Existing Site	Borough
352	Twyford WTS, Abbey Road	Brent
353	Transport Avenue WTS, Brentford	Hounslow
1261	Veolia/Brent Transfer Station & Depot, Marsh Road, Brentford	Brent
331	Rigby Lane Waste Transfer Station, Hayes	Hillingdon
303	Victoria Road WTS, Civic Way	Hillingdon
328	Quattro, Victoria Road Park Royal	Ealing
343	Townmead Reuse & Recycling Site, Mortlake Road, Kew	Richmond
342	Twickenham Depot, Langhorn Drive, Twickenham	Richmond
309	Greenford HWRC	Ealing
310	Greenford Depot	Ealing

¹⁵

http://www.wlwp.net/documents/Proposed%20Sites%20and%20Policies/Proposed%20Sites%20and%20Policies%20Document/wlwp_proposed_sites_and_policies_web.pdf

31. The 14 proposed additional 'new' sites selected were as follows:

Site No.	Description and Location of Existing Site	Borough
386	Abbey Road, Park Royal	Brent
129	Rail Sidings, Premier Park Road, Park Royal	Brent
1262	Alperton Lane Industrial Area, Marsh Road	Brent
144	Hannah Close/Great Central Way, Wembley	Brent
186	Park Royal 8, Coronation Road	Ealing
187	Park Royal 9, Coronation Road	Ealing
183	Park Royal 2, Chase Road	Ealing
182	Park Royal 1, Victoria Road	Ealing
191	Atlas Road, Park Royal	Ealing
222	Council Depot, Forward Drive	Harrow
253	Silverdale Road Industrial Area, Hayes	Hillingdon
244	Yeading Brook, Bulls Bridge, Hayes	Hillingdon
241	Tavistock Road Coal Depot, West Drayton	Hillingdon
2861	Western International Market Site, Southall	Hounslow

32. The Proposed Sites and Policies document acknowledges that more sites than were needed were selected and explains this as follows:

'the proposed sites make up more area than is actually needed as the Plan will be seeking feedback as to the future availability of the proposed sites. This allows the selection of the most realistic proposed sites at the next stage, while still giving the Plan sufficient flexibility.' (para 4.2.1).

33. This in-built contingency was necessary as it was anticipated that once further information was available with regard to the deliverability of sites, a number of sites would drop off the final list.

34. At this stage the site screening process had not involved specific consultation with site owners or operators, to assess willingness to make sites available for waste treatment purposes.

35. **A Sustainability Appraisal¹⁶** accompanied the Proposed Sites and Policies Consultation Document (February 2011) . That SA did not assess each site but did assess Policy WLWP1 'Location of Waste Development' which provides for development on the existing and proposed new sites identified in the Plan. The SA concluded that:

'The elements of the policy related to existing identified sites are consistent with the SA objectives reflecting the fact that these sites will have been selected using the site selection criteria as appraised in Section 3.4 of this SA. There are some uncertainties relating to other, as yet unidentified, sites. There is the possibility of land blight in areas around existing identified sites which may not be taken forward for development. The redevelopment of existing waste sites scores negatively against a number of SA objectives due to the fact that a greater volume of waste will be managed than is currently permitted for. Increasing the capacity of a site could have a lot of impacts, specifically in relation to transport impacts. However, the impacts also depend largely on the type of technology used and thus the outcome is assessed to be uncertain.'

36. Mitigation of the potential effects mentioned above was identified as follows:

'A greater volume of waste at existing facilities would only be acceptable if agreed with the Environment Agency and if there are no significant additional environmental impacts as a result.'

¹⁶

http://www.wlwp.net/documents/Proposed%20Sites%20and%20Policies/SA/wlwp_sites_and_policies_sa_main_report.pdf

June 2011: Post Consultation on Potential Sites (the short list)

37. A report of the consultation on the **Proposed Sites and Policies Consultation Summary Report (CAG, June 2011)**¹⁷ summarised all the comments made on the Proposed Sites and Policies document. A total of 374 responses were received, using the online questionnaires, and by direct email and written contact. In addition 2430 people signed 3 petitions, and comments were recorded from 3 public meetings.
38. 75% of respondents objected to at least 1 proposed site. The proposed new site at Tavistock Rd Coal Depot in West Drayton (site 241) received the most objections (167) of any single site. The main issues raised were:
- the location of the site close to three residential estates;
 - impact on the local residents;
 - traffic and congestion and related impacts of air pollution and health.
39. A third of all representations objected to sites proposed in Park Royal. In addition, a 193 signature petition against the Park Royal sites was received. There was also a public meeting against the Park Royal sites, attended by over 50 people. The sites in Park Royal which received most specific separate objections were:

Site number	Borough
Site 191	Atlas Road, Park Royal
Site 186	Park Royal 8, Coronation Road
Site 187	Park Royal 9, Coronation Road
Site 182	Park Royal 1, Victoria Road
Site 183	Park Royal 2, Chase Road

¹⁷ http://www.wlwp.net/documents/Summary_Consultation_Report_June2011.pdf

40. The main issues concerning the Park Royal sites were:
- locating too many sites in the area;
 - the cumulative impact of new sites when added to existing waste and industrial facilities;
 - proximity to housing;
 - increased traffic;
 - air pollution and the health impacts of pollution.
41. The Park Royal site which received most specific separate objections was site no. 191 (Atlas Road), closely followed by 186,187,182, and 183. Of the proposed new sites 386 and 129 received fewer objections. Of the existing sites, there was a significant level of objection against site 328 (Quattro site) but much less against 352 (Twyford Waste Transfer Station).
42. The consultation summary report included schedules setting out the objections received (nature of objection and objector) against existing sites excluding Park Royal (in Table 5) and proposed new sites (in Table 6).
43. The consultation summary report set out initial responses to the Key Issues raised in the consultation (in Table 2). This included a commitment to taking these issues into consideration when assessing and deciding on the final list of sites, to be included in the final Proposed Submission Plan.
44. For the Park Royal sites, the review of sites included consideration of local concerns including existing air quality and the cumulative impact of proposed sites with existing ones. It should be noted that some of the Park Royal sites were in fact large areas of search and it was never intended that every site or the full extent of those sites would be allocated in the final plan.

45. For Tavistock Road the assessment included consideration of local concerns regarding the closeness of residential estates and transport impacts.
46. The report on the consultation also notes that additional sites (not included in the Proposed Sites and Policies Consultation Document (see table below)) were proposed by landowners and local residents. None of these sites were taken forward for further consideration for the reasons set out in the table below:

Site name	Borough	Reason site not taken forward
Stockley Farm Road	Hillingdon	Site in green belt
Holloway Lane, Sipson	Hillingdon	Site in green belt
Holloway Close, Sipson	Hillingdon	Site in green belt
Thorney Mill Road, West Drayton	Hillingdon	Site in green belt
Harlington Quarry Site (proposed for an anaerobic digestion plant)	Hillingdon	Site in green belt
Bedfont Trading Estate	Hounslow	Permission granted for a scheme in 2008 ¹⁸ .
Rectory Farm Minerals and Waste site	Hounslow	Considered for allocation in Hounslow's Local Plan for minerals extraction and subsequent restoration of parkland / Green Belt
Kodak site	Harrow	Previously assessed in 2009 and did not score above the threshold for inclusion in Proposed Sites and Policies 2011 consultation document
West London Composting site, Harefield	Hillingdon	Site in green belt

July- October 2011: Assessment of Deliverability¹⁹

47. The sites identified as broadly suitable for waste treatment activities in the Proposed Sites & Policies Consultation Document (February 2011) were assessed in terms of their likelihood for deliverability during the life of the WLWP.

¹⁸ Redevelopment of the existing industrial, storage and related uses to provide an industrial and warehousing estate.

¹⁹ Site Deliverability Assessment 31 October 2011 Mouchel

48. The sites were selected for deliverability assessment using the following criteria:
- The area of the site was greater than 0.5 hectares
 - They scored well in the original site assessment (as set out in the 2011 technical report)
 - For existing sites, they did not have constraints that would reduce their potential for redevelopment e.g. Greenbelt
49. Deliverability criteria, drawn from PPS3 *Housing; Strategic Housing Land Availability Assessments Practice Guide*, were applied to 59 sites to assess whether they could be proven to be:
- 'suitable',
 - 'available' and
 - 'achievable'.

In practice this involved the following activities:

- assessment of suitability and availability for development of additional waste management capacity;
 - the identification of the freehold, leasehold and occupier interests on site;
 - contacting land owners to confirm willingness to make the site available for development for such a waste use; and,
 - site visits.
50. The 59 sites assessed are listed in Appendix 1 of this document and included:
- 20 existing waste treatment (as opposed to transfer) sites; these included some sites identified in the Potential Sites Assessment Technical Report (February 2011) but not identified in that report as having potential for development as waste management facilities i.e. those existing sites that appeared in Appendix 5 rather than Appendix 3;

- 18 waste transfer sites: These included the 10 existing sites identified in the Potential Sites Assessment Technical Report and Consultation Document (February 2011) as having potential for development as waste management facilities (Appendix 3) together with the following:

Site number	Site Name	Borough
375	Hounslow Homes Transfer Station	Hounslow
338	Space Way Civic Amenity Site	Hounslow
299	Pears Road, Hounslow Transfer Station	Hounslow
337	Southall Waste & Recycling Centre	Ealing
323	Metronet Ruislip Depot West Transfer Station	Hillingdon
300	Hillingdon Waste Transfer Station	Hillingdon
307	Forward Drive Civic Amenity Site	Harrow
320	Greenford Waste Transfer Station	Ealing

- 21 new sites, including the 14 identified as having potential for development as waste management facilities in the Potential Sites Assessment Technical Report and Consultation Document (February 2011) (Appendix 4) together with the following new sites that were on the original long list of sites identified in the Potential Sites Technical Report but had not been identified as suitable for waste development (Appendix 5):

Site number	Site Name	Borough
133	Part of Old Guinness Site, Park Royal	Brent
387	Barratt Way Industrial Area B	Harrow
237	Uxbridge Industrial Estate 3	Hillingdon
255	Blyth Road Industrial Area	Hillingdon
291	Phoenix Trading Park, Ealing Road, Brentford	Hounslow
292	Kew Bridge Distribution Centre, Brentford	Hounslow
260	Ascot Road Industrial Estate, Feltham	Hounslow

51. Each site was assessed for its *suitability*. This involved assessment against absolute and other constraint criteria in the same manner set out in the Preferred Sites & Policies Consultation Document February 2011 and presented in detail in the Potential Sites Assessment Technical Report January

2011. The suitability assessments were carried out in July-August 2011 and essentially repeated those carried out in 2009 with updating as necessary.

52. Once suitability had been assessed, the *availability* of the sites was assessed through interviewing owners about the site potentially being available for waste management development (if no contact was made the site was assumed to be unavailable). It should be noted that in some cases there were upwards of 100 freeholders/ leaseholders with an interest in a particular site, with only one or two landowners expressing any desire to redevelop the site. In such cases only partial sites forming a sufficient size (0.5ha threshold was used) were taken forward for further consideration.

53. Overall *achievability* (deliverability) was then assessed, based on

- suitability,
- availability,
- issues raised in the 2011 plan consultation, and
- deliverability of all or part of the site.

Results of availability assessment:

Existing waste treatment sites

54. The owners of each of the 20 existing waste treatment sites were contacted to confirm the capacity and throughput to assess the existing waste treatment capacity.

55. Three sites were removed from the list of 20 existing waste treatment sites as a result of this process:

- West London Composting (Hillingdon)
- Roxeth Scrap Metal
- Yeoman Aggregates site.

As part for the assessment of deliverability, the Rigby Lane site (site 331) was confirmed by the site operator (SITA UK Ltd) as undertaking metal recycling on site alongside the licensed waste transfer operations. This was a change since the previous assessment and so the site was re-classified, and assessed as a waste treatment site and not as a Waste Transfer Station.

Existing Waste Transfer Sites for re-orientation

56. In addition to the 20 existing waste treatment sites, all 18 waste transfer sites were reassessed in terms of their suitability for future redevelopment/reorientation into waste treatment sites. Of the 18 sites assessed, the following 10 sites were considered suitable and available for inclusion within the WLWP as sites which could be redeveloped into waste treatment facilities:

Site number	Site name	Borough	Suitability score
352	Twyford WTS	Brent	109
353	Transport Avenue TS	Hounslow	101
1261	Veolia/Brent Transfer Station and Depot	Brent	97
300	Civic Way WTS	Hillingdon	97
303	Victoria Road WTS	Hillingdon	95
328	Quattro Park Royal	Ealing	93
307	Forward Drive CA Site	Harrow	85
342	Twickenham Depot	Richmond	75
309	Greenford HWRC	Ealing	71
310	Greenford Depot	Ealing	69

It should be noted that as part for the assessment of deliverability, the Rigby Lane site (site 331) was confirmed by the site operator (SITA UK Ltd) as undertaking metal recycling on site alongside the licensed waste transfer operations. This was a change since the previous assessment and so the site was re-classified, and assessed as a waste treatment site and not as a Waste Transfer Station.

57. The assessment concluded that the following existing Waste Transfer sites were considered not to be suitable and/or available:

Site number	Site name	Borough	Suitability score	Available
320	Greenford WTS ²⁰	Ealing	81	No
337	Southall Waste and Recycling Centre	Ealing	67	No
343	Townmead CA Site	Richmond	77	Yes
323	Metronet Ruislip Depot West	Hillingdon	75	No
375	Hounslow Homes	Hounslow	65	No
338	Space Way CA Site	Hounslow	93	No
299	Pears Road	Hounslow	79	Yes

Although sites 343 and 299 were available they were not considered suitable (and so not achievable) due to proximity to residential properties and vehicle routing issues. Subsequently the Townmead Reuse and Recycling Site ceased operating and was sold for redevelopment. Hence all those listed above were eliminated from the site selection process.

New Sites

58. All 21 new sites were initially assessed in terms of their availability and suitability for development of waste treatment facilities and from this the following were considered to be suitable and available:

Site number	Site name
224	Yeading Brook, Bulls Bridge
241	Tavistock Road Coal Depot, West Drayton (although difficult transport and access issues were identified)
2861	Western International Market Site

²⁰ N.B. This site is in a different location to other Greenford sites 309 and 310

59. The sites in the table below were identified as being 'partially available' but it was noted that they all had site specific issues which had to be overcome. Of these sites only Forward Drive was taken forward.

Site number	Site name	Issues
182	Victoria Road, Park Royal	Small site so needs to be considered with adjacent site 328 (Quattro)
191	Atlas Road, Park Royal	Cumulative effects as close to the Powerday site in Hammersmith and Fulham
222	Harrow Council Depot, Forward Drive	May require relocation of existing depot
237	Uxbridge Road Industrial Estate 3	Flood risk and archaeology

60. Following the above assessment of deliverability in 2011, the following final list of sites were proposed for allocation in a Proposed Submission Plan in late 2011:

Site Number	Borough	Description	Site Type
352	Brent	Twyford Waste Transfer Station	Existing
1261	Brent	Veolia Transfer Station, Marsh Road	Existing
309	Ealing	Greenford Reuse & Recycling Site,	Existing
310	Ealing	Greenford Depot, Greenford Road,	Existing
328	Ealing	Quattro, Victoria Road, Park Royal	Existing
303	Hillingdon	Victoria Road Transfer Station	Existing
353	Hounslow	Transport Avenue Waste Transfer Station	Existing
342	Richmond	Twickenham Depot	Existing
222	Harrow	Council depot, Forward Drive	Proposed
244	Hillingdon	Yeading Brook, Bulls Bridge	Proposed
2861	Hounslow	Western International Market	Proposed

61. Altogether these sites offered an additional 28.6 hectares of land potentially available for waste treatment.
62. As a result of the introduction of the Localism Act in late 2011 and changes to national planning policy in March 2012 which needed to be taken into account in the Plan, this Plan was never published, although it had been agreed by Members.

February 2014: Proposed Submission West London Waste Plan,

63. Since the original list of proposed sites to be included in the Proposed Submission Plan in 2011 was prepared (see above) further changes in circumstances required the list of sites to be changed.
64. Work completed to underpin the Proposed Submission Plan included a reassessment of the baseline capacity of existing waste sites which already contribute to meeting the London Plan apportionment for MSW and C&I Waste. This involved revisiting the throughput/capacity data of the existing waste management facilities to establish an up to date assessment of the baseline against which additional capacity to be provided was re-calculated.
65. The results of this exercise indicated that there is substantially more existing capacity than was originally estimated. Accordingly the need for new sites (including re-orientated transfer sites) is reduced. This exercise reduced the total land requirement from 20 ha to approximately 9.4 ha. The latest assessment of capacity is set out in the capacity assessment report published with the Proposed Submission Plan.
66. Re-appraisal of the existing and new sites was undertaken as part of work for the Sustainability Appraisal (see Appendix 3) supporting the WLWP Proposed Submission Draft.
67. In addition the area available for development at the following sites reduced :
- Council Depot, Forward Drive site (Site 222) - London Borough of Harrow from 2.83 ha to 1.83 ha.
 - Twickenham Depot (Site 342) - London Borough of Richmond from 3.67 ha to 2.67 ha.
 - Greenford Depot (Site 309) - London Borough of Ealing from .94 ha to 0.63 ha.

68. LB Ealing suggested that two of their existing safeguarded sites, Greenford Reuse & Recycling Site and Greenford Depot be consolidated as they are located next to each other (contiguous) and form part of a larger site. Previously they were dealt with separately because each part has a separate licence from the Environment Agency. Combined, the sites total 1.78 hectares.
69. The three sites removed from the list that were in the original approved Proposed Submission Draft are:
- Victoria Road Transfer Station (Site 303) – Hillingdon
 - Transport Avenue Waste Transfer Station (Site 353) – Hounslow
 - Yeading Brook, Bulls Bridge (Site 244) – Hillingdon
70. Victoria Road and Transport Avenue are both operated by SITA UK and are now required for waste transfer (rather than treatment) following the decision by the West London Waste Authority to award SITA UK a long term contract to manage West London's residual household waste. They are therefore not available for reorientation into treatment facilities. The Bulls Bridge site in Hillingdon has now been granted planning approval for an aggregates processing development and so is also no longer available.
71. Rigby Lane Transfer Station, Hillingdon (Site 331), originally included in the "Proposed Sites and Policies" Consultation document, has been included as an additional site to be allocated in light of the loss of Hillingdon sites discussed above.
72. The **Proposed Submission Plan (2014)** therefore now includes 7 existing waste sites and 2 additional sites (all of which included in the 2011 Proposed Sites and Policies Consultation Document):

Existing waste sites proposed for allocation

Site Number	Name	Site Area (ha)	Borough
352	Twyford Waste Transfer Station	1.24	Brent
1261	Veolia Transfer Station, Marsh Road	2.71	Brent
309	Greenford Reuse & Recycling Site	1.78	Ealing
310	Greenford Depot, Greenford Road		
328#	Quattro, Victoria Road, Park Royal	0.97	Ealing
331	Rigby Lane Waste Transfer Station	0.84	Hillingdon
342	Twickenham Depot	2.67	Richmond
Total		10.21	

Additional sites identified for waste management uses

Site Number	Name	Site Area (ha)	Borough
222	Council Depot, Forward Drive	1.83	Harrow
2861	Western International Market	3.20	Hounslow
Total		5.03	

73. The combined total area available for waste management development is 15.47 ha which is sufficient to accommodate facilities with capacity to deliver the apportionment requirements of the London Plan (2011).

74. A description of each site is included in Appendix 2 to this report.

Appendix 1: Sites Assessed for Deliverability in 2011

20 existing waste treatment (as opposed to Transfer) sites. (These included sites which had been identified in the Potential Sites Assessment Technical Report (February 2011) but not identified in that report as having potential for development as waste management facilities i.e. those that appeared in Appendix 5 rather than Appendix 3).

Site Name	Borough
Wembley Car Breakers	Brent
William Fry Neasden	Brent
William Fry Mitre Works	Brent
Seneca Environmental Solutions Ltd	Brent
P J Carey Ltd	Brent
T E Scudder Ltd	Brent
Rubbish Express Ltd.	Brent
Yeoman Aggregates Ltd.	Ealing
London Auto Parts Limited	Ealing
Harrow Breakers	Harrow
Roxeth Scrap Metal	Harrow
West London Composting	Hillingdon
West London Composting	Hillingdon
Country Composts Ltd	Hillingdon
SITA Holloway Lane MRF 2	Hillingdon
Car Spares of West Drayton Ltd	Hillingdon
SITA Holloway Lane MRF 1	Hillingdon
Ron Smith Recycling Ltd	Hounslow
Ron Smith Recycling Ltd	Hounslow
European Metal Recyclers	Hounslow
Whitton Salvage	Richmond

Borough	Site Name	Site Description
Hillingdon	SITA Environment Holloway Lane MRF	Materials Recycling Facility
Hillingdon	Country Composts Ltd	Composting Facility
Hounslow	Ron Smith Recycling Ltd	Metal Recycling Site
Hounslow	Ron Smith Recycling Ltd	Metal Recycling Site
Hounslow	European Metal Recyclers	Metal Recycling Site
Richmond	Whitton Salvage	Metal Recycling Site

18 existing waste transfer sites:

Site number	Site Name	Borough
352	Twyford Waste Transfer Station	Brent
1261	Veolia/Brent Transfer Station & Depot	Brent
328	Quattro Park Royal	Ealing
309	Greenford HRWC	Ealing
310	Greenford Depot	Ealing
342	Twickenham Depot	Richmond
343	Townmead CA Site	Richmond
303	Victoria Road Waste Transfer Station	Hillingdon
331	Rigby Lane, Hayes	Hillingdon
353	Transport Avenue Transfer Station	Hounslow
375	Hounslow Homes Transfer Station	Hounslow
338	Space Way Civic Amenity Site	Hounslow
299	Pears Road, Hounslow Transfer Station	Hounslow
337	Southall Waste & Recycling Centre	Ealing
323	Metronet Ruislip Depot West Transfer Station	Hillingdon
300	Hillingdon Waste Transfer Station	Hillingdon
307	Forward Drive Civic Amenity Site	Harrow
320	Greenford Waste Transfer Station	Ealing

21 new sites, including the 14 identified as having potential for development as waste management facilities in the Potential Sites Assessment Technical Report & Consultation Document (February 2011):

Site number	Site Name	Borough
386	Asian Sky	Brent
129	Rail Sidings Premier Park Road	Brent
1262	Alperton Lane Industrial Area A	Brent
144	Hannah Close/Great Central Way	Brent
186	Park Royal 8	Ealing
187	Park Royal 9	Ealing
183	Park Royal 2	Ealing
191	Atlas Road	Ealing
182	Park Royal 1	Ealing
222	Council Depot	Harrow
253	Silverdale Road Industrial Estate	Hillingdon
244	Yeading Brook, Former Powergen Site, Bulls Bridge.	Hillingdon
241	Tavistock Road Coal Depot	Hillingdon
2861	Vacant Site Western International Market	Hounslow
133	Part of Old Guinness Site, Park Royal	Brent
387	Barratt Way Industrial Area B	Harrow
237	Uxbridge Industrial Estate 3	Hillingdon
255	Blyth Road Industrial Area	Hillingdon
291	Phoenix Trading Park, Ealing Road, Brentford	Hounslow
292	Kew Bridge Distribution Centre, Brentford	Hounslow
260	Ascot Road Industrial Estate, Feltham	Hounslow

Appendix 2: Descriptions of Sites Included in the Proposed Submission West London Waste Plan, February 2014

Descriptions of each site allocated in the Proposed Submission WLWP (February 2014) are provided below. The descriptions bring together information collected as part of the process of selecting these sites as well as that received during stages of consultation on the Plan. Information has been updated following visits to each of the sites in February 2014. For a few sites such updating has included minor changes to boundaries. It is intended that this information will be published as an appendix to the West London Waste Plan when it is submitted for examination. Comments on the descriptions provided are invited during the publication stage of the Plan between 28 February and 11 March 2014.

General Information

Suitable waste management technologies

It is considered that the sites would be likely able to accommodate all non-landfill waste management technologies apart from open windrow composting. Environment Agency permitting rules²¹ on open windrow composting do not allow such activity within 250 metres of a sensitive receptor which includes a dwelling or workplace and all proposed sites fall within such a distance from such receptors. The suitability of other proposals which involve the processing and storage of waste in the open would be considered in light of all the policies in the Plan and especially Policy WLWP3.

²¹ Environment Agency Standard rules SR2008No16_75kte - composting in open systems.
<http://www.environment-agency.gov.uk/business/topics/permitting/35436.aspx>

Land Contamination

Each proposed site is located on previously developed land but no investigation has been carried to establish whether the ground itself is contaminated²².

Redevelopment of the sites might therefore require work to decontaminate the sites.

Setting Back from Rivers

Where a site is adjacent to a river the Environment Agency has advised that a setback of a minimum of 8 metres from the top of the bank be incorporated into any re-development proposals. Setting back development from watercourses and providing an undeveloped buffer zone free from built structures is important for maintaining maintains access to the river and to allow the riparian landowner access for routine maintenance activities and for the Environment Agency to carry out Flood Defence duties. It is also important that a sufficient wildlife and riverside corridor should be maintained to minimise the potential adverse impacts to the water quality and riverine habitats. This will provide opportunities for flood risk management in line with the Environment Agency Catchment Flood Management Plans. Opportunities for river restoration through the redevelopment of sites should also be encouraged which will also ensure compliance with requirements under the Water Framework Directive.

Waste Input tonnages

The input tonnages provided are taken from records provided by the Environment Agency Waste Data Interrogator for waste inputs for 2011. This information is only supplied for sites that hold an environmental permit that received waste during the course of that year.

Particulars of each allocated have been compiled as follows:

²² In all cases, in light of current and previous uses it is possible that the sites might be classified as 'contaminated land' under the Environment Act 1995.

1. Twickenham Depot
2. Quattro Park Royal
3. Twyford
4. Marsh Road
5. Greenford Depot
6. Forward Drive
7. Western International Market
8. Rigby Lane

Site Name	Twickenham Depot		
Site Ref. No.	342		
Locational Information			
Borough	Richmond Upon Thames	Site Area (hectares)	2.67 ²³
Easting	TQ 15163	Northing	73590
Site Address	Twickenham Central Depot Langhorn Drive, Twickenham Middlesex TW2 7SG		
Site Location	To the north is the Harlequins Rugby ground (The Stoop). The land immediately abutting the northern edge of the Depot is an open tarmaced area (used for hospitality marquee by Harlequins Rugby stadium on match days), and to the north east a 4 storey residential block fronting Langhorn Drive. To the east is public open space including a children’s playground. To the south is a railway line and across the railway line is open space. To the west is the Duke of Northumberland’s River (a branch of the river Crane) beyond which is residential (Conservation Area).		
Neighbouring Uses (within 250 metres)	The site is immediately adjacent to the Harlequins Rugby ground and stadium. A block of 4 storey residential apartments is located along Langhorn Drive to the north east, and Richmond upon Thames College lies to the north east. A playing field with children's playground is located to the east. Allotments are just to the south of the railway line. To the west of the site, a residential area of detached houses is located on the opposite bank of the Duke of Northumberland's River (branch of the river Crane).		
Planning Status	<p>The Depot site has been, amongst other things, used for the following purposes for in excess of 10 years:</p> <ul style="list-style-type: none">• Facilities for the parking of refuse and recycling vehicles• Material Recovery Facility and bulking facilities to support municipal recycling services.		
Site Identified in Borough Local Plan?	The site is identified as a site in the London Borough of Richmond Site Allocations Plan for Council Depot facilities and continued waste management (TW 9). To improve and rationalise the Council’s existing depot facilities, and repositioning, intensification and improvement of the waste and recycling facilities. The adjacent Harlequins Site (TW8) and the Richmond upon Thames College site (TW10) are also identified		
Current Use	Civic Depot hosting contractors for Richmond and some DSO staff and services, including a number of waste related operations. Waste related use includes bulking of: source separated and partially commingled kerbside collected recyclables, arboriculture wood/ green wastes, street cleansing waste and construction and demolition waste from pavement repairs. There are many buildings on site including prefabricated offices, a Victorian brick building, bulking bays, workshops and covered vehicle storage. There is a two storey detached house (owned by LB Richmond and occupied by former employees)		

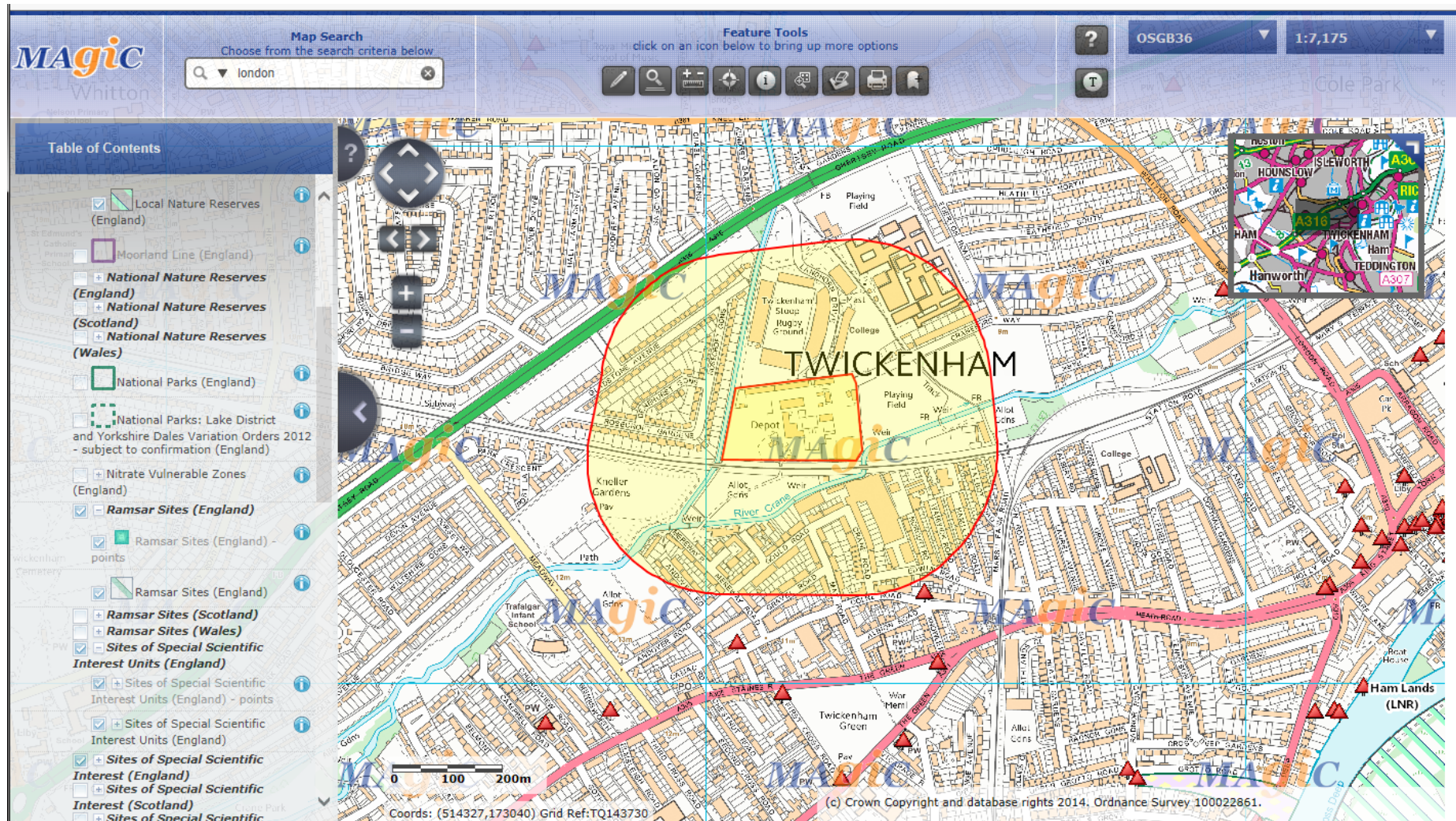
²³ SDA says the area is 3.67. The reduced area reflects the sale of a parcel of land to Richmond College.

	located immediately adjacent to the boundary at the south of the site.
Current Vehicle Movements	The site is currently accessed by employee private vehicles and light vans and HGVs of various sizes.
Current Waste Inputs	This site is recently permitted (May 2013) but contractors operate under exemptions. Input tonnage not counted in existing capacity.
Nominal potential throughput (tpa) (based on 65,000 per hectare)	173,550 tpa.
Environmental Considerations	
Access/Highway	Primary access to the site is from the A316 along Langhorn Drive which is also used for access to Harlequins Rugby Club, Richmond College and residential properties. Access may also be gained from Craneford Way through a controlled gate.
CCHP Potential	The Site Allocations Plan identifies the Harlequins Site and the Richmond upon Thames College site as proposals sites which will have significant power requirements. A part of the site may be used for ancillary educational facilities or limited residential and this might provide a heat load opportunity.
Archaeology/Historic interest	There is a disused Victorian Pump house in the middle of the site. This building is designated as a Building of Townscape Merit which would need to be retained, potentially constraining development.
Ecology/HRA	The site is greater than 1km from internationally/nationally designated site. However parts of the Crane Valley are identified as local Site of Nature Conservation Importance.
Flood Risk/Water Protection	The site is not located within a Flood Zone. But as the site is greater than 1ha, a flood risk assessment that focuses on the management of surface water run-off will be required.
Greenbelt/MOL	The site is not in or near the London Greenbelt. There is MOL to the south and east of the site and along the Duke of Northumberland's River to the west.
Landscape/Visual Impact	<p>Existing buildings on the site range between 2 and 6 metres high. Apart from a small raised area in the middle of the site, the site is level with the surrounding area. There is a mixture of buildings, fencing and trees which offer partial or full screening of the site from all directions.</p> <p>The site is immediately adjacent, or close to several visual receptors. Views of the site from the north would be from the Harlequins Rugby stadium, and a new 4 storey block of residential apartments on Langhorn Drive, and across open ground from Richmond College.</p> <p>Views of the site from the east can be gained across the open space and the access from Craneford Road. This may be obscured if the additional land on the eastern portion of the site were to be developed.</p> <p>Views of the site from the south would be screened by trees on the boundary and the undeveloped land south of the railway line designated as Public Open Space.</p> <p>Views of the site from the west would be partially screened by the vegetation and trees along the site boundary adjacent to the river.</p>
PRoW ²⁴	There are no PRoWs crossing the site.

²⁴ Public Rights of Way

	The site is bounded by public footpaths including the River Crane path that provides pedestrian access to the Harlequins Stadium.
Key Development Criteria	
Flood Risk/Water Protection	<p>Redevelopment of this site is likely to require a Stage 2 Flood Risk Assessment. Technical Guidance to the NPPF advises that waste treatment is compatible with Floodzone 3a. Although the site is not within a Flood Zone, a flood risk assessment that focuses on the management of surface water run-off will be required.</p> <p>The Environment Agency has advised that a setback of a minimum of 8 metres from the top of the bank of the River Crane - a tributary of the River Thames - should be incorporated into any re-development proposals. Prior written consent will be required from the Environment Agency for any works within 8 metres of the River Crane and the Duke of Northumberland's River; this is irrespective of planning permission.</p>
Access/Highway	Redevelopment of the site would need to pay particular attention to the site access along Langhorn Drive which is shared with the occupiers of residential dwellings and visitors to the rugby stadium (especially on match days). The Site Allocations Plan recognises that any intensification of uses is likely to require the provision of a signalised junction between Langhorn Drive and the A316, subject to TfL approval. Vehicular access from Craneford Way should be kept to a minimum.
Archaeology/Historic interest	Any new scheme would be required to retain the Victorian Pump house; result in improvement and extension of the public open space adjoining the Duke of Northumberland River and the backdrop to the Craneford Way playing fields; and preserve the setting and character of the Rosecroft Conservation Area.

West London Waste Plan support



Area shown 250m from site boundary

Site Name	Quattro Park Royal		
Site Ref. No.	328		
Locational Information			
Borough	Ealing	Site Area (hectares)	0.97
Easting	TQ 20931	Northing	82109
Site Address	Quattro Ltd. Park Royal Regency Street (off Victoria Road) Park Royal NW10 6NR		
Site Location	The site is in the Park Royal Industrial Estate situated just off the A4000 (Victoria Road) adjacent to Old Oak Common rail sidings.		
Neighbouring Uses (within 250 metres)	The site adjoins a distribution depot to the north (this includes the handling of foodstuffs), a railway line runs along the eastern and southern boundary on an embankment and to the west is an office block and distribution warehouse. The nearest residential properties are approximately 40 metres away at Wells Road (East) with their gardens as close as 25 metres on the other side of the railway embankment.		
Planning Status	Permanent consent granted in 2001 on appeal for continued use of premises as waste transfer station (ref P/2000/0570).		
Site Identified in Borough Local Plan?	No		
Current Use	A construction materials distribution, concrete batching and waste bulking depot for excavation waste from utility works. There are two industrial units on site and several portacabins.		
Current Vehicle Movements	The site is currently accessed by HGVs delivering and removing materials and waste to the site plus private vehicles from employees.		
Current Waste Inputs	Input tonnage not counted in existing capacity as this is currently utilised for CDEW.		
Nominal potential throughput (tpa) (based on 65,000 per hectare)	63,050tpa		
Environmental Considerations			
Access/Highway	The site is accessed from the A4000 (Victoria Road.) Routing is via Victoria Road to the A40, a route carrying industrial estate traffic.		
Archaeology/Historic Interest	Acton Wells was a mineral bearing springs discovered in 17th century but ceased to be used from 18th century. No apparent evidence of the springs onsite. The site is less than 500m from local nature reserve Wormwood scrubs.		
CCHP Potential	The site is located in a predominately light industrial area which may offer opportunities for use of space heating generated at the site. In the event that redevelopment associated with HS2 goes ahead there may be opportunities to redevelop adjacent land in a manner that allows for the use of any heat and power generated at this site.		
Ecology/HRA	The site is greater than 1km from internationally/nationally designated site.		
Flood Risk/Water Protection	There are no open water bodies in proximity to the site.		
Greenbelt	The site is not in or near the London Greenbelt		
Landscape/Visual Impact	Existing buildings on the site are around 6 metres high.		

	<p>Views of the site from the north would be obscured by the distribution warehouse.</p> <p>The site currently has 8-10 metre high boundary structures on the eastern boundary which combined with the railway embankment would reduce any potential impacts on the residential properties to the east beyond the railway line.</p> <p>Views of the site from the south would be obscured by a railway embankment.</p> <p>Views of the site from the west would be obscured by the office block/warehouse on the adjacent site.</p>
PRoW	There are no PRoW crossing or adjacent to the site.
Key Development Criteria	
Visual amenity	Careful attention would be needed to avoid adverse impact on sensitive receptors especially the residential area at Wells House Road (East).

West London Waste Plan support



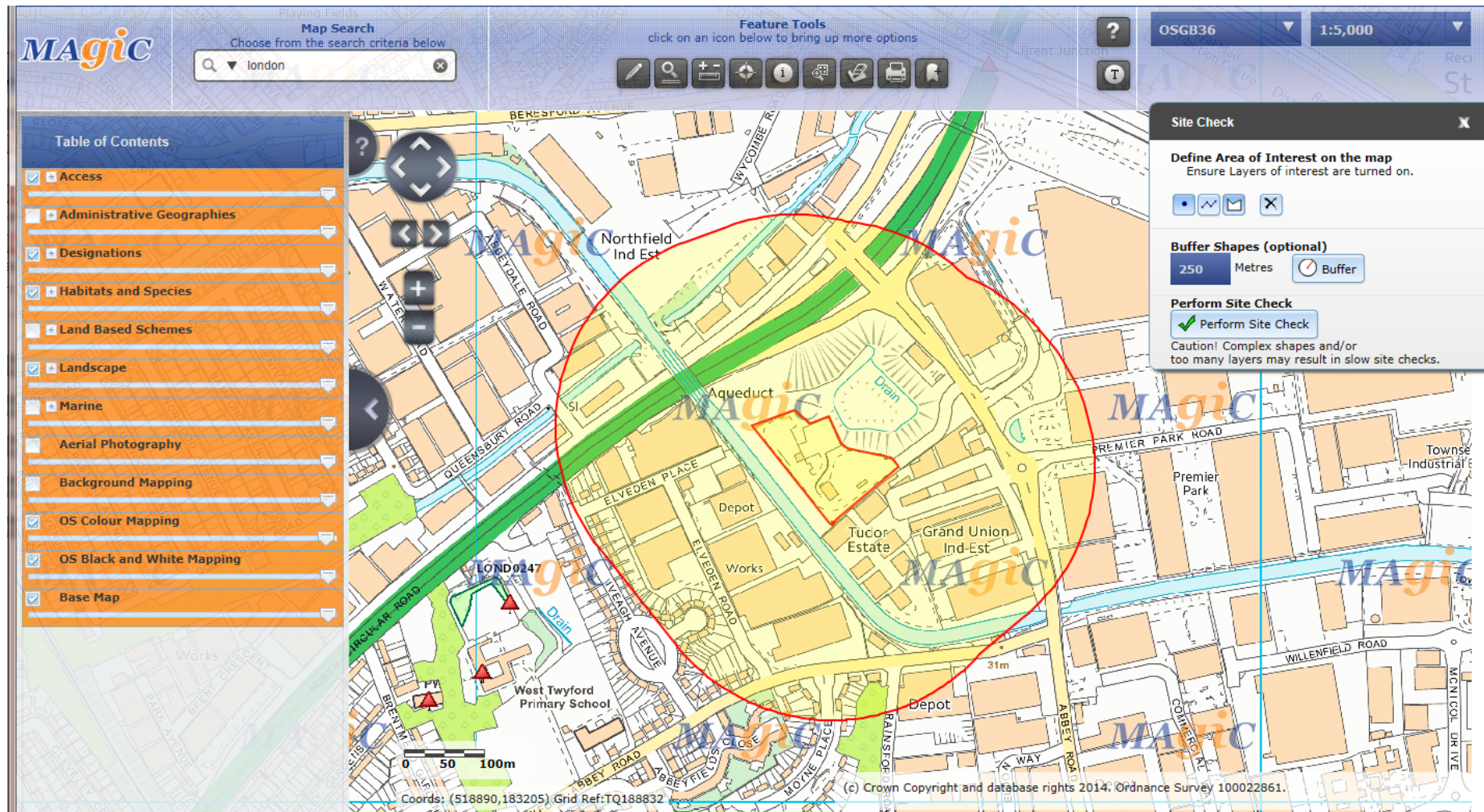
Area shown 250m from site boundary

Site Name	Twyford Waste Transfer Station		
Site Ref. No.	352		
Locational Information			
Borough	Brent	Site Area (hectares)	1.24 ²⁵
Easting	TQ 19380	Northing	83461
Site Address	Twyford Waste & Recycling Centre Abbey Road Brent NW10 7TJ		
Site Location	The site is located in a predominantly industrial area		
Neighbouring Uses (within 250 metres)	The Paddington Branch of the Grand Union Canal, which is a navigable waterway follows the south western boundary of the site divided by a 22 metre wide strip of land owned by the adjacent landowner. The site is located in a predominantly industrial area. The nearest residential properties are located 150m to the west of the site boundary beyond the industrial estates.		
Planning Status	The site benefits from a Certificate of Lawfulness for use as a waste transfer station (CLUD 92/1830).		
Site Identified in Borough Local Plan?	No		
Current Use	Waste Transfer Station (for trade waste, processing site for waste wood from WLWA) and Household waste site.		
Current Vehicle Movements	HGVs (including articulated lorries and Rollonoffs) and private vehicles currently deliver waste to the site. Waste is removed by articulated lorries and Rollonoffs.		
Current Waste Inputs	Input tonnage counted as 17,967tpa in existing capacity. Site once operated as a transfer station with an approximate throughput of 125,000tpa. Maximum current capacity is estimated to be 85-90,000tpa.		
Nominal potential throughput (tpa) (based on 65,000 per hectare)	76,993tpa (after deduction of existing capacity contribution)		
Environmental Considerations			
Access/Highway	The site has a dedicated 100m access onto Abbey Road near to the junction of the A406 North Circular Road. The Grand Union Canal follows the south western boundary of the site divided from the site by a 22metre wide strip of land owned by the adjacent landowner.		
Archaeology/Historic Interest	No internationally/nationally designated site on site.		
CCHP Potential	The site is adjacent to other industrial areas which may be able to utilise heat and power generated although no anchor load has been identified.		
Ecology/HRA	The site is greater than 1km from internationally/nationally designated		

²⁵ excluding access road

	site.
Flood Risk/Water Protection	The Grand Union Canal follows the south western boundary of the site
Greenbelt	The site is not in or near the London Greenbelt
Landscape/Visual Impact	<p>The site is on a number of levels.</p> <p>Existing buildings on the site are no more than 10 metres high at the lower level.</p> <p>There is a 10m high structure on the highest part of the site.</p> <p>Views of the site from the north - across the north circular or Abbey Road are obscured by the old landfill mound.</p> <p>Views of the site from the south are obscured by large warehouse buildings on the adjacent site.</p> <p>Views of the site from the west are across the Grand Union Canal and from the residential area would be across an industrial area with chimney stacks.</p>
PRoW	There are no PRoW crossing or immediately adjacent to the site although the Grand Union Canal Walk does run down the opposite side of the Grand Union Canal with views into the site.
Key Development Criteria	
Sustainable Transport	Consideration should be given to the use of the Grand Union Canal for the transport of waste and materials to and from the site in accordance with policy WLWP 3 although access to the Canal would need to be negotiated.
Contaminated Land	The site is immediately adjacent to an old landfill mound. The site itself has been in use for waste management for a considerable period of time. It is possible that these factors may have caused the site or adjoining land to be classified as 'contaminated land' under the Environment Act 1995.
Visual amenity	Part of the site is raised above the surrounding area and redevelopment of the site should consider how built structures might be designed and placed and screening used to mitigate any impact on the visual amenity of the area particularly from the south.

West London Waste Plan support

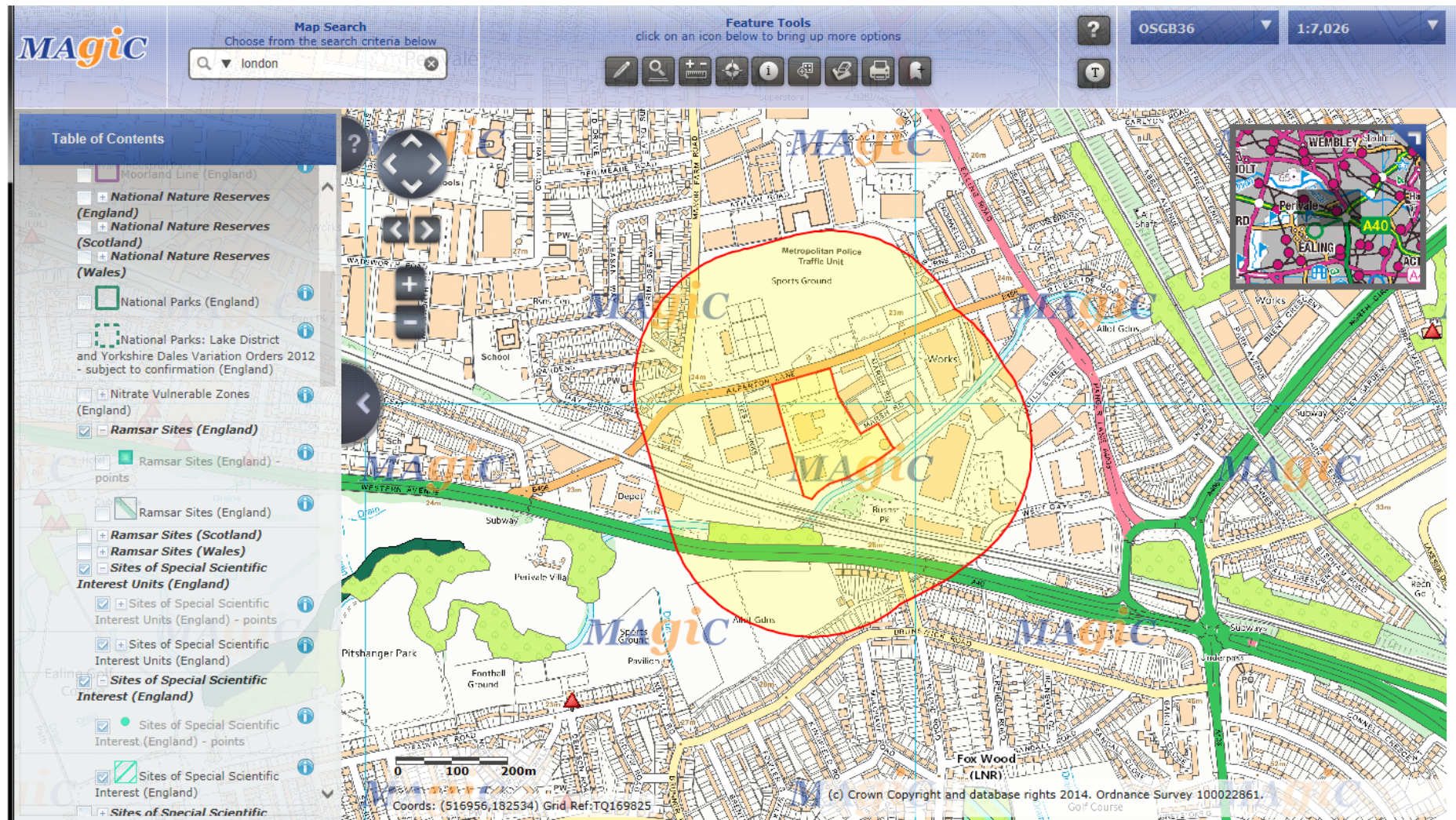


Area shown 250 metre from site boundary.

Site Name	Veolia/Brent Transfer Station, Marsh Road		
Site Ref. No.	1261		
Locational Information			
Borough	Brent	Site Area (hectares)	2.71
Easting	TQ 17784	Northing	83085
Site address	Veolia Waste Transfer Station, Marsh Road Wembley HA0 1ES		
Site Location	This site is located in the Alperton Lane industrial estate. The site is located in an industrial estate, bordering a railway line, Alperton Lane, a scrap yard and adjacent to another waste facility.		
Neighbouring Uses (within 250 metres)	There is housing 170 metres to the north west of the site across Alperton Lane and 130m to the south. There are sports fields on the other side of Alperton Lane. A railway line runs past the southern corner of the site. The site is above the River Brent which runs adjacent to the south eastern boundary. There are industrial areas immediately to the west and east of the site.		
Planning Status	94/1413 Erection of single detached building in connection with the use of the site as a waste transfer station		
Site Identified in Borough Local Plan?	Site is designated in saved Brent UDP as a 'Waste Management Manufacturing Area'		
Current Use	Permitted Waste Transfer Station plus Vehicle Depot for Veolia RCV fleet serving Westminster & Camden collection contracts and salt store serving Westminster, Camden and Brent. There are existing, large waste transfer station buildings on site, and open hard stand areas for storage and vehicle depot facilities. Existing building heights are approximately 10-18m.		
Current Vehicle Movements	Waste is delivered to the site in RCVs and removed in articulated HGVs.		
Current Waste Inputs	Input tonnage 16,714tpa counted in existing capacity.		
Nominal potential throughput (tpa) (based on 65,000 per hectare)	159,436tpa (after deduction of existing capacity contribution)		
Environmental Considerations			
Access/Highway	The site is close to strategic roads A4005, A40 and A406. The site is currently accessed from the A4005 from Alperton Lane and then along Marsh Road which runs through an industrial estate including another waste transfer station. The site has in the past been accessed directly from Alperton Lane. The River Brent runs along the southern boundary of the site but is a small tributary running from Brent Reservoir to the River Thames at Brentford.		
Archaeology	Site contains no known archaeological sites.		
CCHP Potential	The site is adjacent to other industrial areas which may be able to utilise heat and power generated.		
Ecology/HRA	Site is within 250m of a SINC in the Ealing Local Plan which is of Grade 1 Borough Importance. It forms part of the much larger 'Brent River Park;		

	Hanger Lane to Greenford Line' SINC (site 15/EaBI14A).
Flood Risk/Water Protection	Southern boundary is adjacent to the River Brent
Greenbelt	The site is not in or near the London Greenbelt
Landscape/Visual Impact	<p>The site is level with the surrounding area. Existing buildings on the site are between 10 and 18 metres high which is in keeping with heights of buildings on adjacent land.</p> <p>Distant views from the north would be across the open Alperton Sports Ground,</p> <p>Views from the east would be from Marsh Lane and be obscured by light industrial units.</p> <p>Views from the south would be from low and high rise office space with views from residential area obscured by the railway embankment.</p>
PRoW	The pedestrian pavement of Alperton Lane runs adjacent to the site's northern boundary.
Key Development Criteria	
Flood Risk/Water Protection	The Environment Agency advises a setback of a minimum of 8 metres from the top of the bank of the River Brent must be incorporated into re-development proposals. The site boundary is itself over 8 metres from the bank.
Visual amenity	Careful attention would be needed to avoid adverse impact on sensitive receptors including the sports fields to the north of the site.
Access	Any redevelopment would need to pay particular attention to impacts on Marsh Lane which can be constricted due to vehicles parking on this highway

West London Waste Plan support

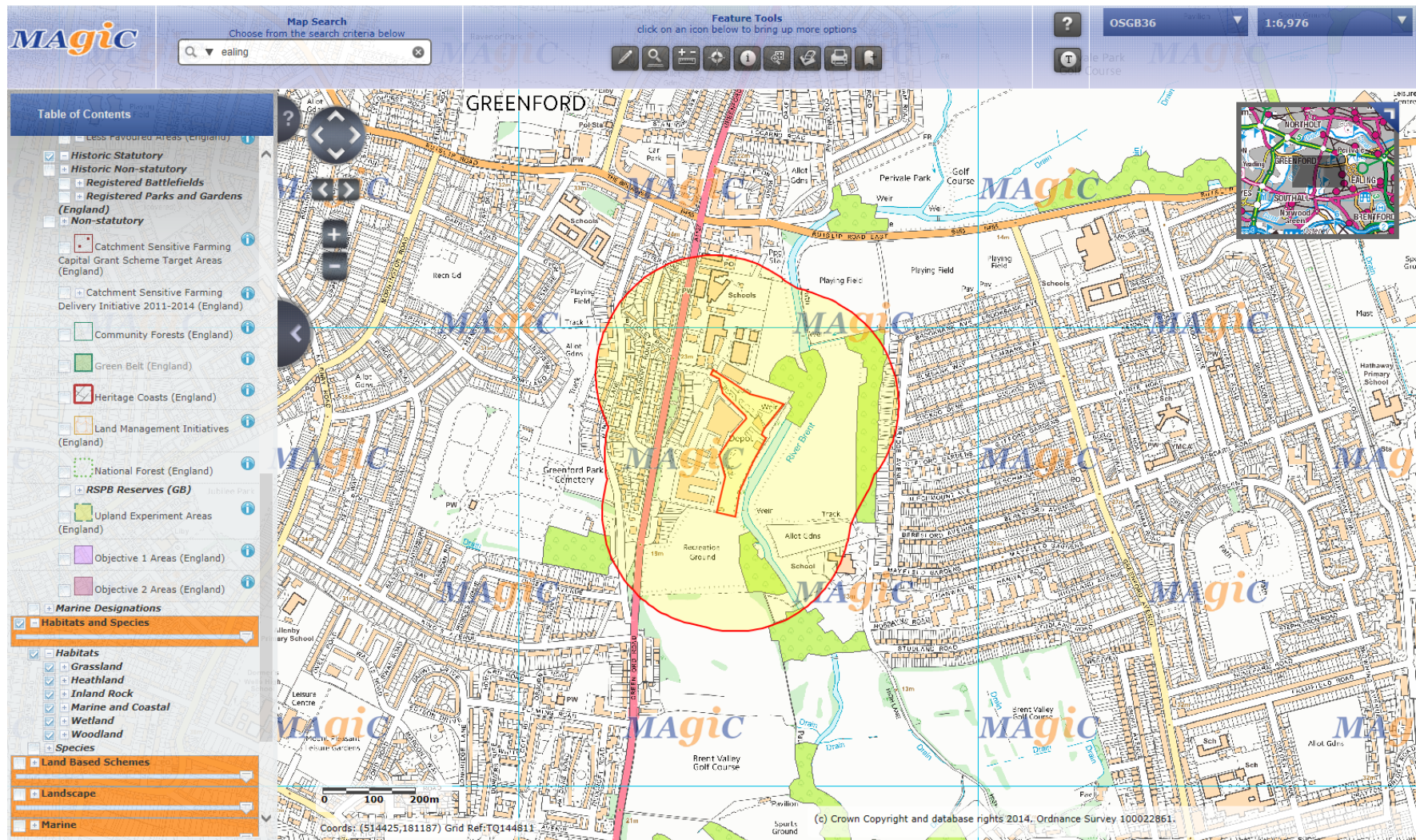


Area shown 250 metres from site boundary

Site Name	Greenford Reuse & Recycling Site & Greenford Depot, Greenford Road		
Site Ref. No.	309 & 310		
Locational Information			
Borough	Ealing	Site Area (hectares)	1.78
Easting	TQ 14334	Northing	81848
Site Address	Greenford Road Re-use and Recycling Centre & Greenford Depot Greenford Road Middlesex UB6 9AP		
Site Location	The site is adjacent to the Greenford Bus Depot and near to Brent River Park		
Neighbouring Uses (within 250 metres)	There is a bus depot adjacent to the northern boundary of the site. The River Brent runs along the south-eastern boundary. Beyond the river is Brent River Park Metropolitan Open Land (MOL). There are residential properties to the west (separated from the site by a large bus maintenance garage) and also a school to the north of site.		
Planning Status	Consent granted in 1973 for waste use. More recent consents have however been permitted and completed for extension to the existing facility. These include: P/2000/4510 (completed 2004) - The erection of building for paper and leather storage and two additional bays for storage of paper and glass for recycling. P/2005/2560 (completed 2006) - The installation of a new organic waste recycling facility enclosure.		
Site Identified in Borough Local Plan?	Redevelopment of Greenford Depot is covered by policy 4.3 of Ealing Development (Core) Strategy		
Current Use	Part of the site is a raised split level household waste recycling centre, located in the north-eastern corner. The recycling centre includes a three-sided covered tipping and bulking area (10m high from site level 15m from ground level) and the remainder of the site is open. Commercial waste may also be tipped at the re-use and recycling centre. The adjacent depot site incorporates various Ealing Council services including the Ealing Council highways services, street cleansing, grounds maintenance and RCV depot. The majority of the allocated depot site is used for open storage of RCV. There are two waste/recycling bulking areas: a small open one and larger enclosed area. Baling of recyclable materials takes place on the depot site. Building heights range from approx. 3-8m.		
Current Vehicle Movements	At peak periods approximately 600 vehicles deliver waste to the re-use and recycling centre which can cause vehicles to queue back to, and on, the main highway. Approximately 30% of the waste deliveries is from commercial sources including transit vans and small lorries. These movements are additional to those associated with the depot including the waste use.		
Current Waste Inputs	The re-use and recycling and recycling centre handles approximately 15,000 tonnes of waste per annum. The depot receives source segregated and comingled recyclables from recycling rounds. Food waste and bulky waste is also brought into the depot. In total approximately 30,000 tonnes per annum.		

	Combined input tonnage 35,610 tpa counted in existing capacity.
Nominal potential throughput (tpa) (based on 65,000 per hectare)	104,305 tpa (after deduction of existing capacity contribution)
Environmental Considerations	
Access/Highway	The nearest strategic road (A40) is over a mile away to the north with access via Greenford Road (a busy thoroughfare). The Depot and Re-use and Recycling Centre have separate entrances onto the shared access road which are adjacent to each other. The access onto the highway is shared with the bus depot to the north of the site. The entrances are lower than the main highway.
Archaeology	The site is located within the Brent River Valley Archaeological Interest Area as defined in Ealing Local Plan
CCHP Potential	There are industrial areas adjacent to the site.
Ecology/HRA	The site is greater than 1km from internationally/nationally designated site.
Flood Risk/Water Protection	Site within Flood Zone 2
Greenbelt	The site is not in or near the London Greenbelt
Landscape/Visual Impact	There are sensitive receptors in proximity to the site in the form of residential areas and the River Brent Park. Current noise impact has been mitigated by erection of acoustic barrier along north eastern boundary to rear of bays.
PRoW	A PRoW runs alongside the River Brent on the opposite bank but diverts away before it passes the main body of the depot.
Key Development Criteria	
Water environment	A setback of a minimum of 8 metres from the top of the bank of the River Brent must be incorporated into re-development proposals.
Visual and amenity impact	Redevelopment of the site would need to consider views of the site from the River Brent Park in particular. Policy 7D of Ealing Development Management DPD expects a buffer strip to be provided around existing or proposed open spaces. The depth of the buffer is to be determined having regard to the particular circumstances of the site and the open space, but would typically be in the region of 5-10m (see para. E7.D.5). Policy 2.18 of the same document is also relevant as regards views to and from open space. In addition impact on residential uses including through noise would need to be mitigated.
Highways	Any redevelopment should seek to mitigate the current congestion on the highway which occurs at peak times.

West London Waste Plan support



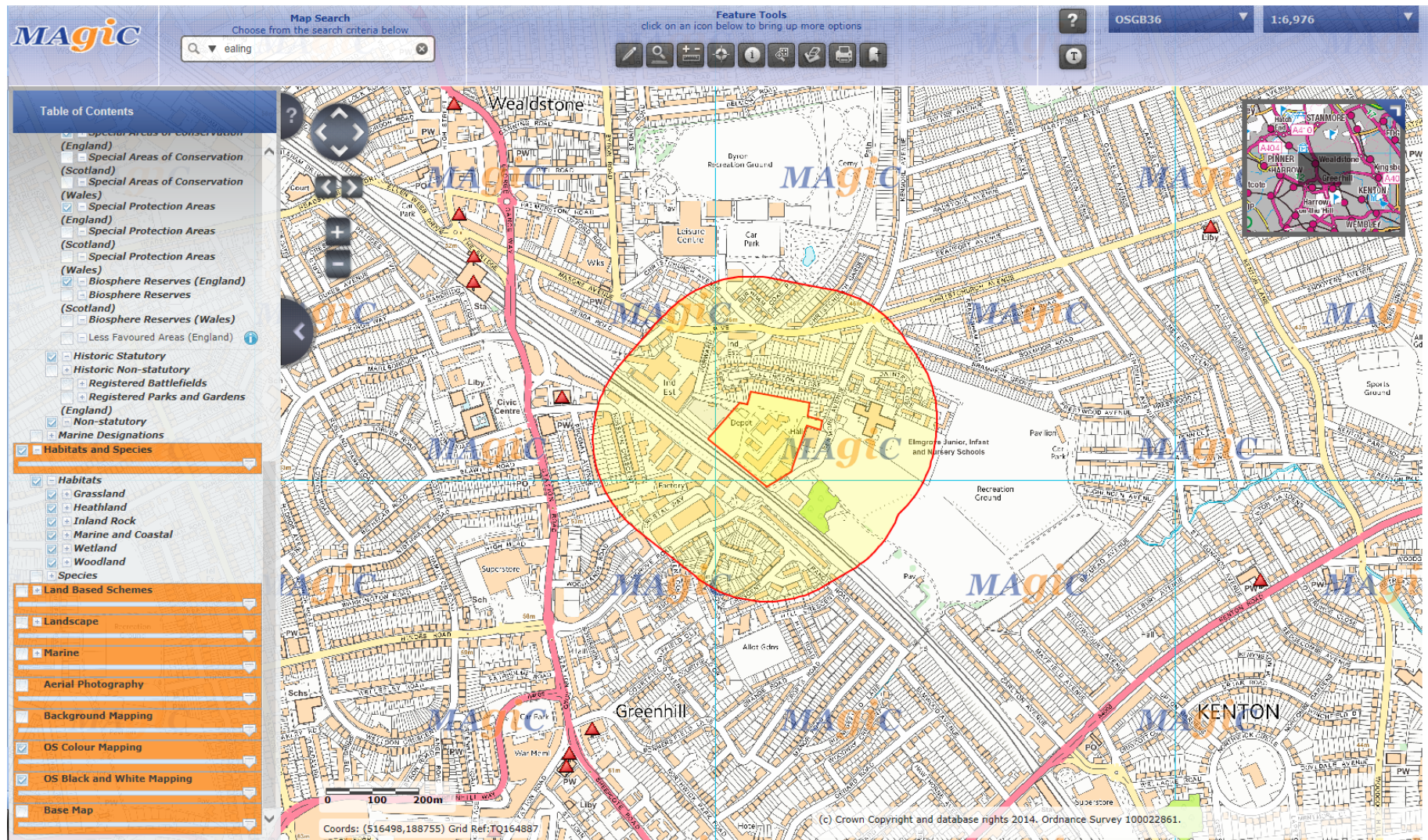
Area shown 250 metres from site boundary

Site Name	Council Depot, Forward Drive		
Site Ref. No.	222		
Locational Information			
Borough	Harrow	Site Area (hectares)	1.83 ²⁶
Easting	TQ 15830	Northing	89266
	Harrow Council Depot Forward Drive Harrow HA3 8NT		
Site Location	The site is located directly adjacent to the Forward Drive Civic Amenity Site.		
Neighbouring Uses (within 250 metres)	A residential area of two storey dwellings lies immediately to the north of the site. To the east there is a religious temple and a school across Kenmore Avenue. To the south is a railway line which runs on an embankment above the level of the site. Beyond the railway line are prominent industrial units. To the west the site is immediately next to a household waste recycling site and waste transfer site.		
Planning Status	Various permissions depending on Unit No and inclusion of adjacent CA site. Secure Parking Area On Site Of Garages & Loading Platform With Fencing & Lighting EAST/477/01/LA3 Granted 09/07/2001. (Unit 1). Change Of Use: Warehouse Storage To Training Facility And Alterations Including: Fire Escape Canopy Disabled Ramps Bin Enclosure & New Pedestrian Access To Kenmore Avenue (unit 4) Granted 11/02/2005		
Site Identified in Borough Local Plan?	Yes. Allocated for waste management and depot functions.		
Current Use	The site comprises a current council works depot and base for other Harrow BC services. The site has a mixture of vehicle workshops, open hard stand areas, car parking, office blocks and other buildings varying in size and construction.		
Current Vehicle Movements	The site is very busy and there are range of HGVs entering the site including school buses and private vehicles. At peak periods vehicles visiting the adjacent household waste recycling site queue back to the main road and this impacts on access to the depot.		
Current Waste Inputs	Depot site has a registered exemption so there are some waste inputs. Adjacent household waste site and WTS input tonnage is counted in existing capacity and as it lies outside the allocated site boundary has not been discounted.		
Nominal potential throughput (tpa) (based on 65,000 per hectare)	118,950tpa		
Environmental Considerations			
Access/Highway	The nearest strategic road is the A409 with the routing via residential/commercial areas. Emergency access from Kenmore Avenue.		

²⁶ This represents the portion of the depot site which may be redeveloped with the CA/WTS site immediately to the west.

Archaeology	Site contains no known archaeological sites.
CCHP Potential	There are industrial areas adjacent to the site.
Ecology/HRA	The site is greater than 1km from internationally/nationally designated site.
Flood Risk/Water Protection	There are no open water bodies in proximity to the site.
Greenbelt	The site is not in or near the London Greenbelt
Landscape/Visual Impact	The site is generally well screened. Acoustic screening has been erected between the residential area in the north and the adjacent CA site. This screening does not currently extend along the northern boundary of the depot where normal fencing is in place.
PRoW	There are no PRoW crossing or immediately adjacent to the site
Key Development Criteria	
Local amenity	Development of a waste facility on site would need to result in an overall improvement to the existing levels of amenity (noise, odour and dust emissions) experienced by neighbouring uses, especially the residential area to the north of the site, through enclosing any new facility, as well as the existing civic amenity facility.
Access	Redevelopment of the site would need to take into account the cumulative congestion created by vehicles entering the depot and the adjacent household waste recycling site. Would need to provide for adequate circulation arrangements within the site. Scope for one way routing to be established on approach roads for HGVs.

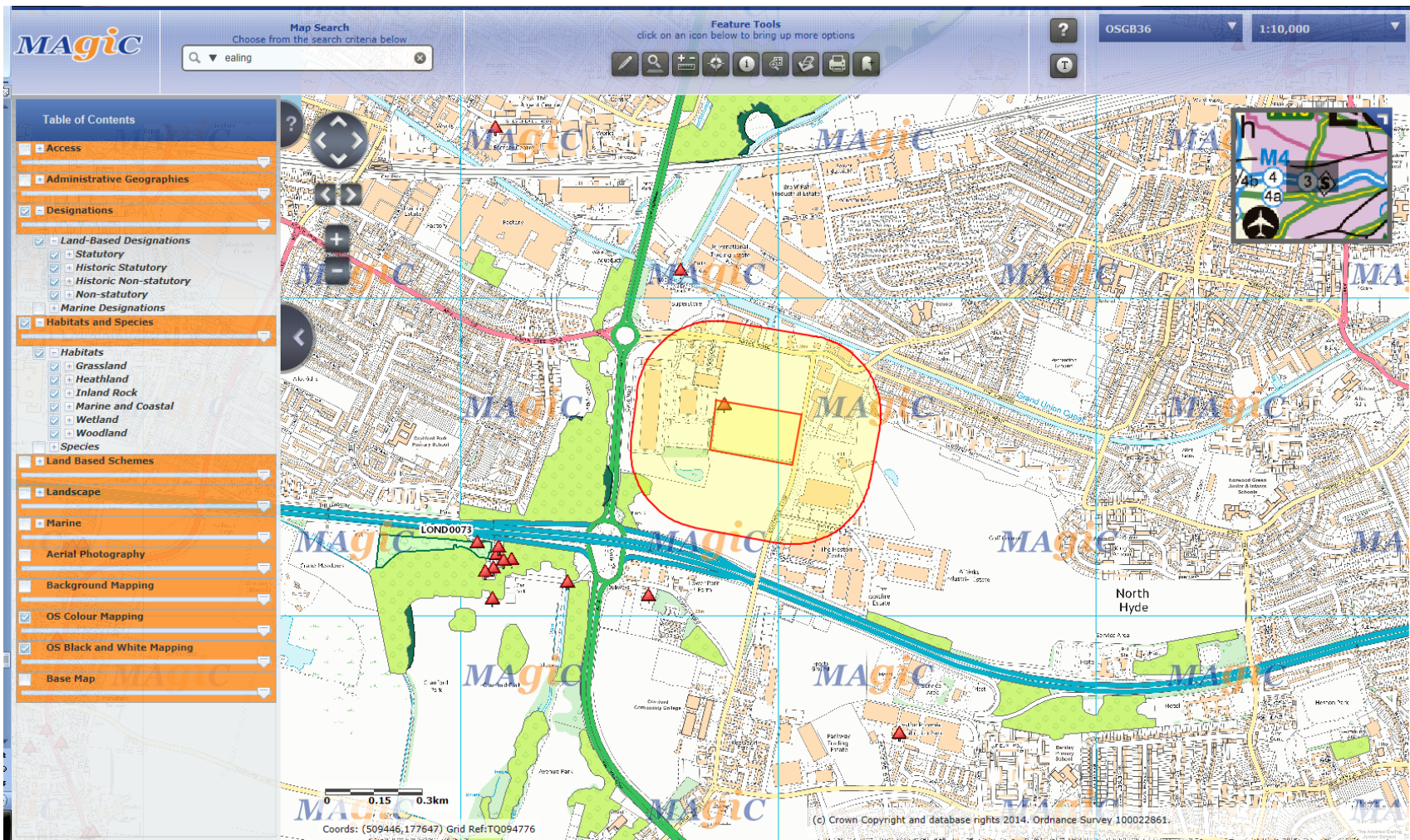
West London Waste Plan support



Site Name	Western International Market		
Site Ref. No.	2861		
Locational Information			
Borough	Hounslow	Site Area (hectares)	3.2
Easting		Northings	
Site Address	Western International Market, Southall		
Site Location	Site is located in an industrial area to the northeast of junction 3 of the M4 motorway. The site is located to the south of Hayes Road and to the west of Southall Lane. To the north of Hayes Road is Bulls Bridge Industrial Estate.		
Neighbouring Uses (within 250 metres)	There is a raised soil embankment on the southern site boundary and no buildings currently overlooking the site. The land to the west has been developed in association with the redevelopment of Western International Market, open land to south, and industrial/retail areas to the east and north with the most proximal use being Costco. The M4 is audible from the site.		
Planning Status	In March 2006, planning permission was granted subject to a legal agreement for a wholesale horticultural market with offices, food wholesale facilities, loading bays, storage areas, associated buildings, ancillary facilities and surface car parking. Provision of public weekend market. Development of an employment building (B1, B2, and B8 uses) with associated car parking, loading and access (Ref No: 01032/E/25).		
Site Identified in Borough Local Plan?	Site is allocated in the proposed Local Plan (including an inset map within our sustainable waste management policy), noting it is to be designated through the JWDPD.		
Current Use	The large site is comprised of land which is level and undeveloped. The international market has been demolished, so the site is clear of any buildings or other structures.		
Current Vehicle Movements	None		
Current Waste Inputs	None		
Nominal potential throughput (tpa) (based on 65,000 per hectare)	208,000tpa		
Environmental Considerations			
Access/Highway	The site has very good access to strategic roads A312 and M4 via Hayes Road which is primary road.		
Archaeology	Site contains no known archaeological sites. The Brentford Fountain Western International Market - a Grade II Listed Monument is immediately adjacent to the site		
CCHP Potential	There are industrial areas adjacent to the site.		
Ecology/HRA	The site is greater than 1km from internationally/nationally designated site.		

Flood Risk/Water Protection	There are no open water bodies in proximity to the site.
Greenbelt	The site is not in or near the London Greenbelt
Landscape/Visual Impact	The site is in an industrial/retail setting and so there are few sensitive receptors. There is at least one gas holder in the vicinity of the site that forms a prominent landmark and draws the eye when viewing the site from the south.
PRoW	There are no PRoW crossing or immediately adjacent to the site
Key Development Criteria	
Visual amenity	Some screening of the site would be required depending on the nature and scale of any development.

West London Waste Plan support



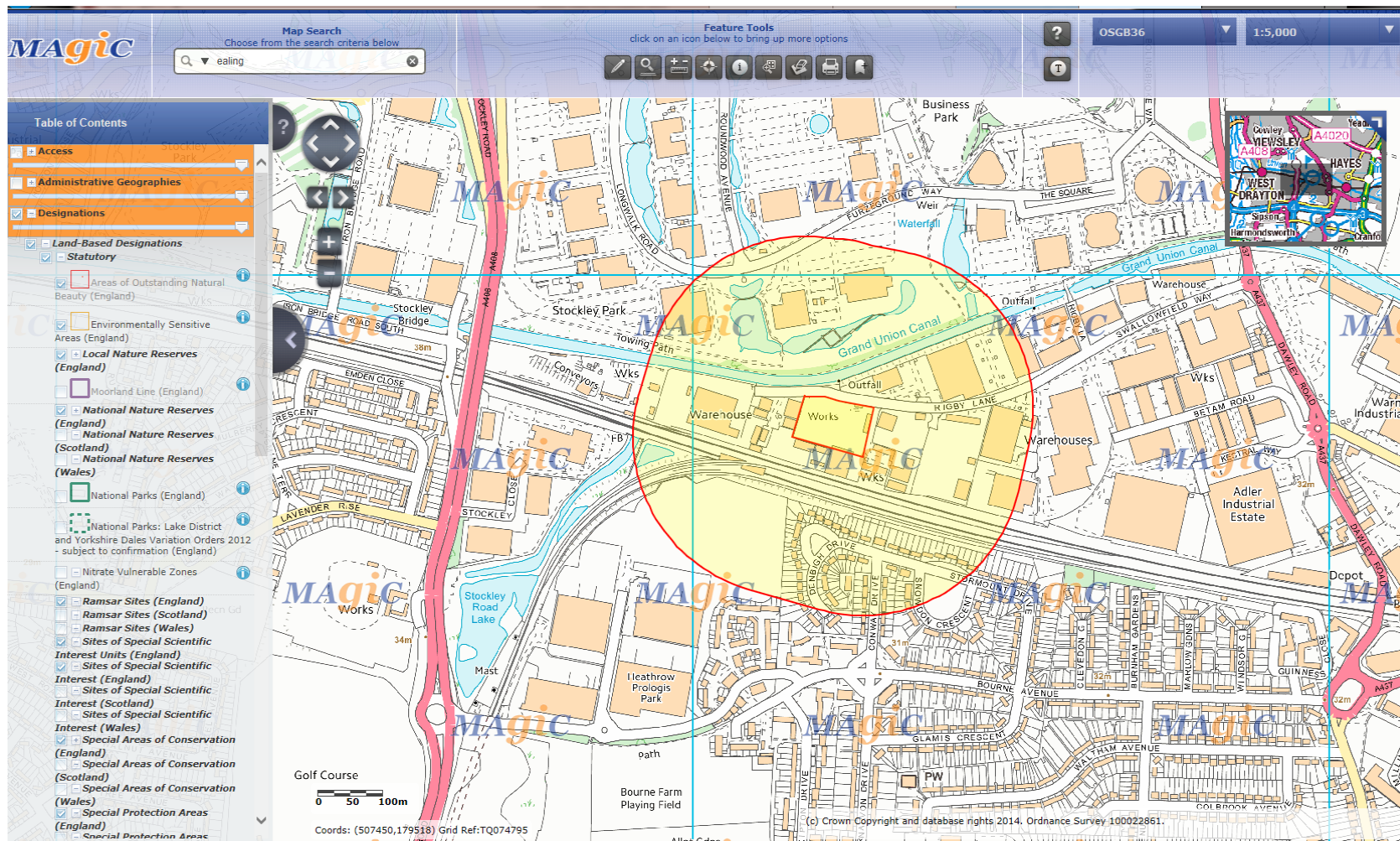
Area shown 250 metres from site boundary

Site Name	Rigby Lane Waste Transfer Station		
Site Ref. No.	331		
Locational Information			
Borough	Hillingdon	Site Area (hectares)	0.84 ²⁷
Easting	082	Northing	798
Site Location	The site is located within an established industrial estate approximately 1.3 kilometres south west of Hayes town centre, 1.3 kilometres north of the M4 Motorway and south of the Grand Union Canal.		
Neighbouring Uses (within 250 metres)	The site is surrounded immediately to the north, east and west by commercial/industrial units. To the south it adjoins land that Cross rail and the existing railway run on at an elevated position. To the north of the site is the Grand Union Canal. The nearest residential housing is approximately 70m away beyond the railway embankment. The northern boundary of the site faces onto the main access road (Rigby Lane) to the industrial estate. Across the road is an industrial unit and beyond that a band of trees shields the Grand Union Canal from view. The surrounding building heights vary greatly between 3-35m high with a concrete batching plant circa 15m high in view from the site.		
Planning Status	Planning permission exists for waste management comprising a Waste Transfer Station and overnight parking for goods vehicles. The existing permission also consents operation of a Civic Amenity Site (CA) in the north-western corner of the site, although this has not been implemented.		
Site Identified in Borough Local Plan?	No		
Current Use	The site currently operates as a waste management facility comprising a Waste Transfer Station (WTS). The Transfer Station building is approximately 8 metres in height. There is also an office building and weighbridge on site. The site has been operating as a waste facility for over two decades and did until 2008 operate a dual facility including a CA site for members of the public.		
Current Vehicle Movements	The site is accessed by HGVs and employee private vehicles. N.B. There is no planning condition that limits the number of vehicle movements that may be used to deliver waste.		
Current Waste Inputs	Input tonnage 25,780 tpa counted in existing capacity. Existing planning condition limiting daily inputs to 1,030 tonnes		
Nominal potential throughput (tpa) (based on 65,000 per hectare)	29,523tpa (after deduction of existing capacity contribution) ²⁸		
Environmental Considerations			
Access/Highway	Vehicular access to the site is from three priority junctions that connect onto Rigby Lane at the site's north-eastern and north-western boundaries. The north-eastern boundary of the site is currently designed to accommodate vehicular traffic movements associated with the WTS whilst the north-western access combines public access to the consented (as yet unbuilt) CA alongside HGV ingress for permitted CA collections. Egress by HGVs collecting from the		

²⁷ Area has now been confirmed by operator to be 0.91 ha

²⁸ Operator considers capacity potential substantially greater

	CA occurs from the WTS access.
Archaeology	Site contains no known archaeological sites.
CCHP Potential	There are industrial areas adjacent to the site.
Ecology/HRA	The site is greater than 1km from internationally/nationally designated site.
Flood Risk/Water Protection	There are no open water bodies in proximity to the site. Grand Union Canal across the road & Stockley Road lake is to south west
Greenbelt	The site is near (55m) to the London Greenbelt north of the Grand Union Canal.
Landscape/Visual Impact	The site is not overlooked by sensitive receptors. Tall structures including concrete batching plant visible from site.
PRoW	The pedestrian pavement of Rigby Lane runs alongside the road adjacent to the main access road.
Key Development Criteria	
Landscape/Visual Impact	The site falls within a height restriction zone with limits applied.



Appendix 3 – Extract Proposed Submission Plan Sustainability Appraisal

The Proposed Submission Plan is accompanied by a **Sustainability Appraisal**. The SA includes a description of the site selection process and an appraisal of sites identified as suitable and potentially deliverable following the assessment of deliverability (12 existing Waste Transfer sites, 7 new sites). Rigby Lane (Site 331) was also included for appraisal.

The SA considers the sustainability of the sites against the sustainability appraisal framework of 27 objectives. It also considers the suitability of the sites based on the assumption that waste use would be Use Class B2 or B8.

The SA concludes the following on the sustainability and suitability of each of the sites. The 'x' score in the sustainability appraisal does not necessarily mean that the site is unsuitable for waste development but that it is considered that there are alternatives that may be more suitable.

Existing Sites		SA score	SA commentary	Suitability
300	Civic Way Waste Transfer Station (linked with 303)	✓	The two sites represent an ideal opportunity to maximise the efficiency at an existing facility.	NO
303	Victoria Road Transfer Station (linked with 300)	✓		NO
307	Forward Drive Civic Amenity Site (site to be considered in conjunction with 222)	--	Site not to be carried forward on its own due to its size. However, it is considered within the assessment of Site 222.	Potentially suitable
309	Greenford Reuse & Recycling Site, Greenford	✓	The site represents an ideal opportunity to maximise the efficiency at an existing facility.	YES
310	Greenford Depot, Greenford Road, Greenford	✓	The site represents an ideal opportunity to maximise the efficiency at an existing facility.	YES
328	Quattro, Victoria Road, Park Royal	✓	The site represents an ideal opportunity to maximise the efficiency at an existing facility.	YES
338	Space Waye, Civic Amenity Site	--	Not ideal for increased waste opportunities. Adjacent to the Greenbelt and Metropolitan Open Land. Residential allotments nearby. The surrounding environment is considered to be a sensitive receptor. Whilst there is an existing waste operation on the site, it is not ideally located. Limited opportunities for increased use of sustainable transportation. This site should only be considered if there is a need for additional capacity.	Potentially suitable
342	Twickenham Depot	✓	The site represents an ideal opportunity to maximise the efficiency at an existing facility.	YES
352	Twyford Waste Transfer Station	✓	The site represents an ideal opportunity to maximise the efficiency at an existing facility.	YES
353	Transport Avenue Waste Transfer Station	✓	The site represents an ideal opportunity to maximise the efficiency at an existing facility.	NO
1261	Veolia Transfer Station, Marsh Road	✓	The site represents an ideal opportunity to maximise the efficiency at an existing facility.	YES
331	Rigby Lane, Hayes	✓	The site represents an ideal opportunity to maximise the efficiency at an existing facility. Although constraints from Crossrail may impact on timescales for delivery.	YES

New Sites				
182	Park Royal 1 (part deliverable)	X	Whilst the total site areas are large, the deliverability assessment has only found that small portions of the site could be brought forward. The delivery of these sites is complicated by ownership issues and is unlikely to be suitable.	NO
191	Atlas Road, Park Royal (part deliverable)	X		NO
222/ 307	Council depot, Forward Drive	✓	The combination of both sites provides opportunities for maximising the site's potential for growth and employment. It also allows the waste authority to consider a wider site to intensify waste activities, but minimal opportunities for sustainable transport links. The site has an existing waste facility on it which makes it appropriate to consider intensification. The alternative solution is to safeguard the existing site, and seek a more suitable alternative site with stronger transport links. The benefits of combining the sites and increasing waste activity in area with an existing facility outweighs the need to develop a completely new site.	YES
237	Uxbridge Industrial Estate	--	A relatively small waste facility has already been approved on this site (subject to Mayoral referral). Only part of the site was considered deliverable; however, the recent local planning approval (June 2012) showed limited development of the area considered to be deliverable. If approved by the Mayor, the site will be safeguarded as an existing waste facility. Due to the size and approval history, it is not necessary for this site to be identified in the proposed sites document.	Potentially suitable
241	Tavistock Road, Former Coal Depot	X	The site in the proximity of a strategic network but existing access considered to be highly restricted. Site is surrounded by sensitive receptors, including metropolitan site of importance for nature conservation – regional scale, Greenbelt and residential receptors to the south and east of the site. It is considered that the benefits of developing this brownfield site do not outweigh the impacts off site or the lack of suitable access arrangements. This site should only be considered further if there is a need for additional sites and subject to strict policies controlling offsite impacts and access arrangements.	NO
2861	Western International Market	✓	The site is within an existing industrial/business unit and has recently been cleared. The site is therefore brownfield, but of no employment or economic value at present. The site has good strategic access links. The nearby canal	YES

			(Paddington branch) provides a sustainable transport option, but it is recognised that this maybe complicated to bring forward. The site is well located away from residential receptors and in an area previously intensively developed. The development of this site would increase the economic and employment opportunities and would provide a well located facility for future waste management.	
244	Yeading Brook, Bulls Bridge		A planning application was approved in August 2013 for 'redevelopment of the site to provide an aggregate recycling and processing plant, asphalt plant and storage facility, gully waste recycling plant, aggregate storage facility, and term maintenance depot, with ancillary office.' The site is no longer available for separate allocation in the plan and so has not been assessed in this SA.	NO