

NORTH LONDON WASTE AUTHORITY

REPORT TITLE: WEST OF AREA WASTE FACILITIES

REPORT OF: MANAGING DIRECTOR

FOR SUBMISSION TO: AUTHORITY MEETING

DATE: 9 OCTOBER 2025

SUMMARY OF REPORT:

This report provides an update on the development of a Waste Transfer Station to replace the Hendon Waste Transfer Station and Railhead. Additionally, the paper updates members on the proposal to relocate Regis Road Reuse and Recycling Centre (RRC) from its current site to a new site on Regis Road.

RECOMMENDATIONS:

The Authority is recommended to:

- A. Note the update provided on the progress being made to deliver a replacement for Hendon Waste Transfer Station and Rail Head; and
- B. Note the update provide on proposals to relocate the current Regis Road RRC to a new location on Regis Road.

SIGNED:  Managing Director

DATE: 29 September 2025

1. PURPOSE OF REPORT

The report updates Members on the progress that has been made in developing a long-term replacement for the Hendon Waste Transfer Station and Rail Head (Hendon WTS) and a replacement Reuse and Recycling Centre (Regis Road RRC) at Regis Road.

Replacement for Hendon WTS

2. BACKGROUND

- 2.1. The London Borough (LB) of Barnet has an obligation set out in a Settlement Agreement (SA) between LB Barnet, the Authority (NLWA) and LondonEnergy Limited (LEL), to provide an alternative Waste Transfer Station to replace Hendon Waste Transfer Station (WTS.) The SA agreed in September 2017, requires LB Barnet to identify the site of the alternative facility and to fund the cost associated with obtaining land, design, construction and transition to the new facility. The default site named in the SA is Geron Way, Barnet which is on land owned by the borough adjacent to the new Brent Cross West rail station.
- 2.2. LB Barnet required the Hendon WTS to support their development ambitions, NLWA and LEL agreed to support these plans and entered into the SA.
- 2.3. The SA was altered in September 2020 to support the early exit from the Hendon Site to a Temporary WTS at Hannah Close in LB Brent (Wembley WTS). This was for a period of five years with an option for two additional years. This was beneficial to all parties; it supported early development of the Hendon WTS site and provided the Authority with additional resilience during the key construction phases of the North London Heat and Power Project (NLHPP) at the Edmonton EcoPark.
- 2.4. Since the SA was altered in September 2020, a number of developments have impacted on the feasibility of providing an effective facility at Geron Way. First, there have been changes to Environment Agency fire safety requirements, that the original design at Geron Way did not meet. Second, the Geron Way site was predicated on a reduction in residual waste which has not materialised. The SA protects Camden's position by guaranteeing their tonnage, LB Barnet would however have to divert any waste which cannot be accommodated, to alternative Authority sites.
- 2.5. In October 2023 the SA was further amended to support a two-year extension to the temporary WTS at Hannah Close with a new end date of November 2027. The two-year extension was required to support LB Barnet in pursuing a potential option to build a permanent facility on a portion of the site currently occupied by the Temporary WTS at Hannah Close.
- 2.6. Conversations with the owners of Hannah Close concluded that it was not commercially viable to build a suitable facility on the site of the Temporary WTS.

- 2.7. Officers from LB Barnet, NLWA and London Energy Limited had as part of its contingency plan continued to work on a site at Geron Way in parallel to the conversation to stay at a new Wembley site.
- 2.8. Design for the facility at Geron Way have been agreed and a timeline for construction and transition to the new facility at Geron Way have been produced.

3. THE CURRENT SITUATION

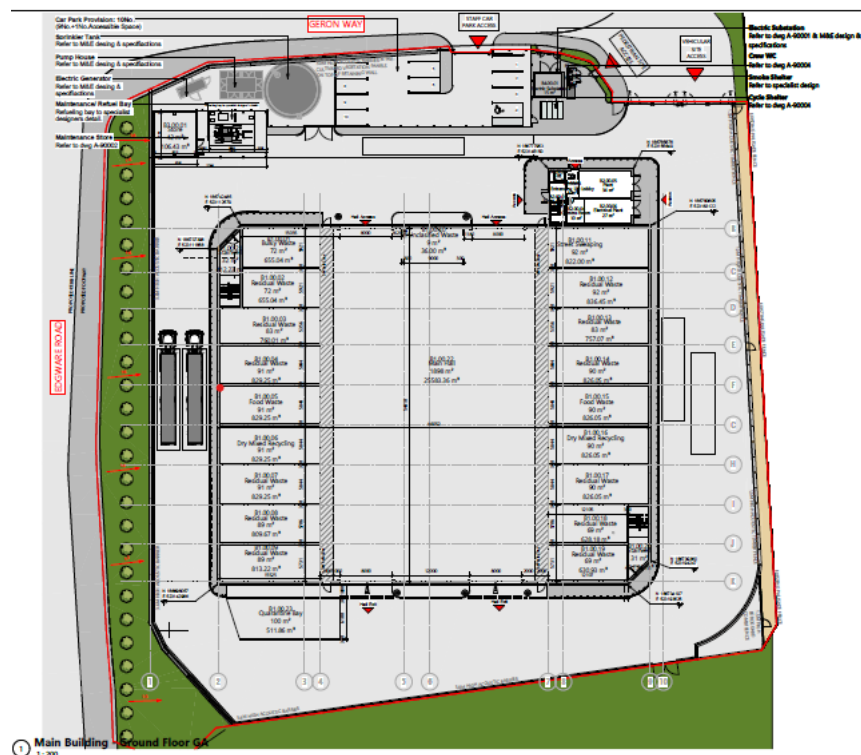
- 3.1. Officers had continued to work with LEL, LB Barnet and their contractor McLaughlin Harvey to develop a new design for Geron Way that delivers a compliant site that meets changing design and permitting regulations and delivers against the User Requirement that made up the original SA. In July 2025 NLWA officers agreed a Royal Institute of British Architects (RIBA) stage 4 design for a new facility at Geron Way. NLWA approval of the design is however held against approval of the Statutory Regulators (primarily the Environment Agency) that the site would be permitted and in addition that the site would meet requirements to be insurable.

- 3.2. LB of Barnet have now issued notice to proceed and have agreed the following timeline with their constructor and Authority officers.

July Cabinet (LBB Governance):	22 Jul 2025
Notice to proceed:	19 Aug 2025
Start on site:	13 Sep 2025
Construction complete:	27 May 2027
Handover / Dual running commences:	27 Aug 2027
Wembley lease expires:	25 Nov 2027

- 3.3. The capacity of the site has not been fully established, however after extensive traffic and waste modelling the facility is expected to meet the minimum throughput requirements set out in the SA. It should be noted that tonnages delivered by Barnet and Camden into Wembley currently exceed the requirements of the SA. NLWA officers are working with Camden and Barnet officers to understand the implications excess tonnage over those expected in the SA could be managed and the impacts this might have on their respective operations.
- 3.4. The permit application has been submitted to the Environment Agency (EA) and general pre-application feed-back received to date suggests that the proposed design is capable of achieving permittable status. Should the EA require changes to the design before granting a permit the responsibility for making those changes remains with LB of Barnet. The same is the case for insurability
- 3.5. The facility is planned to be capable of dealing with residual waste, dry mixed recycling and organic waste. The facility will have the latest fire protection and suppression systems and odour and dust management systems suitable for a site in close proximity to housing and other amenities.

- 3.6. The facility is aiming for Building Research Establishment Environmental Assessment (BREEAM) “very good” status.
- 3.7. Borough vehicles will enter the site at the top right-hand side of Drawing 1 below and proceed clockwise around the building before being weighed in on one of two weighbridges situated on the left-hand side of the drawing. Vehicles will then be directed through one of two doors situated at the top of the building and into the correct bay for the commodity being transported. Borough vehicles, after tipping, will proceed out of one of two doors at the bottom of the drawing and turn towards two outward bound weighbridges situated on the right-hand side of the drawing before leaving the site.



Drawing 1 - Site Layout

- 3.8. Vehicles circling the site before entering the tipping hall provides appropriate levels of queuing space within the site, and ensures vehicles are not travelling in the same direction unless in lanes segregated by bollards. Two inbound and outbound weighbridges aids speed of throughput and removes a common single point of failure for older sites.
- 3.9. Planning permission for the site place restrictions on vehicle movements and operations that limit capacity of the site. Table 1 below sets out planning requirements. As reported at section 3.3 the site is expected to meet the minimum throughput requirements set out in the SA.

	Midnight to 7am	7am to 5pm	5pm to 7pm	7pm to Midnight
Monday - Friday	Site closed	no restrictions	1 vehicle movement only	Site closed
Saturday	Site closed	Open from 7am to 12:30	Site closed	Site closed
Sunday	Site closed	Site closed	Site closed	Site closed

Table 1 – Operating Hours

- 3.10. Officers from NLWA, LEL and Barnet have agreed additional governance arrangements that incorporate the learning and experience of the successful Eco-Park South project, to manage changes to design during pre-construction and construction phase and the transition into new facilities.

Regis Road RRC

4. SUMMARY

- 4.1. Regis Road RRC is situated in LB Camden and is operated by LEL on behalf of the Authority, the current site offers a wide range of recycling and reuse options for residents as well as space for residual waste. The site currently operates 7-days per week from 9am to 4pm including Bank holidays.
- 4.2. The site is considered a valuable asset by residents and plays a role in delivering priorities set out in the North London Joint Waste Strategy.
- 4.3. In late 2024, Camden officers approached Authority officers to explore moving the Regis Road RRC from its current location to a new location still on Regis Road to facilitate place shaping aspirations for the Kentish Town area. Yoo Capital is leading the proposals for the Camden Film Quarter – a Masterplan which proposes a new neighbourhood in the Regis Road area of Kentish Town. (Figure 2) With the area in yellow highlighting the position of the existing Reuse & Recycling Centre.
- 4.4. The Masterplan will be anchored around new film studios and will include workspace for the screen and creative industries alongside educational facilities linked to film and creative industries, with new facilities for the local community. There will also be new homes, with a target of 50% affordable homes across the site.



Figure 2 - Camden Film Quarter Area

- 4.5. NLWA officers are currently working with Camden officers and a design team from Yoo Capital to develop a suitable design for a new RRC on Regis Road. Occupying the ground floor (with adequate headroom) of a shared development with Housing units. See figure 3 below



Figure 3 - Artist impression of proposed RRC with housing

- 4.6. NLWA with Camden have agreed that the replacement facility should at a minimum provide a like for like offering in terms of space, operating freedoms and commodities offered. It has been agreed that the current site will only close when the new site is available.

- 4.7. Additionally, NLWA officers are developing a new operating agreement and an in-principle heads of terms for lease and associated operating arrangements.
- 4.8. The timeline for the design, planning and permit application is being developed however early indications suggest RIBA Stage 4 designs will be completed by June 2026 with EA permit application for the new facility being submitted shortly afterwards. EA applications for new permits take approximately 1 year to be assessed and processed. Officers will provide regular updates to members as the project takes shape.

5. EQUALITIES IMPLICATIONS

- 5.1. There are no equality implications associated with this report.

6. COMMENTS OF THE LEGAL ADVISER

- 6.1. The Legal Adviser has been consulted in the preparation of this report, and comments have been incorporated.

7. COMMENTS OF THE FINANCIAL ADVISER

- 7.1. The Financial Adviser has been consulted in the preparation of this report, and comments have been incorporated.

List of documents used:

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