

## **NORTH LONDON WASTE AUTHORITY**

**REPORT TITLE:** WEST OF AREA WASTE FACILITIES

**REPORT OF:** MANAGING DIRECTOR

**FOR SUBMISSION TO:** AUTHORITY MEETING

**DATE:** 12 FEBRUARY 2026

### **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.

### **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. Delegate authority to the Managing Director, following consultation with the Chair and Vice Chairs, to make amendments to the Settlement Agreement and draft lease for Geron Way to reflect the time elapsed in the project, commercial market conditions and the emerging design of the facility.

**SIGNED:** .....  ..... Managing Director

**DATE:** 02 February 2026

## **1. PURPOSE OF REPORT**

- 1.1.** The report updates Members on the progress that has been made in developing a long-term replacement for the Hendon Waste Transfer Station. It also covers the key elements of ongoing discussions to confirm the lease terms and rent.

### **Replacement for Hendon WTS**

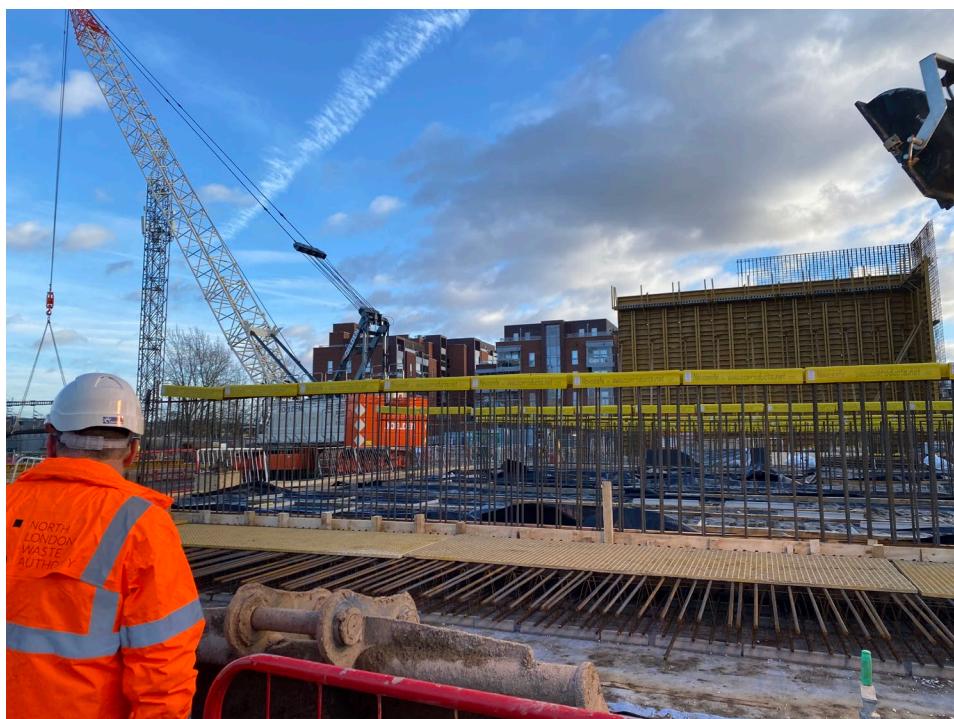
## **2. BACKGROUND**

- 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 (WTS) to replace Hendon 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 a site that is adjacent to the new Brent Cross West rail station. which is owned by the LB Barnet
- 2.2.** LB Barnet required the Hendon WTS to support their development ambition for regeneration of the Brent Cross area. 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 WTS for a temporary period at Hannah Close in LB Brent (Wembley WTS). The Hannah Close lease 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 plans for a 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 the taking of the option for a two-year extension to the lease 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 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 that 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. 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. THE CURRENT SITUATION**

- 3.1. Officers have continued to work with LEL, LB Barnet and their contractor McLaughlin and Harvey to develop a transfer station at Geron Way that meets changing design and permitting regulations and delivers against the User Requirements as set out in the original SA.
- 3.2. Construction is now underway and officers attended site twice in January to view progress so far. Photos from the site visit are shown below:



*Figure 1: Site visit Geron Way 7th January 2026 showing steelwork for bays in place on one side of tipping hall*

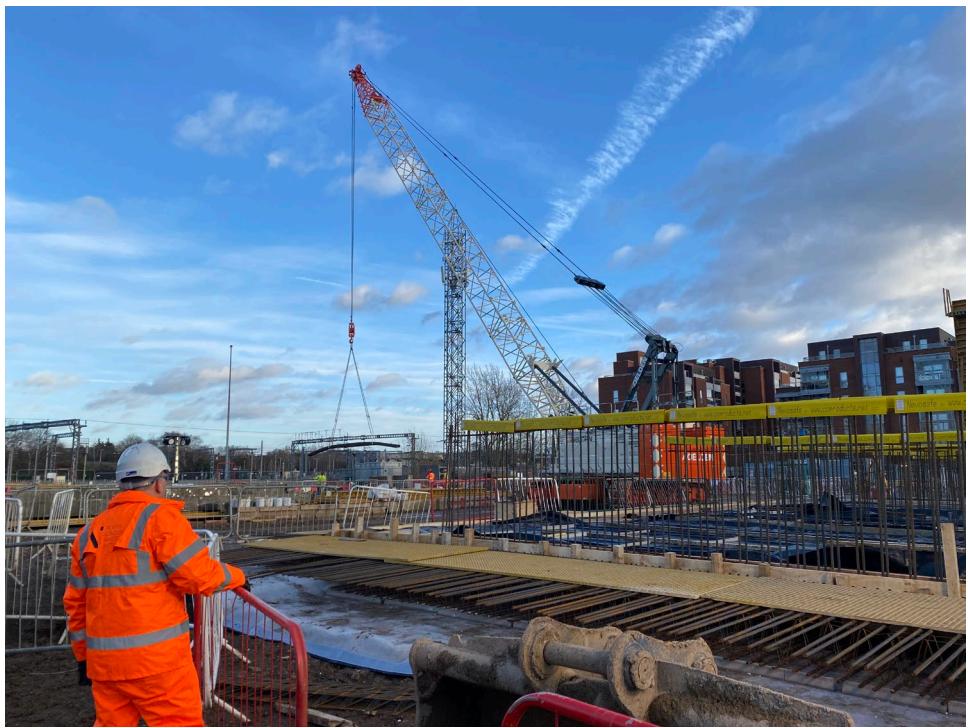


Figure 2: Site visit Geron Way 7th January 2026 steel work for bays on the other side being moved into position

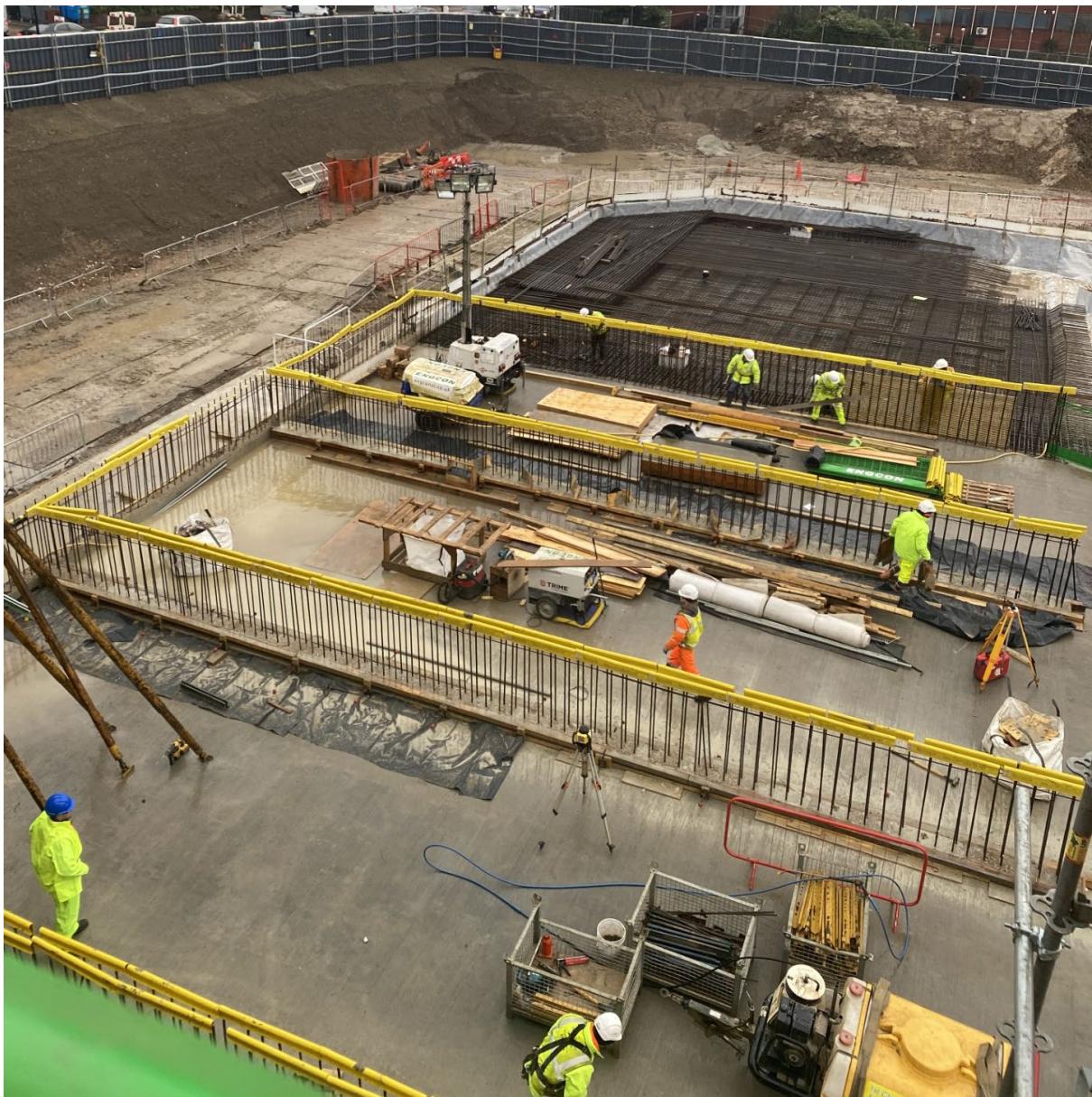


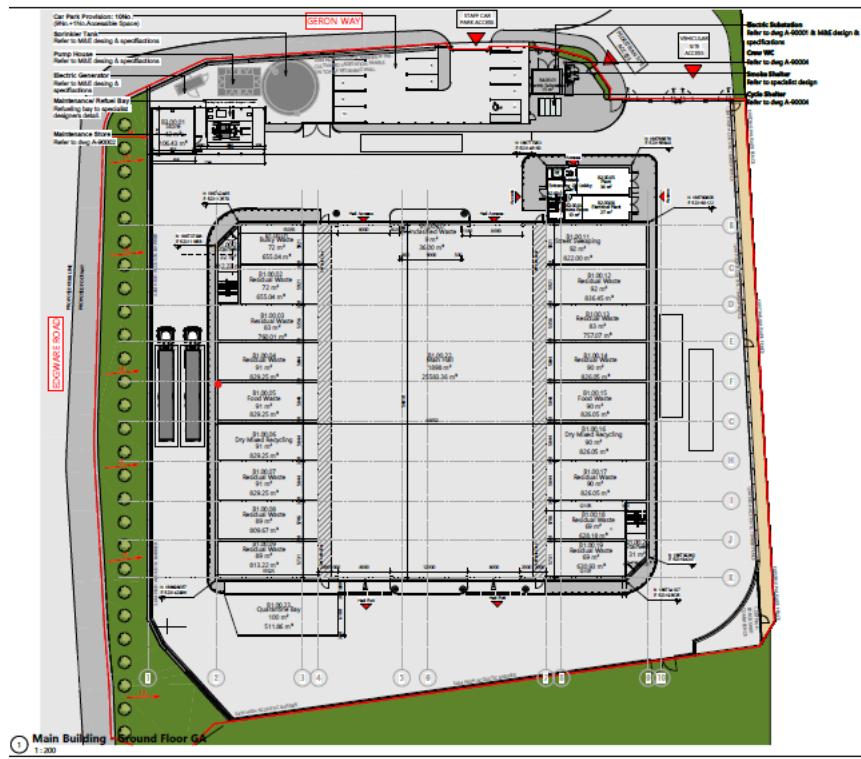
Figure 3: Site visit Geron Way 27th January concrete slab for bays now in place, preparing for pour of bay walls

3.3. LB of Barnet have now issued notice to proceed. The most recent programme shared with NLWA (from November 2025) showed a 28-day slippage in construction completion. This used up a proportion of the contingency time in the programme but did not show a current delay to handover with the following key dates:

Notice to proceed:	19 Aug 2025
Start on site:	13 Sep 2025
Construction complete:	23 Aug 2027
Handover / Dual running commences:	27 Aug 2027
Wembley lease expires:	25 Nov 2027

3.4. Delays are common with construction projects of this size and complexity, accordingly two contingency plans have been developed which would provide continuity of service in case of a delay in handing over the site.

- 3.5. One option under consideration is the extension of the current lease at Hannah Close. As this would be a contingency for Barnet not delivering the new facility on time, any lease premium would be for Barnet to meet. It is therefore in the first instance a decision for Barnet as to whether the securing of an extended lease is a prudent contingency plan.
- 3.6. As an alternative, it may be possible to implement a combination of direct transport to the EcoPark and the use of third-party facilities, including Veolia's Alperton Transfer Station, during the winter 2027/2028 period. These contingency options are based on commercial negotiations with third parties. The NLWA and LEL teams are working closely with Barnet on this.
- 3.7. The capacity of the new Geron Way transfer station in real life operational conditions 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 WTS currently exceed the requirements of the SA.
- 3.8. Design documentation including operational plans for the permit application are being gathered with the support of LB Barnet and McLaughlin and Harvey. It is expected the application for a bespoke permit will be finalised and submitted to the Environment Agency in April 2026. 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.
- 3.9. The facility is planned to be capable of dealing with residual waste, dry mixed recycling and food waste. The facility will have the latest fire protection and suppression systems and odour and dust management systems suitable for a site in the vicinity of housing and other amenities.
- 3.10. The facility is aiming for Building Research Establishment Environmental Assessment (BREEAM) "very good" status.
- 3.11. For operations, 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

- 3.12. As vehicles will drive around the building before entering the tipping hall, this will provide appropriate levels of queuing space within the site and ensure vehicles are not travelling in the same direction unless in lanes segregated by bollards. Two inbound and outbound weighbridges aid speed of throughput and will remove a common single point of failure which is evident in older sites.
- 3.13. Planning permission for the site places restrictions on vehicle movements and operations that limit capacity of the site. Table 1 below sets out planning requirements. The project has submitted a query to the Local Planning Authority to confirm whether maintenance activities may be carried out outside the unrestricted core hours. As reported at section 3.7 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

3.14. Officers from NLWA, LEL and Barnet agreed additional governance arrangements that incorporate the learning and experience of the successful EcoPark South project. This includes the appointment of the same project management team – Turner and Townsend - who are to manage changes to design during construction phase and the transition into new facilities.

## **Geron Way Lease**

### **4. LEASE BACKGROUND**

- 4.1. As set out in section 2.1 of this report, the LB Barnet, the NLWA and LEL entered into a Settlement Agreement (SA) dated 12 September 2017. The SA included a draft form of lease to be executed between LB Barnet and NLWA. This draft was subsequently updated and agreed by the parties through a Deed of Variation dated 14 August 2018. Given the extended period between the last SA variation and the expected occupation of the new facility (August 2027), the parties have agreed to enter discussions to review and update the draft lease. The key matters under discussion are the rent, the term and break provisions.
- 4.2. Accordingly, Members are asked to delegate authority to the Managing Director, Chair and Vice Chairs to make amendments to the Settlement Agreement and draft lease for Geron Way. Any changes would maintain the economic balance intended in the original SA and reflect the time elapsed in the project, updated market conditions and the emerging design of the facility. An equivalent delegation for the Barnet Executive Director of Growth has been proposed to Barnet's Cabinet.

### **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:**

#### **Contact officer:**

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