Note of meeting to discuss action to achieve compliance at Horn Lane on 16 November 2011

Attendees

[redacted] (EA)

[redacted] (London Borough of Ealing)
[redacted] (GLA)

Daniel Instone, [redacted]
[redacted] (Defra)

Background and reasons for meeting

The purpose of the meeting was to review actions being taken with respect reducing exceedences of the PM_{10} limit value and objective at Horn Lane and drivers for delivering these actions.

2 Agreement on scale of issues at each site and responsibilities for action

[redacted] outlined the location of the site and the main contributors to exceedences of the 24 hour PM_{10} objective. The site concerned was large and bounded by a major road; railway lines and residential areas. The main activities on the site were waste management and recycling, aggregate production and dry batch concrete making. All these activities had potential to contribute to exceedences and both the EA and the local authority had worked together to reduce these since at least 2006.

3 Update on action plan and measures being taken to deal with exceedences/exposure

The main operator on the site was Gowing and Pursey waste management. This was regulated by the EA. Work has been done to install wheel washes and other remedial measures including early warning systems to help to minimise emissions from this operation. The EA had also reduced the amount of waste handling allowed under the permit from 100,000kt to 35,000kt. Work had also been carried out with other operators to minimise exceedences from their operations. These actions had helped to significantly reduce emissions but they still remained above the allowed number of exceedence days.

GLA and TfL had offered to carry out dust suppressant application on the road around the site to help minimise recirculation of particulates, possible deep cleaning of the area was also under consideration.

It was noted that part of the site and some adjacent land was soon to be occupied by the CrossRail project which had the potential to lead to significant local air quality issues as a result of construction activity over the next few years to 2015. GLA and London Borough of Ealing were in liaison with CrossRail about management of construction activities to minimise local impacts.

The discussion was focused on industrial contributions to the PM issues being recorded at the LA monitoring station. It was noted though that the LA horn lane monitor is next to a bus stop and that there was also a traffic contribution to be considered. NO_2 concentrations at the monitoring site had gone up indicating traffic impacts in the area, although the extent to which this affected PM_{10} was not discussed.

5 What have been the main drivers affecting action to improve compliance?

The main driver to achieve improvements on this site had been compliance with requirements of the Waste Framework Directive which did not apply BAT standards and compliance with Environmental Permitting requirements for other operators as appropriate.

6 Arrangements for providing updates on progress with Action Plans

Action EA agreed to provide a summary note of the actions taken and in train with respect to the sites that they regulated.

Action [redacted] agreed to provide summary information regarding Actions for the other sites.

It was noted that the Cross rail site would mean that there would be increased air quality impacts at this site for some time.