

North London Waste Plan Matters, Issues and Questions Main Matter 6

Responses from North London Boroughs

Main Matter 6 – Monitoring and Implementation

Issue: Whether the monitoring and implementation arrangements will be effective.

85 Is the approach to monitoring in the Plan robust and practicable?

85.1 The Plan sets out in Section 10 how monitoring will be carried out. The indicators set out in Table 14 are related to targets in the Plan, the strategic objectives and policies they relate to and the outcome that is sought. The indicators are practicable in that they are based on data that it is available to collect.

85.2 Monitoring is set out in detail in Section 5 of the SA. The sustainability effects of implementing the NLWP need to be monitored on an annual basis and reported through NLWP monitoring reports. At this stage in the SA process there is only a need to present ‘a description of the measures envisaged concerning monitoring’. However an initial range of criteria for monitoring the sustainability effects of implementing the NLWP was proposed in the SA Scoping Report. These potential monitoring criteria are presented in Table 19 on the SA.

86 Does the monitoring process provide for co-operation and participation and are appropriate participants involved?

86.1 The Boroughs have decided that, in order to meet their responsibilities for monitoring and for continuing co-operation with other waste planning authorities, it would be better to jointly monitor the NLWP. It is proposed to amend 10.3 as follows:

Responsibility for monitoring lies with the individual boroughs. However the boroughs have agreed to monitor the Plan jointly through a lead borough arrangement. Data will be collated ~~by each borough~~ and included in a joint NLWP ~~their Authority~~ Monitoring Report, ~~which is produced annually.~~

87 How do the monitoring and implementation arrangements ensure that the Boroughs engage constructively, actively and on an ongoing basis with all relevant organisations on strategic matters of relevance to the Plan’s preparation and implementation, as required by the Duty to Co-operate?

87.1 The role of the duty to co-operate in the monitoring and implementation of the plan could be clearer. Modifications to Table 15 set out below are proposed to make the duty to co-operate an explicit mechanism in the implementation and monitoring of the NLWP.

Table 1: Roles and responsibilities involved in implementing the Plan

Organisation	Role	Responsibilities
Local planning authorities (including London Legacy Development Corporation)	Apply Plan policies	Assessing suitability of applications against Plan policies and priorities Deliver the strategic objectives and policies of the NLWP alongside wider development and regeneration objectives
	Regulate / monitor	Inspect operating waste sites periodically <u>Appoint a lead borough to monitor the plan and carry out the duty to co-operate when required</u> <u>Publish regular monitoring reports on the NLWP</u> Monitor Plan performance annually
	Performance delivery	Support / promote waste reduction initiatives through the planning system

88 How do the monitoring arrangements provide for a demonstration that waste is being transported sustainably? Should the concept of ‘waste miles’ be considered and any targets set/monitored for waste transport other than by road?

88.1 There are no monitoring indicators proposed for the sustainable transport of waste within the Plan. There are relevant indicators within Table 19 of the SA:

- Number of permitted sites that use alternative means of transport other than road.
- Amount of waste transported by rail/water.
- Waste exported, imported and dealt with within Plan area.
- Percentage of waste transported by road, rail and water
- Tonne miles of waste that are transported by road, rail and water

88.2 There is no publicly available data tracking the movement of waste by water or rail. It should be possible to review the extent of transport of waste by rail and water from time to time. Any known contracts to move waste by water or rail in North London can be ascertained and used in the review of the plan policies. There is a company currently moving waste by water in Camden and planning permission for a rail freight depot in Cricklewood that will bring aggregates in and take CD&E waste out by rail.

88.3 Any study of waste miles in North London would be a large piece of work and would have to be estimated based on movements of waste across various sectors. Such a survey would tell us that the predominant means of transport of waste is by road.

88.4 In terms of environmental impact of transport of waste, other considerations include decarbonising and cleaning up fleets. The Mayor’s work on Ultra Low Emission Zones and Low Emission Zones and the gradual tightening of emission standards will impact on all vehicles moving waste around.

88.5 It is not proposed to add a monitoring indicator on the frequency and volume of waste transported by water and rail but such matters will be taken into account in reviewing the plan policies.

89 Is it clear how the monitoring arrangements demonstrate that the Plan takes a proactive approach to mitigating and adapting to climate change?

89.1 Yes. Indicators 3, 5 and 8 of Table 14 of Section 10 in the Plan are particularly relevant to climate change as they relate to moving waste management up the waste hierarchy and better use of resources. Relevant targets are identified. In some cases it will only be necessary to monitor (i.e. count the number of instances of) what has happened in the preceding year. In line with statutory requirements, the North London boroughs will review the plan every five years. If any targets are not being met the boroughs will assess where changes can and should be made.

89.2 In regard to flood risk and surface water management much of the work to manage the impact of climate change on the development is captured and secured in the design and construction phase. The individual sites are required to mitigate run off up to the 1% AEP event inclusive of an allowance for climate change, and are required to be safe to use from flood risk up to the 1% AEP event inclusive of an allowance for climate change.

89.3 The NLWP is part of the development plan of the North London Boroughs and their Local Plans contain policies relating to climate change adaptation and mitigation which they are required to monitor.