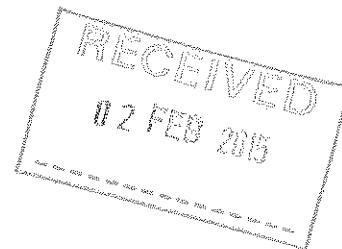




By Appointment to
Her Majesty The Queen
Waste Management
Grundon Waste Management Ltd
Colnbrook

GRUNDON

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Airports Commission Consultation
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29 January 2015

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Dear Sir,

**Response to Airports Commission Consultation Document November 2014 Question 1:
Conclusions in respect of the three short-listed options.**

Grundon Waste Management Limited and Lakeside Energy from Waste Limited - Energy from Waste Plant, High Temperature Incinerator, Education Centre and ancillary facilities as affected by the proposed Heathrow NWR option.

As you are aware the proposals by Heathrow Airport Limited (HAL) to construct a third runway to the north of the existing runways affects the integrated waste facility whose central component is the Lakeside Energy from Waste Plant (LEfW), a joint partnership between Grundon Waste Management Limited and Viridor Waste Management Limited, and Grundon's High Temperature Incinerator (HTI) that has been integrated into the LEfW building and ancillary facilities which are interrelated to the LEfW Plant. We are pleased to note that the Commission have already recognised the importance of the LEfW Plant and the HTI both in their regional and national contributions. We would welcome your support for the inclusion of the HTI in any relocation package. The HTI serves hospitals, research facilities and other important customers such as Metropolitan Police, Home Office and Thames Valley Police who rely on the capabilities of this facility for safe disposal of other waste materials. A detailed list of these customers and waste types can be supplied but such a list would have to be kept confidential for commercial reasons. Also the ancillary facilities of a Materials Recovery Facility (MRF), a Transfer Station and waste collection Depot need to be considered as these are used to collect and pre-treat the waste to recover recyclables and non-conforming wastes prior to incineration, as required under EU legislation. The MRF residues are also treated at the LEfW facility. These elements form a fully integrated waste treatment facility that collects, recycles and pre-treats waste prior to disposal at the incinerators.

To date we have had three meetings with HAL's 3rd Runway team since September 2014. These meetings have focussed on understanding the issues involved in the potential relocation of the plant and associated parts of the complex including:-

1. Time scale required to build and commission a new facility
2. Heathrow's construction schedule
3. Possible consenting strategies
4. Potential alternative sites and their constraints given stack heights and safeguarding surfaces
5. Future waste management needs and technologies

We understand that Heathrow have been pursuing these issues internally and with other interested stakeholders including NATS. Grundon, Lakeside and HAL have had discussions with the local planning authority, Slough Borough Council, who have given early indications that relocation within

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Slough would be considered favourably depending on location. Slough are one of the customers of Lakeside and Grundon and a relocation of the facilities would contribute to ensuring that the Borough's waste streams are managed in line with their sustainability commitments.

There is a will from both parties to achieve a satisfactory outcome. Unsurprisingly with discussions still at an early stage, at this time we have not yet been successful in concluding a solution for relocating this important waste treatment complex to enable it to fulfil its function both as a treatment plant for residual waste and importantly as a generator of energy in the form of both electricity and heat.

At this time we feel we must strongly oppose this scheme until a satisfactory solution to provide the relocation of the waste treatment complex has been agreed.

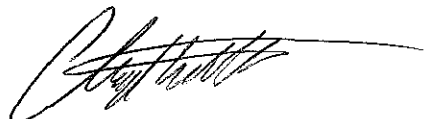
Without this relocation this would have very severe implications. Such impacts would extend beyond Grundon, Viridor and Lakeside, to existing customers many of whom are Local Authorities who rely on this facility for their landfill diversion obligations both now and into the future. Major commercial customers, including Heathrow Airport and associated activities within the "Heathrow City", also make use of this integrated waste facility and could continue to do so in the future.

We are in parallel discussions with HAL that are well advanced and we hope to be in a position to supply Heathrow Airport with 33 MW of power in the near future in support of their energy and carbon strategies.

The loss of the HTI could also have very severe implications to a number of major hospitals and research facilities. If the Commission is minded to recommend HAL's proposal to Government we feel it is essential that a condition precedent must be the relocation of these important facilities as part of their proposal as required by the Commission in its report.

If we are able to successfully negotiate a relocation package with HAL we would of course be in a position to withdraw our opposition. We are sharing a copy of his letter with HAL as our negotiations to date have been very open and frank. Should you require any further information please do not hesitate to contact the undersigned.

Yours faithfully,



Clayton Sullivan-Webb
Managing Director
Grundon Waste Management Limited