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London Luton Airport Expansion

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**5.02 Appendix 19.2 Outline Operational Waste Management
Plan**

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**London Luton Airport Expansion Development Consent
Order 202x**

**5.02 ENVIRONMENTAL STATEMENT APPENDIX 19.2 OUTLINE
OPERATIONAL WASTE MANAGEMENT PLAN**

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1 INTRODUCTION

- 1.1.1 Luton Rising (a trading name of London Luton Airport Limited) (hereafter referred to as the 'Applicant') is submitting an application for development consent for the proposed increase in the capacity of London Luton Airport ('the airport') to 32 million passengers per annum (mppa) (hereafter referred to as the 'Proposed Development'). The Proposed Development is located across five administrative boundaries: Luton Borough Council (LBC), Central Bedfordshire Council (CBC), Hertfordshire County Council (HCC), Dacorum Borough Council (DBC), North Hertfordshire District Council (NHDC). This document, which is an appendix to **Chapter 19** Waste and Resources of the Environmental Statement (ES) **[TR020001/APP/5.01]** is the Outline Operational Waste Management Plan (OOWMP) (hereafter referred to as the 'Plan').
- 1.1.2 The purpose of this Plan is to demonstrate how waste will be managed during the operation of the Proposed Development and has the following aims:
- a. to contribute towards achieving emerging, current and long term, project, national (England), regional (Bedfordshire and Hertfordshire) and local (LBC, CBC, HCC, DBC and NHDC) targets for waste minimisation, recycling and reuse of waste arisings and materials;
 - b. to provide a summary of the Proposed Development's operation and anticipated waste arisings and management;
 - c. to assist the operator in complying with all applicable legal requirements for handling operational waste; and
 - d. to assist the operator in achieving high standards of waste management performance.
- 1.1.3 The Plan provides a review of the requirements placed upon the Proposed Development under waste management legislation and policy at all levels of government (i.e. national (England), regional (Bedfordshire and Hertfordshire) and local (LBC, CBC, HCC, DBC and NHDC)).
- 1.1.4 For the purpose of this Plan, waste is defined as per the Waste Framework Directive (Waste FD) (2008/98/EC) as "*any substance or object which the holder discards or intends or is required to discard*" (Ref. 1).
- 1.1.5 In accordance with the requirements set out in Schedule 2 of the draft Development Consent Order (DCO) **[TR020001/APP/2.01]**, the operator will be obliged to operate the Proposed Development in accordance with an OWMP that they must produce before the operation of the Proposed Development can commence. That OWMP must be "substantially in accordance with" this Plan. Adherence to any waste and resource targets that are set out in this Plan are therefore secured through the mechanism set out in Schedule 2.
- ## 1.2 Requirements of an OWMP
- 1.2.1 The production of a OWMP for developments is regarded as best practice, and the requirement for a OWMP is reflected in:

- a. Policy W5. Management of wastes at source: Waste Audits of the Bedfordshire and Luton Minerals and Waste Local Plan (2005) (Ref. 2);
- b. Policy 12. Sustainable design and demolition of the Hertfordshire Waste Core Strategy and Development Management Policies Development Plan Document 2011-2026 (2012) (covers North Hertfordshire) (Ref. 3);
- c. Policy 11. Sustainable Design and Resource Efficiency of the Hertfordshire Minerals and Waste Local Plan 2040 Draft Plan (Ref. 4);
- d. Policy LLP 37. Climate change, carbon and waste reduction and sustainable energy of the Luton Local Plan 2011-2031 (2017) (Ref. 5);
- e. LBC's Planning Application Validation Information Requirements (2020) (Ref. 6); and
- f. Sustainable design and construction section of the Dacorum Adopted Core Strategy (2013) (Ref. 7).

1.2.2 This Plan has been developed to act as a guide to those involved in the operation of the Proposed Development on how to manage waste, in accordance with best practice requirements. The operator shall use this Plan as a framework for producing the OWMP.

2 WASTE MANAGEMENT LEGISLATION AND POLICY

2.1.1 This section summarises the key legal requirements with regards to waste management and control within England.

2.2 Definition of waste

2.2.1 Waste is defined by Article 1(a) of the Waste FD (Ref. 1) as “*any substance or object (in the categories set out in Annex I) which the holder discards or intends to discard or is required to discard*”.

2.2.2 The legal definition of waste also covers substances or objects, which fall outside of the commercial cycle or out of the chain of utility. Most items that are sold or taken off-site for recycling are wastes, as they require treatment before they can be resold or reused.

2.2.3 In practical terms, wastes include unwanted surplus materials, packaging, recovered spills, office waste, passenger waste and damaged, worn-out, contaminated or otherwise spoiled plant, equipment and materials.

2.3 Duty of care

2.3.1 The duty of care for waste management is set out under section 34 of the Environmental Protection Act 1990 (Ref. 8) and the Waste (England and Wales) Regulations 2011 (SI 2011 No. 988) (as amended) (Ref. 9). It requires anyone who produces, imports, keeps, stores, transports, treats or disposes of waste to take all reasonable steps to ensure that the waste is managed properly. Anyone in possession of waste must take all reasonable steps to:

- a. prevent unauthorised or harmful deposit, treatment or disposal of waste;
- b. prevent a breach (failure) by any other person to meet the requirement to have an environmental permit, or a breach of a permit condition;
- c. prevent the escape of waste;
- d. ensure that waste is transferred to an authorised person; and
- e. provide an accurate description of the waste when it is transferred to another person, by using a compulsory system of Waste Transfer Notes (WTN) that control the transfer of waste between parties.

2.3.2 The Waste Duty of Care Code of Practice (Ref.10) sets out practical guidance on how to meet waste duty of care requirements. Failure to comply with the duty of care requirements is a criminal offence and could lead to prosecution.

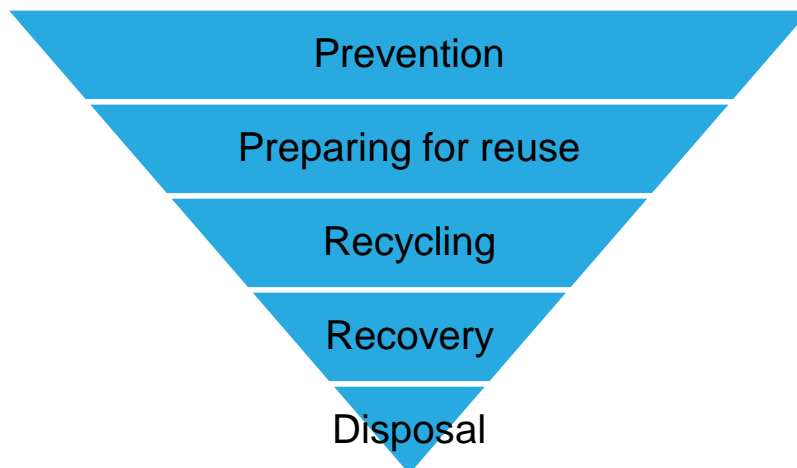
2.4 Apply the waste hierarchy

2.4.1 The Waste (England and Wales) Regulations 2011 (as amended) (Ref. 9) transpose the requirements of the Waste FD (Ref. 1), and require:

- a. Those undertaking waste management activities, such as the import, production, collection, transportation, recovery and/or disposal of waste, to take all reasonable measures to apply the waste hierarchy (**Inset 2.1**) (Ref. 11), in priority order, as follows:

- i. prevention;
 - ii. preparation for reuse;
 - iii. recycling;
 - iv. other recovery, such as energy recovery; and
 - v. disposal.
- b. Those producing waste to confirm that they have applied the waste hierarchy when transferring waste and to include a declaration on their WTN or consignment note.

Inset 2.1: Waste Hierarchy



2.5 Registration of waste carriers

- 2.5.1 Under the Control of Pollution (Amendment) Act 1989 (Ref. 12) it is a criminal offence for anyone not registered as a waste carrier to transport controlled waste. The Waste (England and Wales) Regulations 2011 (as amended) (Ref.9) updated the system for the registration of waste carriers, including brokers and dealers.
- 2.5.2 Anyone undertaking any of the following activities as part of their business must register as a waste carrier, broker or dealer:
- a. transporting their own waste;
 - b. transporting waste for someone else;
 - c. buying or selling waste; and
 - d. acting as a waste broker (arranging for someone to handle waste produced by someone else).
- 2.5.3 Details of all appointed waste carriers, brokers and contractors shall be included in the operator's OWMP, including copies of appropriate waste carrier licences/registrations. The register of waste carriers, brokers and dealers can be checked using the Environment Agency's Public Registers.
- ## 2.6 Environmental permits and exemptions
- 2.6.1 The Environmental Permitting (England and Wales) Regulations 2016 (as amended) (Ref. 13) require sites where waste is processed, treated or disposed

of to hold a valid environmental permit issued by the Environment Agency. The Regulations also include a schedule of activities that are exempt from the requirements of permitting. However, to comply with the Regulations, an exempt activity must generally be registered with the Environment Agency before commencing.

- 2.6.2 A permit is not usually required where waste is temporarily stored on the site where it is produced prior to management or disposal. Depending upon the types and quantities of waste to be stored, the duration and place of storage and compliance with other defined conditions:
- a. A non-Waste FD exemption may apply, which does not need to be registered.
 - b. An exemption may need to be registered with the Environment Agency.
- 2.6.3 Information on the limits and conditions for storing waste exemptions and non-waste framework directive exemptions are available online from the Government website (<https://www.gov.uk/guidance/check-if-you-need-an-environmental-permit>, Guidance, Check if you need an environmental permit accessed 1 January 2023).
- 2.6.4 The operator shall be responsible for obtaining the necessary permits and exemptions, where required.
- 2.6.5 Other relevant waste legislation and policy is listed below:
- a. Hazardous Waste (England and Wales) Regulations 2005 (as amended) (Ref. 6).
 - b. Environment Act 2021 (Ref. 14).
 - c. National Planning Policy Framework (NPPF) (Ministry of Housing, Communities and Local Government, 2021) (Ref. 15).
 - d. The National Planning Policy Guidance (NPPG) for Waste (Ref. 16).
 - e. Emerging Aviation Strategy (Department for Transport, 2018) (Ref. 17).
 - f. National Planning Policy for Waste (Ministry of Housing, Communities and Local Government, 2014) (Ref. 18).
 - g. Waste Management Plan for England (Defra, 2013) (Ref. 19).
 - h. A Green Future: Our 25 Year Plan to Improve the Environment (Defra, 2018) (Ref. 20).
 - i. Our Waste, Our Resources: A Strategy for England (Defra, 2018) (Ref. 21)
 - j. Luton Local Plan 2011-2031 (Ref. 22).
 - k. CBC Local Plan 2015-2035, July 2021 (Ref. 23).
 - l. Bedford Borough Council (BBC), CBC and LBC's Minerals and Waste Local Plan: Strategic Sites and Policies adopted January 2014 (Ref. 24).
 - m. Hertfordshire County Council (HCC) Waste Development Framework Waste Core Strategy and Development Management Policies Development Plan Document 2011-2026 (Ref. 25).

- n. North Hertfordshire District Council (NHDC) Local Plan for 2011-2031, November 2022 (Ref. 26).
- o. Dacorum Borough Council (DBC) Core Strategy 2006-2031 (Ref. 27).

2.6.6 The Airports National Policy Statement (Ref. 28) (ANPS) does not have effect in relation to an application for development consent for an airport development not comprised of an application relating to the Heathrow Northwest Runway. Nevertheless, as set out within paragraph 1.41 of the ANPS, the Secretary of State considers that the contents of the ANPS will be both important and relevant considerations in the determination of such an application, particularly where it relates to London or the south east of England. In particular, the ANPS makes clear that, alongside the provision of a new Northwest Runway at Heathrow, the government supports other airports making best use of their existing runways as set out in Beyond the Horizon: Making best use of existing runways (MBU) (Ref. 29), which is the specific policy context for this application.

2.6.7 In addition, whilst the ANPS does not have effect in relation to the Proposed Development, it sets out a number of principles for compliance and these will be an important and relevant consideration in the determination of the application for development consent. A summary of the relevant provisions for operational waste is provided in **Table 2.1**.

Table 2.1: ANPS operational waste requirements

ANPS Section
Paragraph 5.137 states that the target for preparation for reuse and recycling of municipal waste (50%), set out by the Waste FD should be considered ‘minimum acceptable practice’ for the operation of any new airport infrastructure. Exceeding these targets if possible, by aiming for exemplar performance in resource efficiency and waste management is recommended, to align with the principles of the European Union (EU) Action Plan for the Circular Economy (Ref. 30).
Paragraph 5.141 sets out the approach to the management of waste. The applicant should set out the arrangements that are proposed for managing any waste produced in the application for development consent. The arrangements described should include information on the proposed waste recovery and disposal system for all waste generated by the development. The applicant should seek to minimise the volume of waste sent for disposal unless it can be demonstrated that the alternative is the best overall environmental, social and economic outcome when considered over the whole lifetime of the project.
Paragraph 5.143 is concerned with mitigation measures. The applicant should set out a comprehensive suite of mitigations to eliminate or significantly reduce the risk of adverse impacts associated with resource and waste management.
Paragraph 5.145 sets out that the Secretary of State will consider the extent to which the applicant has proposed an effective process that will be followed to ensure effective management of hazardous and non-hazardous waste arising from all stages of the lifetime of the development. The Secretary of State should be satisfied that the process set out provides assurance that:

ANPS Section

- a. Waste produced will be properly managed, both onsite and offsite;
- b. The waste from the proposed development can be dealt with appropriately by the waste infrastructure which is, or is likely to be, available. Such waste arising should not have an adverse effect on the capacity of existing waste management facilities to deal with other waste arising in the area; and
- c. Adequate steps have been taken to ensure that all waste arising from the site is subject to the principles of the waste hierarchy and are dealt with at the highest possible level within the hierarchy.

Paragraph 5.146 sets out that where necessary, the Secretary of State will require the applicant to develop a resource management plan to ensure that appropriate measures for sustainable resource and waste management are secured.

2.7 Description of the Proposed Development

- 2.7.1 The Proposed Development includes all works for which consent is being sought as part of the application for development consent.
- 2.7.2 The Proposed Development is characterised by the retention of the existing passenger terminal and the provision of a new passenger terminal on land owned or controlled by the Applicant and its shareholder to the north east of the runway.
- 2.7.3 The main elements of the Proposed Development are:
- a. extension and remodelling of the existing passenger terminal (Terminal 1) to increase the capacity;
 - b. new passenger terminal building and boarding piers (Terminal 2);
 - c. earthworks to create an extension to the current airfield platform; the vast majority of material for these earthworks would be generated on site;
 - d. airside facilities including new taxiways and aprons, together with relocated engine run-up bay and fire training facility;
 - e. landside facilities, including buildings which support the operational, energy and servicing needs of the airport;
 - f. enhancement of the existing surface access network, including a new dual carriageway road accessed via a new junction on the existing New Airport Way (A1081) to the new passenger terminal along with the provision of forecourt and car parking facilities;
 - g. extension of the Luton Direct Air to Rail Transit (Luton DART) with a station serving the new passenger terminal;
 - h. landscape and ecological improvements, including the replacement of existing open space; and
 - i. Further infrastructure enhancements and initiatives to support the target of achieving zero emission ground operations by 2040¹, with interventions to support carbon neutrality being delivered sooner including facilities for greater public transport usage, improved thermal efficiency, electric vehicle charging, on-site energy generation and storage, new aircraft fuel pipeline connection and storage facilities and sustainable surface and foul water management installations.
- 2.7.4 The Proposed Development would be constructed incrementally, delivering the Works described in **Chapter 4** of the ES [TR020001/APP/5.01]. For the purposes of assessment, the Proposed Development is considered in three assessment phases as described in **Chapter 5** of the ES [TR020001/APP/5.01], summarised as:

¹ This is a Government target, for which the precise definition will be subject to further consultation following the *Jet Zero Strategy*, and which will require further mitigations beyond those secured under the DCO.

- a. Assessment Phase 1: Expansion of existing Terminal 1 (T1) to increase capacity from 18 to 21.5 mppa. It is currently anticipated that Assessment Phase 1 works would commence in 2025 and be complete by mid-2027;
- b. Assessment Phase 2a: Construction of Terminal 2 (T2) and associated facilities to increase capacity from 21.5 mppa to 27 mppa upon opening of T2. It is currently anticipated that Assessment Phase 2a works would commence in early 2033 ending 2036 and would enable a step up in capacity in the first quarter of 2037; and
- c. Assessment Phase 2b: Expansion of T2 and associated facilities. It is currently anticipated that Assessment Phase 2b works would commence in 2037, and would deliver incremental capacity increases from 27 mppa to 32 mppa. T2 would have capacity for 12 mppa once complete. The works would be completed incrementally with the full capacity provided by 2043.

2.7.5 The start of operation of newly constructed elements will span a long timescale, therefore it is anticipated that the OWMP will need to be reviewed and updated by the operator as necessary over the operation of the Proposed Development.

3 ESTIMATE OF OPERATIONAL WASTE ARISING

3.1 Introduction

- 3.1.1 This Plan provides estimates of the types and quantities of waste arising during operation of the Proposed Development and the likely management route and resulting recycling rate.
- 3.1.2 The estimated quantities of waste generated by the Proposed Development are set out according to the Proposed Development assessment phases and the year predicted passenger capacity will be reached as set out in **Table 3.4**.
- 3.1.3 The operator shall review, update and monitor these estimates as appropriate, and incorporate these updates in the OWMP to ensure delivery of the Proposed Development Key Performance Indicator (KPI) as set out in **paragraph 4.1.2**.

3.2 Existing operational waste arisings

- 3.2.1 In 2019, the airport generated a total of 2,471 tonnes of non-hazardous operational commercial and industrial (C&I) waste. 60% of airport operational waste was sent to recycling facilities, with the remaining 40% sent to an energy recovery facility (Ref. 31) (**Table 3.1**). No non-hazardous C&I waste was consigned directly to landfill. 2019 data is presented since 2020 and 2021 data was impacted by reduced passenger numbers due to COVID-19 travel restrictions.

Table 3.1 Operational non-hazardous waste (2019)

Waste type	Quantity (tonnes)	Waste management route
General waste	995	Recovery
Mixed recycling	795	Recycling
Food waste	273	Recycling
Cardboard	235	Recycling
Glass waste	140	Recycling
Wood	11.9	Recycling
Cooking oil	7.4	Recycling
Metal	6.2	Recycling
Confidential waste	4.9	Recycling
Tyres	3.0	Recycling
Alkali batteries	0.01	Recycling
Li-ion batteries	0.002	Recycling
Total waste	2,471	-
Total sent for recycling	1,476	-
Total sent for energy recovery	995	-
% sent for recycling	60	-

Waste type	Quantity (tonnes)	Waste management route
% sent for energy recovery	40	-

3.2.2 In 2019, the total non-hazardous waste generated was approximately 0.137 kg/pax (passenger) based on 18 million passengers per annum (mppa).

3.2.3 The LLAOL 2019 Sustainability Report (Ref. 32) outlines the quantities of waste and recycling rates for 2017-2019 (**Table 3.2**). The total includes both non-hazardous and hazardous waste.

Table 3.2: Operational waste as reported in the London Luton Airport 2019 Sustainability Report (Ref. 32)

Year	Recycled waste (tonnes)	Non-recycled waste (tonnes)	Total waste (tonnes)	Recycling rate (%)
2017	1,459	868	2,327	63
2018	1,430	809	2,239	64
2019	1,493	999	2,492	60

3.2.4 It was reported in the LLAOL 2021 Sustainability Report (Ref. 33) that the airport has maintained a recycling rate of over 60% most years since 2017 (2020 being the exception). The recycling rate in 2020 was 49%, the recycling rate in 2021 was 62%.

3.2.5 In 2019, approximately 21 tonnes of hazardous operational waste was generated and dealt with as outlined in **Table 3.3**. 78% of hazardous waste was recycled, 0.5% recovered and 22% incinerated.

Table 3.3: Operational hazardous waste 2019

Waste type	Quantity (tonnes)	Waste management route
Waste Oil	7.3	Recycling
Waste Electrical and Electronic Equipment (WEEE)	4.4	Recycling
Absorbents Used to Soak up Oil	3.9	Incineration
Aerosol Cans	3.0	Recycling
Fridges	0.6	Recycling
Lead-acid Batteries	0.6	Recycling
Empty Paint Tins	0.6	Incineration
Oil Filters	0.5	Recycling
Control of Substances Hazardous to Health (COSHH) (Disposal (D15))	0.1	Incineration
COSHH (Recovery (R13))	0.1	Recovery

Waste type	Quantity (tonnes)	Waste management route
Paint / Thinners	0.1	Recycling
Parts Cleaner	0.1	Recycling
Ni-Cd Batteries	0.04	Recycling
Total hazardous waste	21.3	-

3.3 Estimated Operational Waste Arisings

- 3.3.1 As identified in the current airport operational 2019 data (**Table 3.2** and **Table 3.3**), all non-hazardous operational waste is sent for recycling or energy recovery with no non-hazardous operational waste consigned directly to landfill. Non-hazardous operational waste is expected to increase in proportion to passenger numbers. In 2019, the airport generated a total of 2,471 tonnes of non-hazardous operational waste and approximately 21 tonnes of hazardous operational waste.
- 3.3.2 Operational waste is expected to increase in proportion to passenger numbers and it is therefore estimated that non-hazardous operational waste would increase to 4,393 tonnes, and hazardous operational waste would increase to 37 tonnes by the year 2043 (**Table 3.4**).

Table 3.4 Estimated operational waste

Year predicted passenger capacity reached	Total capacity (mppa)	Estimated non-hazardous operational waste (tonnes)	Estimated hazardous operational waste (tonnes)	Non-hazardous operational waste kg/pax
2019 (baseline year)	18 (Ref. 34) (actual)	2,471 (actual)	21 (actual)	0.137
2027 (Assessment Phase 1)	21.5	2,951	25	0.137
2039 (Assessment Phase 2a)	27	3,707	32	0.137
2043 (Assessment Phase 2b)	32	4,393	37	0.137

4 MANAGEMENT ARRANGEMENTS

4.1 Key performance indicators

- 4.1.1 The environmental impact assessment of the Proposed Development for waste and resources, reported in **Chapter 19** of the ES [TR020001/APP/5.01] is based on the Proposed Development achieving certain performance standards with respect to the recycling of operational waste and setting a target in accordance with the ANPS.
- 4.1.2 In order to achieve these performance standards, the operator shall adopt the following KPI for the Proposed Development and shall record the necessary data to confirm compliance with this KPI:
- a. Achieve at least 50% preparation for reuse, reuse and recycling of municipal waste (waste materials such as paper, metal, plastic and glass as far as these waste streams are similar to waste from households).

5 MANAGEMENT OF OPERATIONAL WASTE

5.1.1 This section of the Plan details the likely waste management measures and procedures to be implemented at the airport during operation. Detailed information will be provided in the OWMP prepared by the operator, once details and methods associated with the operation and waste types and quantities are known.

5.1.2 All waste management methods to be implemented at the airport shall be in accordance with the waste hierarchy, discussed below.

5.2 Waste hierarchy

5.2.1 Those generating waste have a legal duty of care to comply with the waste hierarchy. The waste hierarchy is a concept that encourages the management and reduction of waste material. The aim is to recover the maximum value from projects/developments by reducing financial losses through material loss during operation.

5.2.2 The waste hierarchy is a complex process influenced by the optimal management of any given product/waste material. A basic representation of the waste hierarchy is provided in **Inset 2.1** (Ref.11). The operator shall use the hierarchy as a guide to encourage the prevention of waste, followed by reuse and recycling.

5.2.3 When considering waste management options for the Proposed Development, the operator shall take account of the site's location, natural environment and available infrastructure.

5.3 Storage of operational waste

5.3.1 The processes used to manage the waste that is generated by the operator will ultimately be their responsibility to develop and implement, but the facilities must be designed to comply with legislation and guidance applicable at the time of design and operation e.g. legislation as set out in **Section 2**, and guidance such as BS5906:2005 Waste Management in Buildings - Code of Practice (Ref.35) and the emerging Aviation Strategy Aviation 2050. The Future of UK Aviation, A Consultation (Ref.36).

5.3.2 It is anticipated that the majority of generated waste will be stored in wheeled bins or waste compactors, in common practice with other non-residential developments. Otherwise, specialist containers will be used for waste materials as appropriate to their nature.

5.3.3 The internal waste storage areas should have sufficient capacity to accommodate the waste generated. The size of the internal waste storage areas will depend upon:

- a. the operator's business activities;
- b. the space that they occupy; and

- c. the frequency that the appointed waste management contractors will collect the waste.

5.3.4 The waste storage areas will be designed at the detailed design stage to the standards within BS5906:2005 Waste Management in buildings - Code of Practice (Ref.35).

5.3.5 All waste storage areas will have clear signage to ensure cross contamination of residual waste, recycling and food waste is minimised.

5.3.6 Floor surfaces will be of a smooth, continuous finish and free from steps or other obstacles. Any steps will incorporate a drop-kerb.

5.4 Collection of operational waste

5.4.1 The operator's facilities management team will be responsible for transferring waste from the point of generation to designated areas where it will be collected by a Refuse Collection Vehicle (RCV).

5.4.2 The collection of operational waste will be undertaken via private waste management contractors, with the operator being responsible for making arrangements to suit their own requirements.

5.4.3 The Proposed Development's internal vehicular access routes will be considered at detailed design to ensure that RCVs can access bin storage areas in accordance with the requirements of BS5906:2005 (Ref.35).

5.4.4 Surfaces that waste containers need to be moved over will be of a smooth, continuous finish and free from steps or other obstacles. Any steps will incorporate a drop-kerb. Measures will be taken by the operator to ensure that access to the agreed collection points will not be restricted on collection days.

5.4.5 Waste collection frequency will be dependent upon the schedule of the appointed waste contractor and the volume of waste generated during operation. It is also dependent upon the storage method used, for example, if segregated recyclables are to be collected separately rather than in co-mingled loads, the number of collections required will increase.

5.4.6 Transport of waste from the site will be undertaken in compliance with the Waste (England and Wales) Regulations 2011 (as amended) (Ref. 11) including: transporting waste via registered carrier, disposal to appropriately licensed sites and maintenance of appropriate waste transfer documentation. All contractors will be required to apply the principles of the waste hierarchy and investigate opportunities to minimise waste generation.

5.4.7 The disposal of all waste or other materials removed from the site would be undertaken in accordance with legal requirements.

5.4.8 The risk of infestation by pests or vermin on site would be minimised by making adequate arrangements for the disposal of food and other material potentially attracting pests. Where there is a local infestation, the relevant local authorities would be consulted.

5.5 Reporting and auditing

- 5.5.1 The effectiveness of the OWMP will depend upon the enforcement of its requirements on site by the operator. Responsibility for the formal recording of waste movements lies with the operator.
- 5.5.2 The operator shall maintain a record of all wastes that are removed from the site and their management route. Each waste management contractor shall provide details of the types and quantities of waste removed from the site, the receiving waste management facility and the associated recycling, recovery and disposal rates for each waste stream. An example table for recording waste management is available in **Annex A**.
- 5.5.3 The operator shall monitor, and record details of the wastes placed in all waste receptacles to ensure that contamination has not occurred.
- 5.5.4 The operator shall continually review the types of surplus materials and waste being produced and change the site set up to minimise wastage rates and maximise reuse or recycling.
- 5.5.5 The operator or its representatives may carry out 'spot checks' in relation to the completeness of any WTNs and any Hazardous Waste Consignment Notes (HWCNs).
- 5.5.6 If any problems are identified during the operation of the Proposed Development in relation failure to meet stated KPI targets, or issues relating to the cost effective and legal transfer of waste, then the operator site representative shall escalate these for further discussion on the best solution. This may trigger a review of the OWMP.

5.6 Review of the OWMP

- 5.6.1 The operator shall review the OWMP as appropriate during the operation of the Proposed Development to ensure that KPI targets are being achieved and that realistic solutions are provided for unplanned events or abnormal wastes. The operator shall also review the OWMP if there is any significant change in the Proposed Development.

5.7 Additional duty of care checks

- 5.7.1 The operator shall periodically, at intervals to be determined, follow waste loads to confirm that the waste has been transferred to the place stated on the WTN, with any irregularities investigated immediately, and reported as an environmental incident. Action may involve termination of contract and/or notification to the Environment Agency.

5.8 Inspections

- 5.8.1 The operator shall undertake inspections, at intervals to be determined, of the operational areas including all areas used for waste management. Any issues shall be recorded with any corrective action taken.

Annex A – Waste Management

Client name:		<u>Key Performance Indicator:</u> a. Achieve at least 50% preparation for reuse, reuse and recycling of municipal waste (waste materials such as paper, metal, plastic and glass as far as these waste streams are similar to waste from households).
Operator:		

Waste type	EWC Code	Quantity (tonnes)	Reused	Recycled	Recovered	Waste carrier	Offsite waste management facility

Operational waste recycled	%
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GLOSSARY AND ABBREVIATIONS

Term	Definition
CBC	Central Bedfordshire Council
C&I	Commercial and industrial waste
Client	Luton Rising
Controlled waste	Household, industrial and commercial waste (not agricultural waste, waste from mines or quarries and most radioactive waste).
COSHH	Control of Substances Hazardous to Health
Luton DART	Luton Direct Air to Rail Transit
DCO	Development Consent Order
DBC	Dacorum Borough Council
Duty of Care	Legal responsibility to prevent waste from being mismanaged by any person who holds it and from escaping their control.
Duty of Care checks	Checks to ensure that only authorised persons transfer waste, and that the waste is managed legitimately, including checks on: <ul style="list-style-type: none"> a. the waste carrier's registration certificate; b. the waste broker's registration certificate (if used); and, c. the environmental permits for waste management facilities or proof of permit exemption.
ES	Environmental Statement
Environment Agency (EA)	The main environmental regulatory body in England.
EU	European Union
European Waste Catalogue (EWC) code	A six-digit number used to classify a particular waste stream.
Exempt activities	Activities not requiring an environmental permit (an exemption will require registration).
Hazardous Waste Consignment Note (HWCN)	A document that accompanies the movement of any hazardous waste from production (cradle) to disposal (grave).
Hazardous waste	Waste with hazardous properties.
HCC	Hertfordshire County Council
HMSO	His Majesty's Stationary Office
KPI	Key Performance Indicator

Term	Definition
LBC	Luton Borough Council
LLAOL	London Luton Airport Operations Limited
NHDC	North Hertfordshire District Council
Non-hazardous waste	Waste which does not display any of the hazardous properties listed in Annex III of The Hazardous Waste (England and Wales) Regulations 2005 (as amended).
MBU	Making best use of existing runways
mppa	Million passengers per annum
NPPF	National Planning Policy Framework
NPPG	National Planning Policy Guidance
OOWMP	Outline Operational Waste Management Plan
Operator	The operator appointed to operate the Proposed Development by the Client.
OWMP	Operational Waste Management Plan
Registered Waste Carrier	A person who holds a registration certificate from the Environment Agency to transport waste.
RCV	Refuse Collection Vehicle
SNRHW	Stable Non-Reactive Hazardous Waste
T1	Terminal 1
T2	Terminal 2
Waste FD	Waste Framework Directive
WEEE	Waste Electrical and Electronic Equipment
WTN	Waste Transfer Note

REFERENCES

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