

Intermodal Logistics Park North Ltd

INTERMODAL LOGISTICS PARK NORTH (ILPN)

Intermodal Logistics Park North (ILPN) Strategic Rail Freight Interchange (SRFI)

Project reference TR510001

Site Waste and Materials Management Plan (SWMMP)

October 2025

Planning Act 2008

♦ Site Waste and Materials Management Plan (SWMMP)

INTRODUCTION

- 1.1 This Site Waste and Materials Management Plan (SWMMP) has been developed on behalf of Intermodal Logistics Park North Ltd ('the Applicant') in support of the Intermodal Logistics Park North Rail Freight Interchange (ILPN RFI) (the 'Proposed Development') application for a Development Consent Order (DCO).

Purpose of this document

- 1.2 The principal objective of sustainable resource and waste management is to use material resources more efficiently and seek to reduce the volume of waste produced and the volume of waste requiring final disposal by landfill. Where waste is generated, it should be managed in accordance with the waste hierarchy, demonstrating that the most suitable environmental outcome has been chosen.
- 1.3 A SWMMP aims to first estimate the quantity of Construction, Demolition and Excavation (CD&E) waste generated by a project, and then demonstrate how this waste can be managed safely and sustainably to reduce the impact it has on the environment. It is used to plan, implement, monitor and review resource efficiency and waste management on a construction site. It describes how materials will be managed efficiently and disposed of legally during the construction of the works, explaining how the re-use and recycling of materials will be maximised.
- 1.4 It should be noted that this document sets out the arrangements for managing waste produced by the construction of the Proposed Development. The management of waste produced during the operational phase will be dealt with through the Materials and Waste PEIR chapter, and the Environmental Statement (ES) Chapter in due course.
- 1.5 Although the legal requirement to produce a SWMMP as part of the Site Waste Management Plan Regulations 2008¹ was revoked in December 2013, the production of a SWMMP is promoted within the relevant borough district plans and regional waste management plans as listed within Table 1.1 below.

Table 1.1 Requirement for an SWMMP

Borough/Region	Document and Policy	Description
St Helen's	Local Plan up to 2037	d) encourage good design in new

¹ The Site Waste Management Plans Regulations 2008.

Borough/Region	Document and Policy	Description
Borough Council	Policy LPC15: Waste	development in order to minimise waste, promote the use of reclaimed and recycled materials and to facilitate the storage, collection and recycling of waste. e) encourage the sustainable transport of waste and promote the use of mechanisms such as waste audits and waste management plans to minimise the generation of waste.
Merseyside and Halton	Joint Waste Local Plan (2013) Policy WM 8: Waste Prevention and Resource Management	Any development involving demolition and/or construction must implement measures to achieve the efficient use of resources, taking particular account of: Use of waste audits or site waste management plans (SWMMP), where applicable, to monitor waste minimisation, recycling, management and disposal.
Wigan Borough Council	Places For Everyone Joint Development Plan Document (2024) Policy JP-S6: Resource Efficiency	Using sustainable design and construction techniques to reduce carbon emissions, adapt and future proof to the impact of climate change, reduce and recycle waste and minimise water use.
Warrington Borough Council	Warrington Local Plan (2023) Policy ENV1 - Waste Management	The Council will promote sustainable waste management in accordance with the Waste Hierarchy. In working towards the prevention of waste, Warrington will seek to achieve a reduction in the amount of waste produced in the Borough and treat waste at as high a level of the waste hierarchy as practicable by; requiring waste reduction in all aspects of planning/development, including the construction, design (using recycled materials) and operation stages; and providing appropriate and sustainable sites and/or areas for the management of waste.

1.6 This SWMMP includes:

- A summary of the relevant legislation and policies providing guidance on the management of CD&E waste.
- Estimates of the types and quantities of CD&E waste likely to be generated as a result of the construction of the Proposed Development, and information on how the waste will be managed (i.e. reused, recycled or disposed of).
- Guidance on the mitigation and waste management measures to be implemented on-site.

1.7 A SWMMP is considered a 'live document' that should be kept up to date in accordance with the progress of additional design prior to any construction works commencing, and refined by the Principal Contractor(s) (PC(s)), reviewed and updated regularly throughout the construction of the Proposed Development. The responsibilities of the PC(s) are outlined in further detail later in this document.

1.8 This SWMMP should be read alongside the outline Construction Environmental Management Plan (oCEMP) which will also be submitted as part of the DCO application.

PROJECT DESCRIPTION

1.9 The Proposed Development will provide a Strategic Rail Freight Interchange (SRFI) and associated development on land to the east of Newton-le-Willows. The development is a Nationally Significant Infrastructure Project (NSIP). The Proposed Development comprises 492.7 hectares (ha); the area of the Main Site and Western Rail Chord is 200.47 ha, with the remainder of the gross area attributable to offsite highway works, the Northern Mitigation Area and the Soils Reuse Area.

1.10 Specifically, the Proposed Development will provide:

- provision of a logistics park comprising up to c.767,000 square metres (m²) (gross internal area or GIA) of warehousing and ancillary buildings with a total footprint of up to 590,000m² at ground floor level and up to 177,050m² of mezzanine floorspace, comprising a mixture of units with the potential to be rail-connected, rail served and rail accessible units;
- provision of a rail terminal capable of accommodating up to 16 trains (up to 775m in length) per day, including connections to the mainline and ancillary development such as container storage, cranes for the loading and unloading of shipping containers, Heavy Goods Vehicle (HGV) parking, rail control building, fuelling facilities and staff facilities;
- a rail turn-back facility within the Western Rail Chord capable of accommodating trains up to 775m in length;
- New bridges across the Chat Moss Line to enhance connectivity and replace level crossings to improve safety;

- closure and diversion of two rail level crossings (Parkside No. 1 and Lowton Moss);
- provision of overnight lorry parking with welfare facilities and HGV fuelling facilities for users of the SRFI;
- new internal roads and works to existing road infrastructure on the Main Site;
- closure of existing access and provision of new access to Newton Park Farm and neighbouring properties;
- new electricity substations;
- new energy centre(s) and potential for battery storage;
- provision of roof-mounted photovoltaic arrays and/or canopy photovoltaic arrays over parking areas capable of providing direct energy supply to buildings on which they are mounted and/or distributing and exporting power via the energy centre(s);
- strategic landscaping and open space, including: bunds up to 3m above the reprofiled ground level, hard and soft landscape works, amenity features and planting;
- earthworks to regrade the Main Site to provide development plateaus, appropriate access, connections to the railway, development plots and landscape zones;
- habitat creation, enhancements, compensation and provision of publicly accessible space;
- an amenity area north of the railway line bounded by rail lines and Parkside Road, providing amenity open space, landscaping and screening as well as heritage interpretation;
- farmland to the north of the Liverpool to Manchester railway and south of the A572 Newton Road for the provision of BNG requirements, new and realigned PRoW and landscaping including tree belts to screen views from the north;
- farmland to the east of Winwick Lane for the reuse of topsoil and landscaping including stopping up gaps in hedgerow and tree belts to screen views from the east;
- noise attenuation measures;
- new pedestrian and cycle access routes and connections and infrastructure including provision of new, diversion and stopping up of existing PRoW where required (see Table 3.4);
- provision of public transport hub;
- demolition of existing on-site structures (including existing residential dwellings / farmsteads and commercial premises);

- utility compounds, plant and service infrastructure;
- security and safety provisions inside the ILPN SRFI including fencing and lighting; and
- drainage works including creation of attenuation ponds and sustainable drainage features.

Highway works

- development signage; and
- highways mitigation works to be determined through assessment and review with relevant stakeholders, as set out in the Highways Mitigation Options Report (PEIR Appendix 7.2).

LEGISLATION, POLICY AND TARGETS

1.11 The Proposed Development will need to comply with a range of environmental and waste legislation. A summary of the regulatory framework is provided below:

Environment Act 2021

1.12 Part 3, Section 57 of the Environment Act (2021)², sets out a number of provisions related to industrial/commercial waste including the following:

- *“Recyclable relevant waste must be collected separately from other relevant waste”; and*
- *Recyclable relevant waste in each recyclable waste stream must be collected separately unless “it is not technically or economically practicable to collect recyclable relevant waste in those recyclable waste streams separately, or collecting recyclable relevant waste in those recyclable waste streams separately has no significant environmental benefit”.*

1.13 Recyclable relevant waste is defined in the Act as any of the following materials: glass; metal; plastic; paper/card; and food waste.

The Separation of Waste (England) Regulations 2025

1.14 The Separation of Waste (England) Regulations 2025³ introduces new legal requirements for all businesses to have separate collections of:

- Residual (non-recyclable) waste;
- Food waste (mixed with garden waste if appropriate);

² HM Government (2021) ‘Environment Act 2021’

³ HM Government (2025) ‘The Separation of Waste (England) Regulations 2025’.

- Paper and card; and
- All other dry recyclable materials (plastic, metal and glass).

1.15 From March 2027, businesses will also be required to have a separate collection of plastic film.

The Environmental Permitting (England and Wales) Regulations (2016)

- 1.16 The Environmental Permitting Regulations⁴ aim to ensure that waste activities are authorised and that their discharges do not harm human health or the environment. Environmental permits must be granted by the EA.
- 1.17 The Regulations combine the requirements for an integrated waste management approach and for hazardous waste management. This provides a framework for regulation that enables the EA to assess permitting and compliance.

The Waste (England and Wales) Regulation (2011, plus amendments)

- 1.18 The Waste Regulations⁵ implement revisions to the Waste Framework Directive in England and Wales. They apply the waste hierarchy which details methods to reduce waste generation, and the amount of waste sent to landfill. The methods of waste management in order of preference are:
- prevent;
 - prepare for re-use;
 - recycle;
 - recover; and
 - dispose.

The Hazardous Waste (England and Wales) Regulations (2005)

- 1.19 The Hazardous Waste Regulations⁶ set out the regime for the control and tracking of hazardous waste in England and Wales. The regulations introduced a process of registration of hazardous waste producers and a new system for recording the movement of waste.

National Policy Statement for National Networks (2024)

- 1.20 The NPSNN⁷ produced by the Department for Transport sets out the need to manage waste when delivering the development of NSIPs on the national road and rail networks in England.

⁴ HM Government (2016) 'The Environmental Permitting (England and Wales) Regulations 2016'.

⁵ HM Government (2011) 'The Waste (England and Wales) Regulations 2011'.

⁶ HM Government (2005) 'The Hazardous Waste (England and Wales) Regulations 2005'.

⁷ Department of Transport (2024) 'National Networks National Policy Statement'.

It is the primary policy for the Proposed Development.

- 1.21 The policy states that human health and the environment should be protected by producing less waste and by using it as a resource wherever possible by moving towards a more circular economy. Where this is not possible, waste management regulation ensures that waste is disposed of in a way that is least damaging to the environment and to human health, i.e., by implementing sustainable waste management through the waste hierarchy.
- 1.22 The proposed arrangements for managing waste should also be set out and should describe adherence to the waste hierarchy. The policy requires effective management of hazardous and non-hazardous waste arising from the construction and operation of the Proposed Development. The proposed arrangements should set out:
 - that adequate steps have been taken to minimise the volume of waste arising and maximise opportunities for reuse and recycling.
 - how waste will be managed, both on-site and off-site.
 - that consideration has been given to available waste management infrastructure capacity to manage wastes arising from the development.
- 1.23 This SWMMP describes the proposed arrangements for managing construction waste generated by the Proposed Development. The impact of managing the additional waste on the local waste infrastructure has been assessed within the Materials and Waste ES Chapter.

National Planning Policy Framework (2024)

- 1.24 The National Planning Policy Framework (NPPF)⁸ sets out the Government's planning policies for England. The NPPF must be taken into account in preparing development plans and is a material consideration in planning decisions. The policy sets out objectives for sustainable development which includes protecting and enhancing our natural, built and historic environment through minimising waste and pollution.

Our Waste, Our Resources: A Strategy for England (2018)

- 1.25 The Our Waste, Our Resources Strategy⁹, building on the previous national waste strategies for 2000 and 2007.
- 1.26 The strategy sets out how England will preserve the stock of material resources by minimising waste, promoting resource efficiency and moving towards a circular economy. At the same time, the country will minimise the damage caused to the natural environment by reducing and managing waste safely and carefully, and by tackling waste crime.

Resources Merseyside 2011-2041

- 1.27 The Resources Merseyside 2011–2041 strategy¹⁰ is a long-term waste management plan

⁸ Ministry of Housing, Communities & Local Government (2024) 'National Planning Policy Framework'.

⁹ HM Government (2018) 'Our Waste, Our Resources: A Strategy for England'.

¹⁰ Merseyside Recycling and Waste Authority (MRWA) (2011) 'Resources Merseyside 2011-2041'

developed by the Merseyside Recycling and Waste Authority (MRWA) in partnership with the five Merseyside councils and Halton. It provides a strategic roadmap for managing waste sustainably across the region over a 30-year period.

1.28 The key objectives of the Strategy are:

- Move waste up the hierarchy: Prioritise waste prevention, followed by reuse, recycling, and composting, with disposal as a last resort.
- Transform the waste agenda: Shift from waste disposal to resource efficiency and circular economy principles.
- Deliver environmental and economic value: Ensure waste services are cost-effective, affordable, and environmentally beneficial.

Merseyside and Halton Joint Waste Local Plan

1.29 The Merseyside and Halton Joint Waste Local Plan¹¹ is a strategic planning document adopted in July 2013 by six councils: Halton, Knowsley, Liverpool, Sefton, St Helens, and Wirral. It outlines a coordinated approach to sustainable waste management across the Liverpool City Region, covering the period up to 2027.

1.30 The key objectives of the Plan are:

- Promote sustainable waste management by reducing waste generation and increasing recycling and recovery.
- Identify suitable sites for waste management facilities to meet current and future needs.
- Minimise environmental impacts of waste facilities through strict planning policies.
- Support the circular economy by encouraging waste as a resource.

Zero Waste 2040 Strategic Framework

1.31 The Zero Waste 2040 Strategic Framework¹² for the Liverpool City Region (LCR) is a long-term plan developed by the Merseyside Recycling and Waste Authority (MRWA) and its partners to achieve zero avoidable waste by 2040. It aligns with broader climate goals, including achieving net zero carbon emissions across the region.

Greater Manchester Joint Waste Development Plan Document

1.32 The Greater Manchester Joint Waste Development Plan Document (JWDPD)¹³, adopted in April 2012, is a strategic planning framework developed by the ten Greater Manchester authorities (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Stockport, Tameside,

¹¹ Halton, Knowsley, Liverpool City, Sefton, St. Helens and Wirral Council (2013) 'Joint Waste Local Plan'

¹² Liverpool City Region (LCR) (2023) 'Zero Waste 2040 Strategic Framework'.

¹³ Greater Manchester Geological Unit (GMGU) (2012) 'Greater Manchester Joint Waste Development Plan Document'.

Trafford, and Wigan). It guides waste development across the region up to 2027.

1.33 The key objectives of the Plan are:

- Provide a spatial strategy for waste management across Greater Manchester.
- Identify suitable sites and areas for new waste management facilities.
- Support the waste hierarchy: reduce, reuse, recycle, recover, and dispose.
- Ensure environmental protection and sustainable development.

St Helens Borough Local Plan Up To 2037

1.34 The St Helens Borough Local Plan up to 2037¹⁴, adopted in July 2022, outlines the borough's strategic vision for sustainable development.

1.35 The most relevant policy from the Plan is Policy LPC15: Waste which states that:

“The Council will promote the sustainable management of waste in accordance with the waste hierarchy (as defined in national planning policy). In accordance with the Merseyside and Halton Joint Waste Local Plan 2013 (or any Plan that may supersede or supplement this) it will work to:

- *identify and safeguard (where appropriate) waste management sites in appropriate locations;*
- *assist in the implementation of a resource-recovery led strategy for sustainable waste management;*
- *ensure that the Borough contributes to meeting the identified sub-regional needs for waste management facilities and sites;*
- *encourage good design in new development in order to minimise waste, promote the use of reclaimed and recycled materials and to facilitate the storage, collection and recycling of waste;*
- *encourage the sustainable transport of waste and promote the use of mechanisms such as waste audits and waste management plans to minimise the generation of waste; and*
- *ensure that waste management facilities are developed whilst minimising any negative impacts on the environment and communities of the Borough.”*

1.36 In addition, Policy LPD01: Ensuring Quality Development of the Plan states that development involving demolition and / or construction works should minimise the generation of waste and promote the use of recycled and / or locally sourced building materials.

1.37 Policy LPA02: Development Principles requires that new development within St Helen's makes

¹⁴ St Helens Borough Council (2022) 'Local Plan up to 2037: A Balanced Plan for a Better Future'.

best use of existing building materials in order to reduce waste.

Places for Everyone Joint Development Plan Document

1.38 The Places for Everyone Joint Development Plan Document (PfE)¹⁵ is a long-term strategic plan adopted on 21 March 2024 by nine Greater Manchester districts: Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford, and Wigan.

1.39 The most relevant policy from the Plan Policy JP-S6: Resource Efficiency states that:

“The achievement of a circular economy and a zero-waste economy will play a key role in meeting Greater Manchester’s ambition of becoming a leading green city region by 2038. The following measures will help achieve this:

- *Development and implementation of the Zero Waste Strategy for Greater Manchester which promotes overall reduction in the level of waste produced and supports resource efficiency within the Plan area in order to gain the maximum value from the things we produce;*
- *Recognition of the role of existing infrastructure in managing our waste and protecting such facilities to ensure adequate waste management capacity is maintained; and*
- *Using sustainable design and construction techniques to reduce carbon emissions, adapt and future proof to the impact of climate change, reduce and recycle waste and minimise water use.”*

1.40 Policy JP-P1: Sustainable Places also requires that all new development should be built to last by using robust materials and be resource-efficient by minimising the use of new materials and having high levels of recycling.

Wigan Local Plan Core Strategy (2013–2026)

1.41 The Wigan Local Plan Core Strategy (2013–2026)¹⁶ is the borough’s main strategic planning document, adopted in September 2013. It sets out a long-term vision for development in Wigan up to 2026 and forms part of the borough’s statutory development plan.

1.42 Policy CP14 Waste of the Plan has been superseded and replaced by relevant policies in the Places for Everyone Joint Development Plan Document.

Emerging Wigan Borough Local Plan (To 2040)

1.43 Wigan Council are currently consulting on an initial draft of the new Wigan Borough Local Plan until 24 June 2025. The Initial Draft of the Wigan Borough Local Plan (2025–2040)¹⁷ sets out a long-term vision for development across the borough, aiming to shape how Wigan grows and

¹⁵ Greater Manchester Combined Authority (GMCA) (2024) ‘Places for Everyone Joint Development Plan Document’

¹⁶ Wigan Council (2024) ‘Core Strategy Development Plan Document – Remaining Policies’.

¹⁷ Wigan Council (2025) ‘Wigan Borough Local Plan: Initial draft for consultation’.

evolves over the next 15 years.

- 1.44 Policy J7: The Green Economy states that the Council will encourage businesses to become greener by reducing waste in line with the waste hierarchy, and encourages them to use more sustainable materials.

Warrington Local Plan 2021/22 – 2038/39

- 1.45 The Warrington Local Plan 2021/22 – 2038/39¹⁸, formally adopted on 4 December 2023, is the borough’s statutory development plan guiding growth and development over a 17-year period.

- 1.46 Policy ENV1 – Waste Management states that:

“The Council will promote sustainable waste management in accordance with the Waste Hierarchy. In working towards the prevention of waste, Warrington will seek to achieve a reduction in the amount of waste produced in the Borough and treat waste at as high a level of the waste hierarchy as practicable by; requiring waste reduction in all aspects of planning/development, including the construction, design (using recycled materials) and operation stages; and providing appropriate and sustainable sites and/or areas for the management of waste.”

- 1.47 In addition, Policy DC6 – Quality of Place requires development proposals to have regard to high quality materials which have low embodied energy and are locally sourced or involve the appropriate reuse of existing resources (i.e. the reuse of demolished materials).

- 1.48 The following waste-related targets have been identified in relation to construction, demolition and excavation (CD&E) waste:

- At least 90% (by weight) of all non-hazardous Construction and Demolition Waste will be subjected to material recovery in accordance with the Waste Framework Directive.
- The site will aim to achieve a cut and fill balance for excavated sub-soil material.
- Surplus topsoil will be managed sustainably as a finite resource to retain its value.

WASTE MANAGEMENT PRINCIPLES

Waste Hierarchy

- 1.49 The waste management principles of the waste hierarchy are now fully incorporated in the Waste Management Plan for England as objectives to be delivered through waste local plans. These principles are outlined in Table 1.2 below.

¹⁸ Warrington Borough Council (2023) ‘Warrington Local Plan 2021/22 – 2038/39’

Table 1.2 Waste Management Principles

Principle	Description
Waste Hierarchy	A theoretical framework used as a guide to the waste management options that should be considered when assessing the Best Practicable Environmental Outcome (BPEO). The methods of waste management in order of preference are: • Prevent • Prepare for re-use • Recycle • Recover • Dispose
Waste as a Resource	Certain wastes can be directly used or separated / processed for use as a replacement for raw materials, saving resources and potentially reducing energy use or other impacts associated with virgin resource extraction and transport.
Proximity Principle	Waste should be disposed of or recovered, in one of the nearest appropriate installations, by means of the most appropriate methods and technologies, in order to ensure a high level of protection for the environment and public health.
Regional Self-Sufficiency	Where practical, waste should be treated or disposed of within the region in which it is produced. However, consideration must be given to the geographical circumstances or the need for specialised installations for certain types of waste.
Best Practicable Environmental Option (BPEO)	Defined by the Royal Commission on Environmental Pollution (1988) as <i>“the outcome of a systematic and consultative decision making procedure which emphasises the protection and conservation of the environment across land, air and water”</i>.

Duty of care

- 1.50 The Duty of Care, set out in Section 34 (1) of the Environmental Protection Act 1990¹⁹, imposes a legal responsibility to produce, store, transport and dispose of waste without harming the environment on anyone who is the holder of controlled waste.
- 1.51 All reasonable steps must be taken to:
- Prevent unauthorised or harmful deposit, treatment or disposal of waste.
 - Prevent a breach (failure) by any other person to meet the requirement to have an environmental permit, or a breach of a permit condition.
 - Prevent the escape of waste from an individual's control.
 - Ensure that any person the waste is transferred to has the correct authorisation.
 - Provide an accurate description of the waste when it is transferred to another person.

'Designing out' waste

- 1.52 During construction the PC(s) should consider the upper tiers of the waste hierarchy as required with a view to minimising the overall volume of waste arisings by designing out waste and maximising efficient use of materials, ultimately to prevent and minimise waste sent to landfill.
- 1.53 A key objective for the preliminary design phase has been to design out waste generation where possible. The Materials and Waste ES Chapter and SWMMP include evidence of the measures adopted through the preliminary design to 'design out' waste including designing for re-use and recovery, materials optimisation, offsite construction, future (deconstruction and flexibility), and waste efficient procurement. The current examples of designing out waste on the Proposed Development are described below.

Design for re-use and recovery

Demolition

- 1.54 Prior to demolition of each structure or building, a pre-demolition audit will be carried out to quantify materials and investigate opportunities for re-use and recycling.
- 1.55 There will be crushing / screening of demolition arisings for use as recycled aggregate and fill materials which is likely to require a registered waste exemption or an environmental permit. Where possible it is likely material unsuitable for use in construction as fill material will be mechanically and / or chemically stabilised, such as via lime stabilisation (for example for soils with a high clay content), and used within landscape areas.

¹⁹ HM Government (1990) 'Environmental Protection Act 1990'.

Excavation

- 1.56 Site levels and grading of the Proposed Development have been designed to achieve a cut and fill balance for subsoil where practicable, in order to help minimise excavation quantities. Further details on excavation quantities have been provided further below in this document.
- 1.57 Where possible, it is likely that material unsuitable for use in construction as fill material will be mechanically and/or chemically stabilised and used within landscape areas on the Proposed Development. There is anticipated to be a surplus of topsoil from excavation works for the Proposed Development. Higher quality soil, suitable for best and most versatile agricultural land will be placed, where practicable, on farmland in the soil reuse area to the immediate east.
- 1.58 Materials to be removed from the Proposed Development (i.e. some lower quality topsoils), will be in accordance with best practice measures such as moving the material under a registered CL:AIRE Definition of Waste Code of Practice (DOW:COP) Materials Management Plan (MMP).

Construction

- 1.59 The Applicant is committed to sourcing construction materials with a high recycled content and supporting a circular economy.
- 1.60 At this stage, it is expected that all existing aggregate-based material will be incorporated into fill materials subject to suitability and any hazardous content. The balance of additional required aggregate-based materials will be sourced from local quarries, subject to supply and demand.
- 1.61 There are instances where crushed secondary aggregates can be used, with demolition waste arising a good source of aggregate for both concrete and road construction where available. Recycled aggregate can be used for highway construction where it can be categorised or classified as a suitable fill material under the specification for Highway Works guidance notes. These stipulate the type of material, grading requirements and other associated testing requirements that must be met to produce a Type 1 aggregate.
- 1.62 The PC(s) will identify local Materials Recovery Facilities (MRFs) and neighbouring construction projects that could potentially supply secondary aggregate.
- 1.63 For concrete, as much material as practicable should be constructed from recycled materials. It is common for 20% of the material by volume to be recycled material, which can be increased beyond 40% depending on the mix, workability and strength gain requirements.
- 1.64 Haul roads and compounds will utilise recycled aggregates from either demolition materials onsite or potentially offsite from other local construction projects where practical (if available).
- 1.65 The majority of the steel sourced for bridge beams or ground support solutions will be made from recycled steel where feasible.

Design for materials optimisation

- 1.66 The Applicant and the PC(s) will investigate and identify how materials can be designed to be more easily adapted over an asset lifetime and how deconstruction of elements can be maximised at the end of first life.
- 1.67 Design for materials optimisation features the simplification and standardisation of materials and component selection with the aim of making the design more buildable. The standardisation of materials and component choices will enhance the buildability as well as potentially decreasing the level of rework.
- 1.68 The Applicant and the PC(s) will investigate the opportunity to introduce the standardisation of selected materials to ensure waste inherent in the design is further reduced through detailed design.
- 1.69 The Applicant follows a blueprint unit design throughout all of the Applicant's development designs. The same blueprint design will be applied to the Proposed Development allowing for standardisation of main elements of the construction.

Design for offsite construction

- 1.70 The Applicant and the PC(s) will investigate the potential for offsite construction of certain elements of the Proposed Development.
- 1.71 Offsite construction will be maximised where feasible.

ANTICIPATED WASTE QUANTITIES

- 1.72 The Proposed Development will result in the production of waste arising from CD&E activities increasing the demand on existing waste infrastructure.
- 1.73 The estimated CD&E waste quantities is summarised in the Materials and Waste PEIR chapter.

Demolition waste

- 1.74 The current land use for the Main Site is mainly comprised of agricultural farmland and therefore there are only a small number of structures that will need to be removed in order to construct the Proposed Development.
- 1.75 Demolition works expected to be required as part of the Proposed Development includes demolition of existing on-site structures (including existing residential dwellings / farmsteads and commercial premises) at:
 - Croft IGP / IPO Sports Dogs Club, Winwick Lane
 - Dolly Bridge Stud, Winwick Lane
 - Golden Orb Solutions, Parkside Road

- Highfield Farm farmhouse and associated buildings, Parkside Road
- Parkside Farm farmhouse and associated buildings, Parkside Road
- Procon Ltd, Parkside Road
- Buildings and/or structures associated with Kenyon Hall Airstrip

1.76 Demolition of these buildings will produce a variety of waste materials including concrete, masonry, aggregates, ferrous and non-ferrous metals, timber, glass, plasterboard and slate.

1.77 The total demolition waste has been calculated based on the footprint area of the buildings to be demolished and using the following assumptions:

- The quantity of demolition wastes resulting from industrial structures is estimated to be 2 tonnes/m² of the total demolished area²⁰.
- The quantity of demolition wastes resulting from residential buildings is estimated to be 1.2 tonnes/m² of the total demolished area²¹.

1.78 The total demolition waste is calculated at 3,274 tonnes (as shown in Table 1.3 below).

Table 1.3 Building demolition waste

Building	Area (m ²)	Demolition waste (tonnes)
Industrial		
Croft IGP / IPO Sports Dog Club, Winwick Lane	42 m ²	84 tonnes
Dolly Bridge Stud, Winwick Lane	453 m ²	906 tonnes
Golden Orb Solutions, Parkside Road	160 m ²	320 tonnes

²⁰ El-Haggar, S. E. (2007) 'Chapter 8 – Sustainability of Construction and Demolition Waste Management', p261-292

²¹ Congzhi, L., et al. (2003) 'Estimating Demolition Costs for Single Residential Buildings', Australasian Journal of Construction Economics and Building'

Building	Area (m ²)	Demolition waste (tonnes)
Procon Ltd, Parkside Road (minimal buildings on site)	80 m ²	160 tonnes
Buildings/structures associated with Kenyon Hall Airstrip	95 m ²	190 tonnes
Residential		
Highfield Farm farmhouse and associated buildings, Parkside Road	290 m ²	348 tonnes
Parkside Farm farmhouse and associated buildings, Parkside Road	1,055 m ²	1,266 tonnes
Total	2,175 m²	3,274 tonnes

- 1.79 Parts of existing roads and hardstanding will be demolished generating additional material. Material generated is anticipated to include crushed concrete, aggregate road base and road planings. It is anticipated that at least 95% of this material will be reused on site in construction works.
- 1.80 The quantity of waste expected to be generated as a result of the demolition of hardstanding has been calculated based on the area and the assumption that the hardstanding is 0.5m thick. An average density of 2 tonnes/m³ has also been applied. The results are shown in Table 1.4 below.

Table 1.4 Demolition waste from roads and hardstanding

Building	Area (m ²)	Demolition waste (tonnes)
Industrial		
Croft IGP / IPO Sports Dog Club, Winwick Lane	0 m ²	0 tonnes
Dolly Bridge Stud, Winwick Lane	1,800 m ²	1,800 tonnes

Building	Area (m ²)	Demolition waste (tonnes)
Golden Orb Solutions, Parkside Road	1,200 m ²	1,200 tonnes
Procon Ltd, Parkside Road (minimal buildings on site)	4,300 m ²	4,300 tonnes
Buildings/structures associated with Kenyon Hall Airstrip	0 m ²	0 tonnes
Residential		
Highfield Farm farmhouse and associated buildings, Parkside Road	0 m ²	0 tonnes
Parkside Farm farmhouse and associated buildings, Parkside Road	500 m ²	500 tonnes
Total	7,800 m²	7,800 tonnes

- 1.81 A small quantity of further demolition waste will be generated through the clearance of existing infrastructure, including services and drains, as well as the clearance of any vegetation which will need to be removed prior to construction.
- 1.82 A high proportion of the demolition and site clearance material is expected to be suitable for reuse and recycling on site. This includes: reinforcement and structural steel work, masonry and brickwork, reinforced concrete and concrete, aggregate sub-base, and bituminous pavement material. Where necessary, these materials would be suitably processed to meet specification requirements.
- 1.83 It is possible that the demolition will generate some asbestos hazardous waste. Asbestos will need to be surveyed prior to the commencement of demolition works so that all asbestos material can be separated and managed appropriately.

Earthworks

- 1.84 The Proposed Development will seek to utilise as much soil sourced from excavation activities within the Main Site in order to achieve a cut and fill balance for subsoil. This will depend on scheduling and timing of the construction of the component of the Proposed Development, and the nature of the materials and whether any unexpected contamination is found, noting that the existing use is mainly farmland.

1.85 The subsoil cut and fill balance for the Proposed Development is shown in Table 1.5 below.

Table 1.5 Cut and fill balance for the Proposed Development

Building	Location	Area (m²)	Cut (m³)	Fill (m³)
Rail West	28,000 m ²	4,000 m ³	36,000 m ³	Fill required: 32,000 m ³
Rail and Terminal	258,000 m ²	382,000 m ³	30,000 m ³	Surplus: 352,000 m ³
Phase 1A – Plot 1	390,000 m ²	118,000 m ³	443,000 m ³	Fill required: 325,000 m ³
Phase 1B – Plot 1	210,000 m ²	580,000 m ³	0 m ³	Surplus: 580,000 m ³
Phase 1C – Plot 1	20,000 m ²	38,000 m ³	0 m ³	Surplus: 38,000 m ³
Phase 2	192,000 m ²	83,000 m ³	78,000 m ³	Surplus: 5,000 m ³
Phase 3A	180,000 m ²	0 m ³	614,000 m ³	Fill required: 614,000 m ³
Phase 3B	220,000 m ²	96,000 m ³	98,000 m ³	Fill required: 2,000 m ³
Phase 4	140,000 m ²	66,000 m ³	67,000 m ³	Fill required: 1,000 m ³
Total	1,638,000 m²	1,367,000 m³	1,366,000 m³	Surplus: 1,000 m³

1.86 The construction programme will generally commence with establishing access and construction compounds, followed by topsoil stripping, creating platforms and installing temporary drainage works. Other infrastructure will be constructed after each platform has been established.

1.87 The Rail Terminal will have a finished level between c.32 – 34m Above Ordnance Datum (AOD) and will lead to a surplus of subsoil, which will be used for fill in parts of Phase 1A – Plot 1, which will have a finished floor level of c.33.5m AOD. There will be a surplus of subsoil material from Phase 1B – Plot 1, which will be placed in Phase 3A, to the north of the Rail Terminal and

will have a finished floor level of c.33.45 - 34m. Phase 2 and Phase 4 will have a finished floor level of between c.33.15 - 33.35m AOD. Phases 2, 3B and 4 will achieve a cut and fill balance of subsoil within each plot.

- 1.88 There will be a surplus of topsoil of varying grades. Higher quality soil, suitable for best and most versatile agricultural land will be placed, where practicable, on farmland in the soil reuse area to the immediate east, or may be used for landscaping schemes on other development sites in the wider area. Lower quality soils will be used in on site landscaping, screening bunds, on the area of land identified as a potential community park and in creating BNG land to the immediate north. Soils will be tested and segregated into the grade that is suitable for the end use.
- 1.89 Soil will be stripped, stored in temporary stockpiles and transported to the appropriate location in accordance with a CL:AIRE DoW CoP Materials Management Plan (to be prepared by the PC), to preserve the quality of soil and to minimise its handling, compaction and degradation.
- 1.90 There is a potential that there may be an insignificant amount of unsuitable excavated material which cannot be reused on site in construction activities and is required to be disposed off-site.
- 1.91 The quantities of hazardous waste expected to be generated as part of the earthwork activities are expected to be very low (if any).

Construction Waste

- 1.92 Construction waste has been estimated based on the preliminary design (as shown in the indicative General Arrangement drawings). As such, once the final detailed design is complete, the assumed quantities set out in the ES and in this SWMMP will be reviewed and updated.
- 1.93 Waste produced from the construction of buildings within the Proposed Development is shown in Table 1.6. This figure has been calculated using Smart Waste BRE Benchmark Data²²; industrial buildings produce an average quantity of 12.6 tonnes of construction waste per 100 m².

Table 1.6 Waste produced during the construction of buildings within the Proposed Development

Building	Area (m ²)	BRE Benchmark Type	Construction waste (tonnes)
Railport	2,230 m ²	Industrial Buildings	281 tonnes

²² Smart Waste BRE Benchmark Data (2012) – no longer publicly available online.

Building	Area (m ²)	BRE Benchmark Type	Construction waste (tonnes)
Units 1-17	580,436 m ²	Industrial Buildings	73,135 tonnes
Site Hub	1,395 m ²	Industrial Buildings	176 tonnes
Lorry Park	279 m ²	Industrial Buildings	35 tonnes
Total	584,340 m²	-	73,627 tonnes

Waste types

1.94 The potential waste types that could arise during the demolition, excavation and construction phases are summarised in Table 1.7 below.

Table 1.7 Types of Waste

Phase	Type of Material	Classification / Management
Demolition	Existing infrastructure such as farmhouse and road demolition including supports, rails, voids. Demolition activities will generate a range of waste streams which will include building materials, such as concrete, bricks, plastics, metals, plasterboard, timber, paint, etc. Demolition activities may also generate a range of potentially hazardous waste streams which will include but not be limited to: made ground, soil and sub-soils, asphalt and bituminous products and existing structures containing asbestos.	Inert and/or Non-hazardous: Some material may be suitable for re-use or recycled onsite. Otherwise taken to: Local recycling facilities. Disposal at an inert/non-hazardous landfill site. Hazardous which will include but not be limited to: Made ground, soil and sub-soils if it contains elevated levels of heavy metals, asphalt if it contains coal tar and asbestos if it is confirmed in existing structures. Taken for disposal at a hazardous landfill site or appropriately licensed treatment facility.

Phase	Type of Material	Classification / Management
Earthworks and Site Clearance	Vegetation strip and tree removal. Excavation material includes: Made ground, soil and sub-soils.	Re-use onsite. Recycling offsite in local projects. Landscaping, potential public amenity area, BNG, soil reuse area. Otherwise taken to: local recycling facilities. Reuse/recovery/disposal at an inert/non-hazardous (or hazardous if required) landfill site.
Construction	Construction materials, such as concrete, bricks, plastics, metals, plasterboard, timber, paint, etc. Waste products arising from the presence of construction staff onsite e.g. effluent from portable toilets, food waste and packaging, as well as waste from surplus materials and spillages.	Inert and/or Non-hazardous: Some material may be suitable for re-use or recycled onsite. Otherwise taken to: local recycling facilities or disposal at an inert/non-hazardous landfill site. Hazardous which will include but not be limited to: paints, chemicals and solvents, batteries. Taken for disposal at a hazardous landfill site or appropriately licensed treatment facility.

GUIDANCE ON THE MANAGEMENT OF WASTE ON-SITE

Roles and responsibilities

Principle contractor(s)

- 1.95 This SWMMP will be refined by the PC(s) as works progresses. Once work commences onsite the collection of waste data, including actual waste arisings and waste management methods, will be recorded in a SWMMP template by the PC(s).
- 1.96 The PC(s) will implement a programme of environmental training for key staff at the site, including required training in relation to waste and materials management, waste licensing etc. This will enable them to train other operatives through Toolbox Talks and gather feedback from site personnel.
- 1.97 The PC(s) will provide general information on waste and specific information relating to the SWMMP in site inductions and Toolbox Talks. This training will include information on the segregation strategy and recovery targets in place at the site. Toolbox talks will be carried out on waste issues every two months, as a minimum, and all relevant staff and sub-contractors

will be expected to attend. The SWMMP will also be communicated to relevant parties during the site induction process and where relevant, during the daily briefing process. Any changes to the SWMMP will be communicated at Toolbox Talks.

- 1.98 The PC(s) will provide a SWMMP template (usually in the form of a spreadsheet) to determine waste management and recovery options and record actual waste related actions and movements during the demolition, excavation and construction phases of the project.
- 1.99 The PC(s) will establish agreements with sub-contractors for the management of waste. These agreements will be contractually binding and will include minimum standards and targets for diversion from landfill.
- 1.100 The PC(s) will review the evidence of the waste management contractors' registration and environmental permitting prior to waste departing the DCO Site. The PC(s) will verify the waste management contractor through the Defra website ('register of carriers, brokers and dealers')²³. The PC(s) will also store documentation provided by the waste management contractors such as waste transfer notes.

Waste carriers

- 1.101 The PC(s) will identify waste management facilities for the management of all waste streams arising from the site whilst achieving compliance with all relevant legislation. The waste management facilities, where feasible, will be close to the Proposed Development, in line with the proximity principle for waste treatment. The proximity principle is the requirement to treat and/or dispose of wastes in reasonable proximity to their point of generation. The PC(s) will engage with waste management contractors to identify opportunities for recycling materials generated by the Proposed Development.
- 1.102 Waste carriers are responsible for collecting and transporting waste. They are required to register for a waste carrier licence. In order to ensure waste collected from the Proposed Development is dealt with in accordance with legal requirements, the PC(s) will check the following for all waste carriers that visit site and the site's that wastes are taken to, and retain an auditable record of such checks:
 - Contractor's name
 - Date(s) of waste removal
 - Type(s) of waste removed
 - Method of treatment, recovery or disposal
 - Volume or weight of waste removed
 - Costs associated with waste removal, transport and treatment.
- 1.103 All waste removed from site must be accompanied by a Waste Transfer Note (or Waste

²³ Defra (2025) 'Register of Waste Carriers, Brokers and Dealers' Available online at: <https://environment.data.gov.uk/public-register/view/search-waste-carriers-brokers>

Consignment Note for hazardous waste).

Construction manager

- 1.104 The Construction Manager will be responsible for implementing measures and guidance from the SWMMP on-site. The Construction Manager will be responsible for providing advice on waste reduction and waste segregation within site inductions, highlighting the importance of not contaminating skips designated for recycling.
- 1.105 The Construction Manager will carry out a daily inspection of the waste management areas, reporting any issues along with any corrective action taken. Where appropriate, the Construction Manager may choose to change the location of waste containers on site, with the aim to improve recycling rates. Monitoring and measurement of waste will be undertaken on a regular basis by the Construction Manager, with regular interpretations to identify trends and rectify wasteful practices. The results of monitoring will be included in regular site meetings.
- 1.106 Additional monitoring, if necessary, will be identified by the respective PC(s) and Construction Manager.

Waste management measures

- 1.107 All contractors working on-site will be encouraged to investigate opportunities to reduce waste generation.
- 1.108 The PC(s) will strive to minimise construction waste. This includes but is not limited to the following measures as set out in Table 1.8 below.

Table 1.8 Measures to minimise construction waste

Good Practice	Description
Reuse of site-won materials	The PC(s) will reuse the majority of demolition and excavation material as part of the construction. Any surplus material will be considered for use in other construction projects to minimise waste generation as far as practicable. Contaminated materials will be segregated from 'clean' excavated materials to avoid cross-contamination before they are sent for appropriate, licensed treatment, recovery or disposal. The reuse and recycling of demolition waste is likely to require a registered waste exemption or an environmental permit, which the PC(s) will be responsible for obtaining and managing. A detailed MMP will be developed by the PC(s) prior to the commencement of construction for the reuse of excavated material. The PC(s) will develop a testing and classification regime for these

Good Practice	Description
	materials to ensure the correct waste management or possibility of re-use. Not all material produced during the construction process will be classed as waste, but excess material will need to be classified in accordance with WM3²⁴ guidelines prior to its removal. The Proposed Development will use relevant tools to comply with waste legislation and guidance including the Demolition Protocol, Quality Protocol, CL:AIRE, Definition of Waste Code of Practice (DOW:COP), exemptions and / or permits.
Sustainable procurement	Materials selected will be durable to ensure long life and reduced need for replacement. Over-ordering of materials will be avoided and suppliers that minimise packaging will be used. Where feasible any packaging will be returned to the supplier for recycling. Construction material specifications will prioritise the procurement and use of recycled/secondary aggregates and other recycled materials e.g. wood for formwork.
Supply chain partners	All members of the supply chain will be made aware of the SWMMP through contracts. The PC(s) is responsible for the delivery of the SWMMP and the Construction Manager will ensure that it is delivered. Workshops will be held throughout the construction period to help reinforce the SWMMP and ensure that all partners are kept up to date with developments. Targets will be established for the minimisation of waste and the recycling of materials. These targets will then be communicated to the workforce and performance against them will be measured.
Avoid wasteful working practices	Employees will be given appropriate training both as part of site induction and at intervals throughout the life of Proposed Development such as Toolbox Talks.
Materials management	Materials will be appropriately handled and stored throughout their lifecycle from delivery to inclusion, e.g. return surplus materials to storage. In addition, other construction materials (for example timber) will be carefully stored prior to use on the scheme in order to prevent waste created by damaged materials (e.g. by weather conditions). There will be designated areas for the storage of materials. The location of material storage areas will be determined by the PC(s) following detailed design and detailed construction phase planning, in accordance with the CEMP. Any potential contaminants will be managed in accordance with

²⁴ Environment Agency (2021) 'Guidance on the classification and assessment of waste – Technical Guidance WM3'

Good Practice	Description
	appropriate and current best practice measures. Materials will be moved in the most efficient way possible, taking note of access routes, traffic management restrictions and available storage. Where possible, material will be moved away from the main works areas using independent haul roads. For cut material, the maximum stockpile height of 5m will be implemented for most materials, including subsoil, provided that it does not present any slope failure concerns. For topsoil storage a maximum stockpile height of 2m²⁵ will be implemented if the topsoil material is going to be retained for future reuse. This will be required to be suitably managed and controlled by the PC(s).
Modern Methods of Construction	The introduction of new Modern Methods of Construction (MMC) will continue to be investigated during the detailed design phase of the Proposed Development.

- 1.109 The PC(s) will introduce good onsite practice to ensure waste is managed effectively. While reduction of waste will remain the highest priority, waste produced will be segregated. This will allow materials to be re-used or recycled and ultimately reduce the amount of waste that has to be finally disposed of.
- 1.110 The PC(s) will establish waste storage and recycling areas, for each element of the construction of the Proposed Development, for the safe storage and processing of recovered materials to ensure that opportunities for re-use are maximised.
- 1.111 Only where no other waste management option is found to be feasible, waste shall be sent to an appropriately permitted landfill site in accordance with UK legislation and local requirements.
- 1.112 A specific area will be designated and signposted to facilitate the separation of materials for potential recycling, salvage, re-use and return. Recycling and waste bins are to be kept clean and clearly marked in order to avoid contamination of materials. If skips are clearly identified, the bulk of the workforce will deposit the correct materials into the correct skip.
- 1.113 The PC(s)' management plans will identify how construction waste will be managed and mitigated onsite. The PC(s) will include the topic of waste segregation in the site induction and will also undertake regular Toolbox Talks to avoid cross contamination of waste streams. The PC(s) will also develop a programme of checks of these to ensure site staff are segregating waste effectively. Where contamination of a skip is identified, the item of waste in the incorrect bin will be removed and transferred to the correct container following the

²⁵ Defra (2009) 'Construction Code of Practice for the Sustainable Use of Soils on Construction Sites'

appropriate Health and Safety procedures.

- 1.114 The waste storage areas will be located on impermeable surfaces with appropriate drainage as well as hazardous waste storage areas to minimise cross contamination of other waste streams and avoid any contamination of surrounding ground. The PC(s) will identify the appropriate drainage which would include temporary interceptors or bunded areas. The separate storage area for hazardous waste shall include labelled bins for, but not limited to, aerosols, oils, paints, solvents, and asbestos and Waste Electrical and Electronic Equipment (WEEE). In addition, the PC(s) will clearly identify control measures for preventing and managing spills in the waste storage areas. This will include the provision of spill kits in the waste storage areas.
- 1.115 Hazardous waste will be managed using the appropriate and best practice guidance for the recovery and disposal of hazardous waste under regulation 15(1) of the Waste (England and Wales) Regulations 2011. The Environment Agency has set out a hazardous waste strategy²⁶ which sets out a methodology for the sound management of hazardous wastes.
- 1.116 Hazardous waste will be correctly labelled, will not be mixed with non-hazardous waste, and will be securely contained and disposed of by a registered waste carrier for hazardous waste. The Duty of Care (DoC) (explained within Section 4.2 of this SWMMP) applies to hazardous wastes.
- 1.117 The PC(s) will retain all consignment notes in accordance with waste collection and transfer by an approved supplier once hazardous materials are sent for appropriate and permitted treatment/recovery/disposal.

REVIEW

- 1.118 It is recommended that the SWMMP is reviewed every 6 months to reflect the progress of the development, or more frequently as deemed necessary.
- 1.119 The review should check that reuse and recycling targets are being achieved and review the quantity of waste being generated. The waste management measures should also be checked, and any additional measures required should be added.
- 1.120 Reviews of the SWMMP can be logged in the below table.

Date	Summary of any actions/changes to be made

²⁶ Environment Agency (2025) 'Hazardous waste' Available online at: <https://www.gov.uk/dispose-hazardous-waste/print> (last accessed 15/07/2025)

Post project completion

1.121 On the completion of each phase of construction works, a Waste Management Closure Report should be prepared and submitted by the PC(s) to The Applicant within 3 months.

1.122 The report should include:

- Lessons learnt
- If there have been any deviations from the original strategy and the reasons why
- A comparison of actual waste quantities against what was proposed
- Future recommendations
- Analysis of any cost savings