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FALMOUTH DOCKS DEVELOPMENT OUTLINE SITE WASTE MANAGEMENT PLAN

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1. INTRODUCTION

- 1.1.1 Ramboll UK Limited (Ramboll) has been appointed by Falmouth Docks & Engineering Company (FDEC) (the 'Client' or 'Applicant') to provide an Outline Site Waste Management Plan (SWMP) for the Falmouth Docks Development (the 'proposed development') located on the northern shore Pendennis Point (the 'site', as illustrated in Figure 1-1 below).
- 1.1.2 The proposed development aims to restore and upgrade the existing facilities at Falmouth Docks, in order to reinstate and provide new alongside berth capacity, to facilitate the floating offshore wind (FLOW) renewable energy industry and accommodate cruise ships up to Excellence Class at the Docks.
- 1.1.3 This document aims to identify high level waste objectives and set the direction for the Detailed SWMP to be produced by the demolition and construction contractor for management of construction and demolition waste associated with the proposed development.

1.2 Application Site

- 1.2.1 The site is located in Falmouth, Cornwall, UK, centred on National Grid Reference SW 81765 32796, and is built on the northern shore of Pendennis Point, on the estuary of the River Fal which is also known as Carrick Roads. Falmouth Docks and the works proposed are in the jurisdiction of Cornwall Council (CC) and the Marine Management Organisation (MMO).
- 1.2.2 The immediate area surrounding Falmouth Docks comprises of the following:
- **North:** The north of the site is surrounded by the Carrick Roads channel, leading to the English Channel. The Flushing headland lies approximately 500 m to the north.
 - **East:** The A&P dry docks lie immediately to the east of the site, followed by the Pendennis Shipyard. The Eastern Breakwater is located approximately 430 m further east. Pendennis Castle lies approximately 1 km south-east.
 - **South:** Tinnars Walk is located south of the site, beyond which are the Falmouth Docks operational buildings, and further beyond is Falmouth train station.
 - **West:** Immediately to the south-west of the site lies RNLI Falmouth Lifeboat Station, Cockwells at the Lock House and Port Pendennis Marina, beyond which lies the National Maritime Museum Cornwall. A number of visitor moorings are also present adjacent to the site within the Carrick Roads/Falmouth Bay area. The St Mawes-Falmouth ferry service runs adjacent to the site boundary along a west to north orientation. Falmouth town and residential area lies further west of the site.

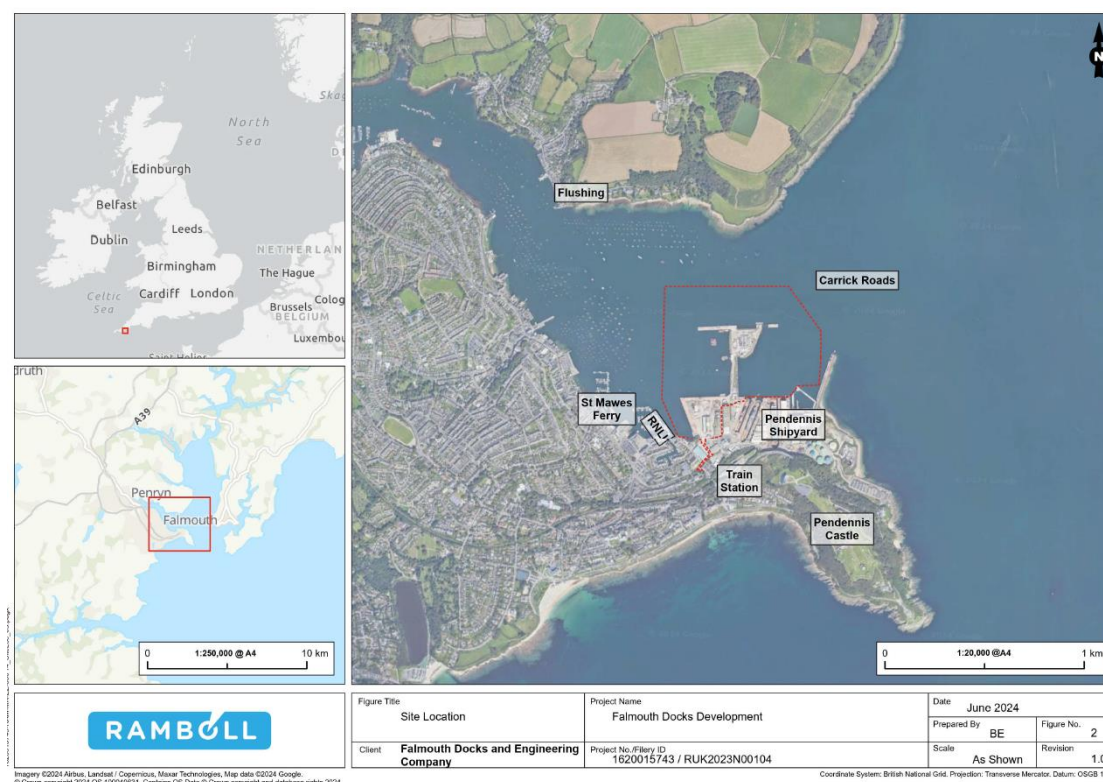


Figure 1-1: Site Location

1.3 Site Description

1.3.1 The site covers a total site area of approximately 47.2 hectares (ha), of which approximately 39.6 ha is within the marine environment, and 7.6 ha on land.

1.3.2 The current arrangement of the wharves are shown in Figure 1-2. Approximately 7.6 ha of the site comprises hardstanding, building structures and wharf structures, which can be summarised as comprising the following principal parts:

- A central causeway from which the docks run, leading from the main dockside to the central part of the site redline boundary, where the hardstanding ends at the operational Queens Wharf and Northern Arm (which is no longer operational due to safety concerns);
- Queens Wharf (190 m, 6.5 m draft) and the Northern Arm area located in the central part of the site, between which lies a section of open revetment;
- A berth to the south of Queens Wharf (135 m, 6 m draft);
- The former Western Wharf situated to the east of the central causeway, which is no longer operational due to safety concerns;
- The Duchy and County Wharfs (202 m, 8.5 m draft and 180 m long, 8.5 m draft, respectively) located to the south-west of the central causeway; and
- Two former wharfs, Empire Wharf and Kings Wharf were removed in 2008, however the footprints of these structures remain as foul ground on the seabed, creating shallow water areas.

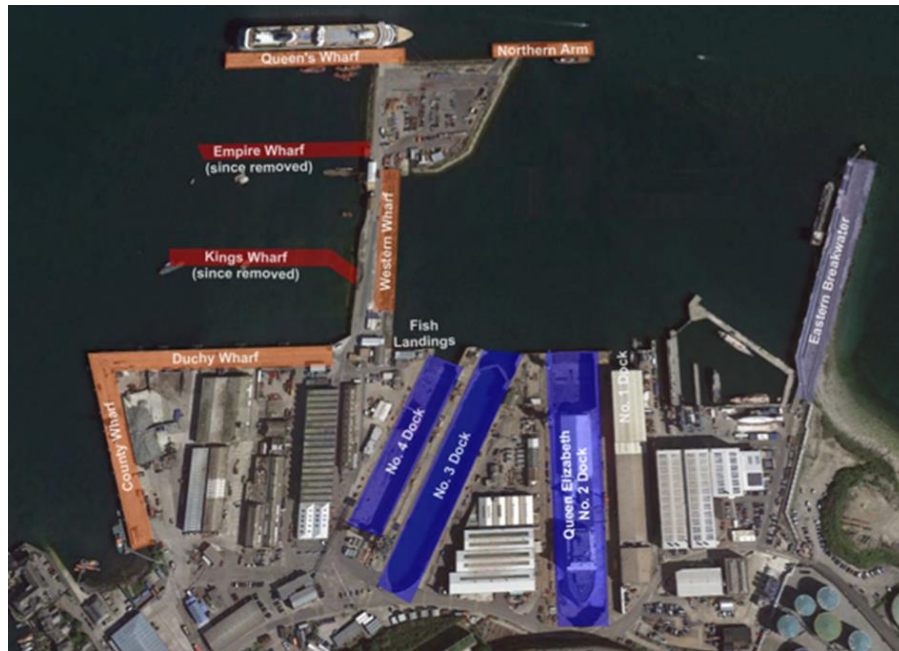


Figure 1-2: Current Site Arrangement

1.3.3 Parts of the site infrastructure are considered to be in poor condition and/or unsafe for operational use:

- The easternmost extent of the Northern Arm is an old concrete structure, which is connected to the main dock area by a steel gang walkway underlain by a section of old timber piles. The structure has limited operational use and is understood to create a navigational obstruction for vessels entering and leaving the docks.
- The Western Wharf is unsafe and not in operational use. The timber piles used to construct the former Western Wharf have failed due to washout and are considered to be beyond economic repair.
- Due to failures to the eastern side of the causeway, the causeway itself is subsiding and the western wall adjacent to the Duchy Wharf is overturning and experiencing rotational failure and cracking. Consequently, the causeway is at risk of failure which would prevent access to the northern areas of the site and cease operational capacity at the site. Loading restrictions of 100 tonnes are currently in place along the causeway, restricting the cargo access and movements that would otherwise be possible.

1.4 Proposed Development

1.4.1 The proposed development would redevelop and modernise the existing facilities at Falmouth Docks to reinstate full alongside berth capability. The objectives of the proposed development are to repair and update the currently poor condition port infrastructure in order to maintain existing business (including essential ship repair) and future proof the port with respect to three main areas: cruise capacity, cargo capacity and FLOW (supporting offshore wind market).

1.4.2 The full planning application and marine licence application (MLA) would comprise the following redevelopment activities:

- Pocket dredge of berth areas to achieve required underkeel clearance for larger cruise vessels (up to Excellence class) and the FLOW renewable energy device underkeel requirements (considered to be -10.5 m Chart Datum (CD));
- Removal of foul ground within areas of the former Kings and Empire Wharves;
- Surface skim of seabed on eastern side of the site to maintain -5.5 m CD;
- Demolition of the remaining existing Western Wharf timber piles and above surface infrastructure;
- Construction of a new Western Wharf suspended deck structure with a deck level of +8.36 m CD (5.45 m AOD);

- Demolition of the Northern Arm concrete structure and substructure to below seabed level and removal of the gang walkway and old timber piles that are located west of this structure;
- Construction of a suspended deck structure (Northern Wharf) in the existing 90 m gap between Queens Wharf and the Northern Arm to create a longer functional wharf length, with a deck level of +8.36 m CD (5.45 m AOD);
- Upgrades to the existing Queens Wharf structure;
- Extension of the Queens Wharf suspended deck structure 50 m westward with a deck level of +8.4 m CD (5.49 m AOD);
- Installation of a 290 m deck (the 'FLOW Deck') to facilitate a FLOW device with a deck level of +8.36 m CD (5.45 m AOD);
- Upgrades to the existing Duchy Wharf structure to facilitate a FLOW device with a deck level of +8.24 m CD (5.33 m AOD);
- Potential strengthening works to Duchy and County Wharf piles; and
- Demolition of on-site buildings and re-configuration of Falmouth Dock activities.

1.4.3 Full details of the proposed development are provided in Environmental Statement (ES) Chapter 4: Proposed Development Description.

1.5 Site Arrangement

1.5.1 The general arrangement of the proposed development across the site is illustrated in Figure 1-3. This shows which areas are intended to be demolished and constructed.

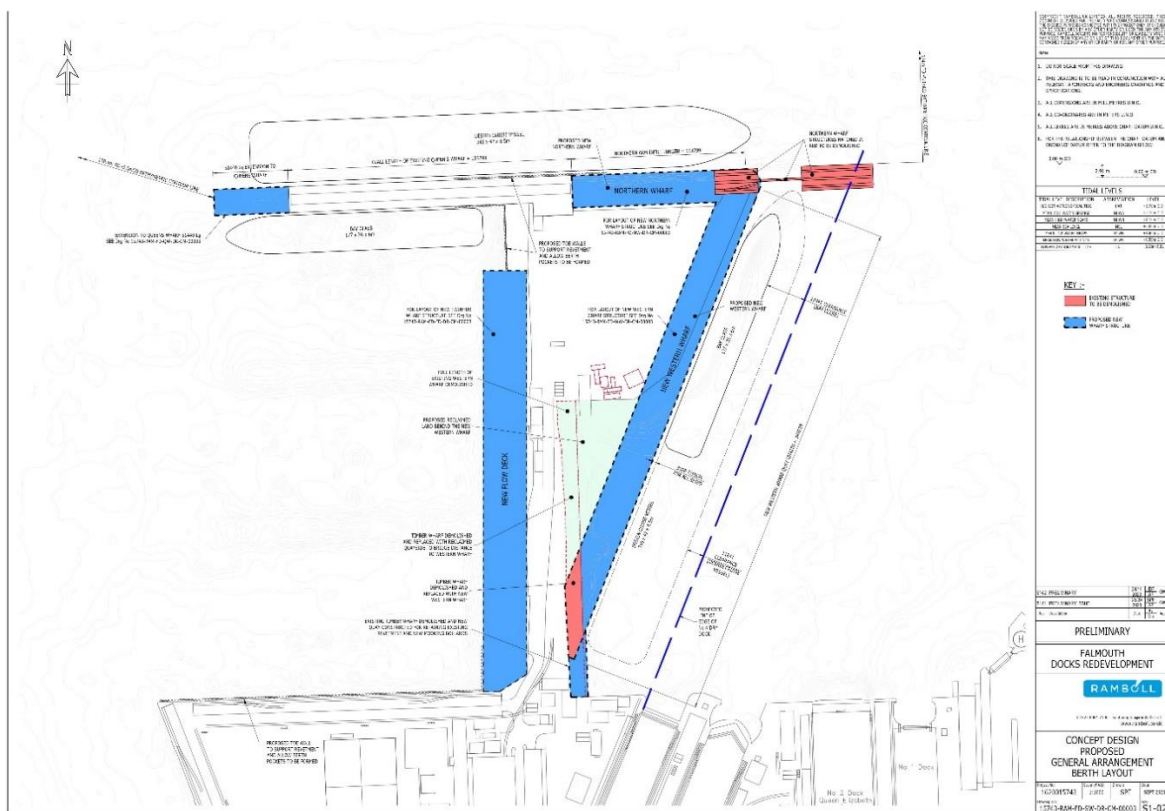


Figure 1-3: Proposed Development Site Arrangement Plan (areas to be demolished – red, new wharf lengths – blue)

1.5.2 A number of buildings would also be demolished as part of the proposed development, shown in Figure 1-4.



Figure 1-4: Buildings that will be demolished on site alongside the wharfs

1.5.3 Dredging is required to facilitate the proposed development. The dredge plan and proposed new seabed levels are shown in Figure 1-5.

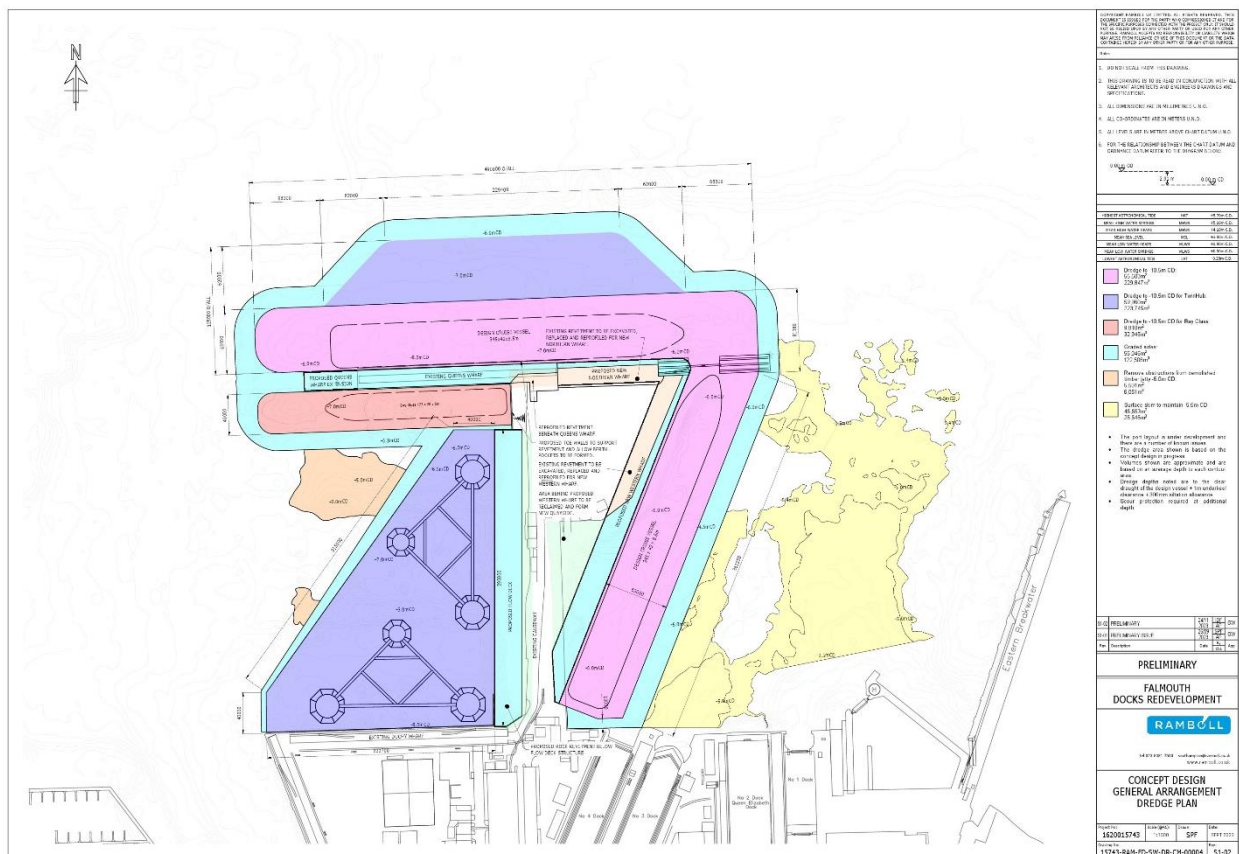


Figure 1-5: Proposed Dredge Plan

1.6 Demolition and Construction Stage Programme and Activities

1.6.1 It is anticipated that the demolition and construction stage of the proposed development would be delivered through five key activities:

- Activity 1: Strengthening and Enabling Works;

- Activity 2: Demolition;
- Activity 3: Dredging;
- Activity 4: Construction; and
- Activity 5: Finishing Works and Upgrades.

1.6.2 Based on commencement of works in Q4 2025, the demolition and construction stage is anticipated to be undertaken over an approximately 42-month period, finishing in Q1 2029. The majority of the wharfs, however, will be completed after 27 months (in Q4 2027). This indicative programme is based on the most efficient and intense use of plant and equipment deemed practicable, whereby the works at each wharf are undertaken in parallel and demolition and construction activities occurring in different areas of the site overlap.

1.6.3 Further details of the demolition and construction methodology, activities and programme are provided in ES Chapter 5: Demolition and Construction.

1.7 Legislation, Policy and Guidance

1.7.1 This Outline SWMP has been prepared in line with the principles of international and national waste policy. Relevant legislation, planning policy and guidance is summarised in Appendix 1.

2. OUTLINE SITE WASTE MANAGEMENT PLAN

2.1 Introduction

- 2.1.1 This section of the report provides an Outline SWMP, which sets out the overarching principles of demolition and construction waste management. The Contractor, once appointed, will develop the Detailed SWMP which would be implemented during the demolition and construction works, adhering to the principles set out within this Outline SWMP.
- 2.1.2 Good waste management contributes to meeting regulatory goals, the sustainability agenda and value for money. The Waste and Resource Action Programme (WRAP¹) considers waste reduction and landfill diversions as ultimately cost saving opportunities, which should be maximised.

2.2 Aims of the Site Waste Management Plan

- 2.2.1 This Outline SWMP aims to establish a set of high-level objectives to help ensure that good waste management is adopted at an early stage and is maintained for the duration of the proposed development. The overarching aims of the Outline SWMP are to:
- Comply with relevant legislation, policy and guidance (as set out in Appendix 1);
 - Set objectives for site (demolition and construction) waste management;
 - Assign roles and responsibilities for waste management;
 - Increase resource efficiency and environmental performance; and
 - Protect the environment and the community.
- 2.2.2 This Outline SWMP also provides an overview of ways in which contractors would manage their waste in line with the Waste Hierarchy, and gives an initial review of potential waste arisings which would be expected as a result of the construction of the proposed development.

2.3 The Waste (England and Wales) Regulations 2011 (amended 2012)

- 2.3.1 The Waste (England and Wales) Regulations² transpose the EU revised Waste Framework Directive into national law in England and Wales and implement the waste hierarchy. In addition, the regulations establish duties in relation to the collection of waste and set requirements for planning authorities.
- 2.3.2 The Waste Hierarchy comprises five key waste management priorities – prevention, reuse, recycling, recovery and disposal, in that order of importance. Figure 2-1 provides further explanation of the Waste Hierarchy³.

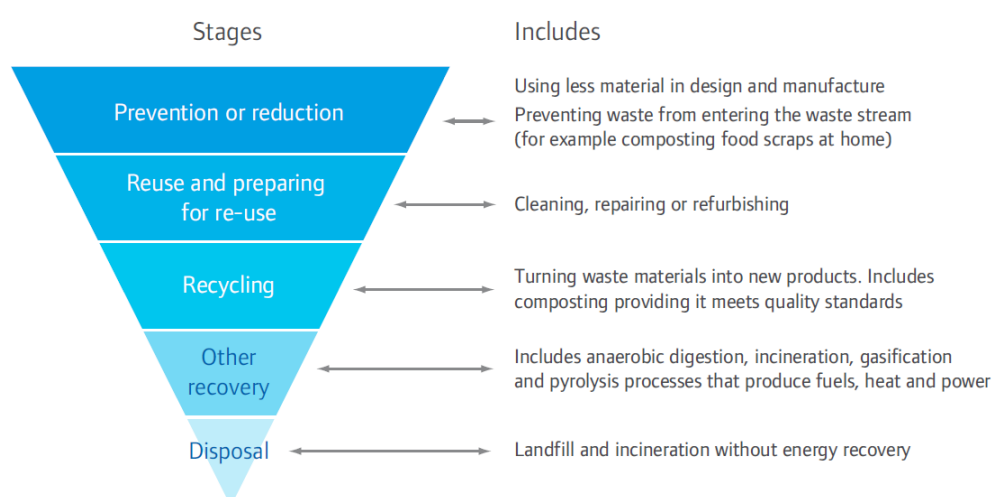


Figure 2-1: Waste Hierarchy

¹ WRAP is a registered charity with a mission to accelerate the move to a sustainable resource-efficient economy. <http://www.wrap.org.uk/> [Accessed 15/02/2024]

² Secretary of State, 2011. The Waste (England and Wales) Regulations 2011, (as amended). London: The Stationery Office

³ Source: The Mayor's Municipal Waste Management Strategy, November 2011 – page 51. (Government Review of Waste Policy in England, June 2011)

- 2.3.3 From 1 January 2015, the Waste Regulations require waste collection authorities to collect wastepaper, metal and plastic separately for household, commercial and industrial waste.
- 2.3.4 Part 2 of Schedule 1 of the regulations (as amended by the Waste (Circular Economy) (Amendment) Regulations 2020) states that measures must be taken to ensure that least 65% by weight of municipal waste is prepared for reuse or recycling by 2035. The original Waste Regulations required at least 70% by weight of construction and demolition waste is subjected to material recovery.

2.4 Proposed Construction and Demolition Waste Objectives

- 2.4.1 A list of proposed waste objectives for the Outline SWMP is provided in Table 2-1. These are based on policy framework, best practice guidance and professional judgement.

Table 2-1: Proposed Waste Objectives

No.	Objective	Basis
1	Waste should be managed in line with the Waste Hierarchy	Priority must be given to waste prevention, followed by reuse on-site, efficient recycling, recovery and disposal as a last resort.
2	Waste should be managed following a good practice approach	The Applicant should adopt an increased emphasis on the upper levels of the Waste Hierarchy (waste prevention and reuse on-site) and the development of effective systems (e.g. Key Performance Indicators (KPIs)) to implement and monitor the SWMP.
3	Waste should be managed as sustainably as possible	When identifying suitable waste management options, the Applicant should take into consideration the relative economic, social and environmental advantages and disadvantages of the options available.
4	The project should aim to divert as much waste as possible from landfill through prevention, reuse, recycling and recovery where practicable. At an appropriate stage prior to the start of works on-site, the Contractor should set a target for diversion from landfill. Anticipated at this stage to be greater than 70%.	Estimated volumes of excavation arisings have been provided by the project team (see Section 2.7), to be confirmed by the Main Contractor once appointed. Excavation arisings including dredged material are anticipated to constitute a significant proportion of waste arising from the proposed development. Securing the reuse or recycling of this waste stream would allow a high landfill diversion target to be achievable. Diversion should be achieved by waste prevention and reuse, recycling and recovery on or off-site. Actual waste arisings and reuse, recycling and recovery would be documented in the Detailed SWMP as it is updated by the Main Contractor during the demolition and construction stage. The actual performance should be compared against the expected waste arisings and the original SWMP and any deviation from the SWMP explained. Indicative recycling targets would be utilised. The Detailed SWMP must identify and prioritise expected waste streams with high recycling potential and use indicative recycling targets to drive recycling performance and provide a monitoring benchmark.
5	Minimise greenhouse gas emissions	The Detailed SWMP should take into account the wider sustainability agenda, considering energy/ fossil fuel consumption and the overall efficiency of recycling and recovery operations, including transport.
6	Waste should be managed with due regard for Health and Safety	Waste management has a significant interface with health and safety. Health and safety must be taken into account when assessing waste management options and where necessary may be an overriding factor in determining waste management options.

2.5 Roles and Responsibilities

- 2.5.1 It is important to set out the roles and responsibilities of the various parties involved with the construction of the proposed development to ensure that waste management obligations are managed effectively from the start of the construction process.
- 2.5.2
- 2.5.3 Table 2-2 summarises the key roles and responsibilities to be defined during the proposed development and implementation of the Detailed SWMP. A copy of the Detailed SWMP would be kept at the site for reference and must be accessible to all site operatives.

Table 2-2: Summary of Roles and Responsibilities to be Defined in the SWMP

Party	Description	Responsibility
The Applicant	Falmouth Docks & Engineering Company (FDEC)	FDEC has overarching responsibility for the Detailed SWMP. The Detailed SWMP would need to include a joint declaration between the Contractor and FDEC to ensure that the waste Duty of Care is complied with and to take all reasonable steps to ensure that materials are handled efficiently and waste is managed appropriately.
Waste coordinator (on behalf of the Applicant)	Waste Coordinator Appointing a waste coordinator is not a legal requirement; however, it would ensure that the waste objectives are met	FDEC is responsible for the appointment of a waste coordinator. Appointment of a waste coordinator would initiate the Detailed SWMP process early and drive the waste objectives during the detailed design.
Relevant directors and managers within the project team	This is not a legal requirement but in practice, the relevant team leaders would need to approve the proposed development's waste objectives identified in the project waste strategy and the SWMP, which would need support from both top down and bottom up.	Good practice promotes the early adoption of the Detailed SWMP by the design team so that waste minimisation can be optimised throughout the design process. Where necessary, any design developments would be reflected in the Detailed SWMP.
Main Contractor	Main Contractor for the demolition and construction stage (not yet appointed).	The Main Contractor will be responsible for managing the demolition and construction stage of the proposed development and will be responsible for producing the Detailed SWMP (in accordance with this Outline SWMP) and ensuring the SWMP is implemented, monitored, reviewed and updated, during the works.
Subcontractor(s)	Subcontractors for the demolition and construction stage (appointed by the Contractor).	It is recommended that subcontractors working under the Contractor produce their own detailed SWMP in accordance with the measures outlined in this SWMP.

2.6 Encouraging Better Resource Efficiency

- 2.6.1 WRAP⁴ provides detailed guidance for the construction sector on how to achieve better resource efficiency in construction. There are many examples and practical information on how to achieve standard, good and best practice. These are discussed further in the following sections.
- 2.6.2 The Applicant will establish a good practice approach to waste management for the demolition and construction stage of the proposed development. Waste prevention is at the top of the waste hierarchy and should be a priority throughout the design and construction process. Where possible, materials will be reused on-site or recycled off-site, and materials with a high recycled content will be specified.
- 2.6.3 A Detailed SWMP will be produced by the Main Contractor which would record any changes to the design, construction methods, transportation arrangements, materials sources or material specifications which have helped to minimise waste arisings on-site, to track waste prevention and reduction decisions.
- 2.6.4 Effective waste segregation on-site should be a priority and waste would be separated into inert, non-hazardous and hazardous. Separating these waste streams at source would reduce the amount of construction and demolition waste sent to landfill. Waste segregation would facilitate the reuse and recycling of wastes and reduce the likelihood of contamination.
- 2.6.5 Table 2-3 details the recommended measures to minimise site waste arisings, including whether the measures are likely to achieve standard, good or best practice according to WRAP guidance. The Main Contractor, once appointed, would review and implement appropriate measures, this would as a minimum include the standard practice measures.

Table 2-3: Recommended Waste Minimisation Measures

Summary of Recommended Minimisation Measures		Standard Practice
		Good Practice
		Best Practice
Use of prefabricated elements, where possible	The proposed development incorporates precast materials in the construction of the suspended deck structures which will lead to a significant reduction in waste during the construction stage since these components have a bespoke fit.	
Minimising waste by optimising the design for Reuse on or off site	The proposed development has considered minimising dredge pockets which subsequently will reduce waste arisings from dredging. The structural form of the suspended deck has been standardised throughout the site, leading to efficiencies which can be realised during the construction process, thereby decreasing waste. Opportunities to reuse materials from the existing site will be explored. Material arising from dredging (rock) and the demolition of the Northern arm (concrete) will be crushed and used as fill within the proposed development.	
Minimisation of contaminated land arisings	If encountered on-site (and there is a requirement for reuse), contamination would be remediated and reused on-site or, if found to pose no risk to identified receptors (e.g. environment and human health), it should be left undisturbed. The latter can minimise potentially unnecessary transportation and disposal costs. This approach would be taken only if it does not pose any risk to the environment or harm sensitive receptors.	
Sub-contractor targets	The Applicant would consider setting off-cut/surplus targets for sub-contractors with a positive incentive scheme for on-site waste champions. Wastage rates for construction materials used in the proposed development have been determined (see Section 2.7). A 100% recoverability of waste construction materials has been assumed and these materials would be segregated at source during construction to ensure diversion from landfill.	
Avoiding over-purchasing and accurate delivery times	Over-purchasing can lead to significant wastage and should be avoided in the first place.	
Education and awareness	Waste minimisation would be underpinned by education and awareness throughout all levels of the project team, from the design team to site contractors who would handle the construction materials. Personnel would receive awareness training via site inductions and tool-box talks which all contractors and site workers would attend before working on-site. Records of training received would be retained.	
Consideration of End of Life materials	Due to the nature of the development, the design has been built with longevity in mind. Several robust and durable materials such as concrete, steel and rock armour have been selected to withstand the aggressive marine environment. Rock armour, for example, is typically made from hard, durable materials, such as granite, which are resistant to weathering and erosion.	
On-site recording of materials	The Detailed SWMP (produced by the Main Contractor) would be continuously monitored and reviewed. The Applicant would be fully compliant with their waste Duty of Care responsibilities (e.g. keeping a record of waste transfer notes). The amount of waste produced and the recycling potential of each waste stream in relation to the total levels generated throughout the project would be monitored. Over the course of the project, individual waste streams would be monitored to ensure that the expected level of recycling is achieved. Reasons for deviations from the plan would be established, such as high levels of contamination, poor site discipline or poorly organised logistical management of skips. Where possible, procedures or systems to improve performance would be defined and adopted as part of the SWMP process.	

Summary of Recommended Minimisation Measures	Standard Practice
	Good Practice
	Best Practice
Use of coloured skips or shipping containers	An industry led colour coding scheme has been devised by the Institution of Civil Engineers for use in the construction industry ⁴ . The use of colour coded skips or waste containers on-site would be considered to help ensure that construction workers are clear about where to put each type of waste. This would reduce the potential for contamination in the skips and decreases the likelihood that a load would be rejected when sent off-site for reprocessing. In cases where the load is rejected, the likely destination would be landfill. Typical skips and colours for individual waste streams would usually comprise of: • Mixed waste (black); • Inert waste (grey); • Gypsum (white); • Metals (blue); • Packaging (brown); • Hazardous (orange); and • Timber (green).
Packaging waste	Packaging materials brought onto construction sites should be minimised as much as possible through optimisation of the supply chain, for example through bulk deliveries and supplier take-back agreements. Any packaging waste arising on-site should be sorted as much as possible according to waste streams that can be collected, such as plastics, wood, cardboard, metal.
Minimise transportation	Minimising transport distances to waste sorting and recycling facilities will reduce the carbon emissions associated with waste handling. Bulky materials such as crushed concrete which can be reused should not be transported by road over large distances; nearby sites for reuse should be identified.

2.7 Initial Review of Expected Waste Arisings

- 2.7.1 This section summarises the anticipated waste streams (based on information available at the time of reporting), and outlines recommended management options based on the constraints and opportunities of the proposed development.

Dredging and Excavation

- 2.7.2 A total of 643,000 m³ of dredge material is estimated to arise from the proposed development. The proposed development aims to reuse resources where feasible, particularly around the handling of dredged material and demolished concrete. It has been assumed that as a minimum approximately 65,000m³ of dredged rock can be recovered and reused for land reclamation behind the Western Wharf.
- 2.7.3 Table 2-4 summarises the quantities of waste arisings expected from the dredged material and the amounts that may be possible to recover for land reclamation or disposed at sea.

Table 2-4: Quantities of waste arisings from dredging

Material	Volume of Arisings (m ³)	Estimate reuse onsite (m ³)	Estimate disposal at sea (m ³)	Estimate disposal at land – non hazardous(m ³)	Estimate disposal at land –hazardous(m ³)
Dredging	643,000	65,000 (Rock)	357,000	121,050	99,950*

Notes:

*Based on waste classification testing data and assumes appropriate measures are undertaken by the Contractor to segregate hazardous from non-hazardous dredging waste to be disposed of at landfill.

⁴ Managing packaging waste on your construction site. Envirowise, Carillion plc Eco3, EJ Badekabiner, Kier Eastern, Lindum Group, National Green Specification, Skanska, WRAP. 2006. Available at: <http://greenbuildingencyclopaedia.uk/wp-content/uploads/2015/11/EnvirowiseGG606.pdf> [Accessed 04/04/2024]

- 2.7.4 Of the dredged material that will be disposed of at sea, a further 70,000m³ of material may also be suitable for re-use on site (depending on its suitability). This has been further investigated, along with other potential reuse options off-site, within the BPEO Assessment.
- 2.7.5 Waste classification has also been carried out to determine the quantity of dredging that is considered to be hazardous and this is approximately 99,950 m³ (16% of the total dredging arisings) which would be sent to landfill. This assumes appropriate measures are undertaken by the Contractor to segregate hazardous from non-hazardous dredging waste.
- 2.7.6 Table 2-5 below summarises the quantities of waste arising from the excavation of the central cause way. This material is assumed to be contaminated and hazardous and may be suitable for treatment at an appropriately permitted treatment facility. Any material not suitable for treatment will be disposed of at landfill.

Table 2-5: Quantities of waste arising from excavation

Material	Volume (m ³)	Estimate reuse (m ³)	Estimate recycled (m ³)	Estimate disposal at land (m ³)
Fill material	36,840	0	0	36,840

Demolition

- 2.7.7 As per Figure 1-3, part of the existing Western Wharf and the Northern Arm will be demolished.
- 2.7.8 Table 2-6 summarises the quantities of the materials arising from the demolition of the Western Wharf and Northern Arm and the anticipated waste routes. A conservative assumption has been made, whereby 50% of demolished material from the Northern Arm will be reused in the land reclamation behind the Western Wharf. A conservative figure of 20% has been applied to the waste that will be recycled off site and the remaining 6,366 m³ (30%) is assumed to be hazardous (as a worst-case) and will therefore be disposed of at landfill.
- 2.7.9 The existing Western Wharf is made up of timber, which is currently in poor condition and assumed to be hazardous and will be removed from site and sent to an appropriate facility not at landfill.

Table 2-6: Quantities of waste arisings from demolition

Material	Volume (m ³)	Estimate reuse on-site (m ³)	Estimate recycled (m ³)	Estimate disposal – hazardous (m ³)
Concrete (Northern Arm)	21,220	10,610	4,244	6,366
Timber (Western Wharf)	684	0	0	684

- 2.7.10 A small number of buildings will be demolished on site (Figure 1-4). It is anticipated that some of these buildings contain asbestos. Warehouses 54, 55 and 56 contain an asbestos cement cladding and the roofs of buildings 45 and 478 may consist of an asbestos cement sheeting.
- 2.7.11 Table 2-7 below summarises the estimated waste arisings for key materials from warehouse 54, 55, 56 and 68. Quantities for the remainder of the buildings that will be demolished are not yet known due to limited information but are anticipated to consist of similar materials as those listed in the table below. Recovery rates have been based on RICS Whole Life Carbon Assessment, 2023⁵. These quantities will need to be confirmed by either the Applicant or Main Contractor prior to demolition. In addition, those wastes containing asbestos should be treated as hazardous waste and further assessed to manage their appropriate disposal.

⁵ RICS, 2023. Whole life carbon assessment for the built environment. 2nd edition, September 2023.

Table 2-7: Quantities of waste arising from demolition of buildings on site for Warehouse 54, 55, 56 and 68

Material	Volume (m ³)	Recovery rates (%)	Estimate reuse off-site (m ³)	Estimate recycled (m ³)	Estimate disposal – non-hazardous (m ³)	Estimate disposal – hazardous (m ³)
Precast concrete	53	1% reuse 97% recycling	1	51	1	0
Asbestos cementitious cladding	17	0%	0	0.0	0	17
In-situ concrete	429	97 % recycling	0	418	11	0
Steel (excluding reinforcement)	6	7% reuse 93% recycling	1	5	0	0
Steel reinforcement	1	100% recycling	0	11	0	0

Construction

2.7.12 Table 2-8 below summarises the estimated construction waste types and volumes expected to arise from the proposed development. Wastage rates have been selected based on RICS Whole life carbon assessment, 2023. A 100% recoverability of these materials has been assumed and these materials would be segregated at source during construction to ensure diversion from landfill.

Table 2-8: Quantities of waste arising from construction

Material Type	Anticipated wastage rate (%)	Construction wastage estimate (m ³)	Estimate recycled (m ³)	Estimate disposal (m ³)
Concrete	5	2,718	2,718	0
Fill Material (including revetments)	10	20,269	20,269	0
Reinforcement	5	36	36	0
Rock Armour	5	1,266	1,266	0
Steel (excluding reinforcement)	1	11	11	0

2.7.13 Two options for the installation of the toe walls have been developed, to allow for highly weathered or competent rock. If the rock is found to be weathered, sheet piles are proposed to be driven to depth. Alternatively, a cased bored secant wall would allow for the toe walls to be installed into competent rock. The piles will be extracted for reuse and provides an example of how some of the construction waste on site will be minimised⁶.

2.7.14 There are established waste management options available in and around the south-west area for each key waste stream that will be generated during the demolition and construction stages. These involve options for reuse, recycling, and treatment of waste streams in line with the waste hierarchy.

2.7.15 It would be the responsibility of the Main Contractor to confirm the waste streams, anticipated volumes and suitable management options upon appointment and up to the point of commencing construction. In addition, the Applicant would ensure that any additional requirements such as waste

⁶ Ramboll, 2023, Construction and Demolition Methodology Technical Note: Construction Methodology, Suspended Deck Structures. P. 16

licenses or permits are obtained to ensure full compliance with relevant legislation, as discussed in Ramboll's Circular Economy Statement & Materials Management Strategy⁷.

- 2.7.16 The options identified in Table 2-9 are presented as suggestions for consideration. Some of these options may not prove to be practicable due to site or programme constraints. It would be the responsibility of the Main Contractor to identify the practicability of whether certain waste materials are reused or recycled.

⁷ Ramboll, 2024, Circular Economy Statement & Materials Management Strategy (ref. ES_Vol2_TA17.1, dated December 2024)

Table 2-9: Anticipated Waste Streams during the Demolition Works, Site Set-up and Construction Works

Waste Stream Anticipated	European Waste Code(s)	Source of Production	Anticipated Quantities of Waste Arising	Divert Waste from Landfill Potential % ⁸	Management Options
Mixture of Concrete, Bricks, Tiles and Ceramics from Made Ground, demolition works and building works	17 01 07	Waste from the removal of Northern Arm and excess concrete from construction process.	Approx. 21,220 m ³ from demolition of Northern Arm and 684 m ³ from demolition of Western Wharf Approx. 2,718 m ³ from waste expected to arise from construction materials	100	A conservative assumption of 50% of demolished material from the Northern Arm is expected to not be contaminated and will be crushed and reused in the land reclamation behind the Western Wharf. Excess material can be collected in skips and taken off-site for reprocessing and for reuse on other construction projects, preferably in the local area. The Applicant would explore opportunities for recycling in the local area, if practicable. The Applicant would ensure that the waste is being taken to appropriate waste treatment facilities rather than landfill, where possible.
Dredging	17 05 05	Pocket dredge of berth areas to achieve required underkeel clearance for larger cruise vessels.	Dredge arisings expected to be 643,000 m ³	66	Of the total dredge arisings, it is estimated that a minimum of 65,000 m ³ of dredged rock can be recovered and reused for land reclamation behind the Western Wharf. Approximately 357,000 m ³ will be disposed of at sea, although approximately 70,000 m ³ of this is anticipated to be rock material which might be appropriate for further reuse (depending on further geotechnical assessment); options for this will be explored. Approximately 121,050m ³ of dredging classified as non-hazardous will be disposed of on land and approximately 99,950 m ³ (16%) of dredging has been classified as hazardous and would need to be sent to appropriate disposal facilities in the local area.
Fill material (including potential for contaminated excavated material)	17 05 03*	Excavation arisings from central causeway	Approx. 36,840 m ³	0	Excavated material from the central causeway is assumed to be contaminated and hazardous and will be sent for disposal to landfill. However, the material may be suitable for treatment at an appropriately permitted treatment facility.

⁸ Red = Majority of waste sent to landfill, Amber = 50% of waste sent to landfill, Green = Majority of waste diverted from landfill

Waste Stream Anticipated	European Waste Code(s)	Source of Production	Anticipated Quantities of Waste Arising	Divert Waste from Landfill Potential % ⁸	Management Options
Rock Armour	01 04 13	Excess waste from construction	Approx. 1,266 m ³	100	Rock Armour can be recovered and reused or recycled off site for other projects in local area.
Metals	17 04	Likely to comprise predominately of steel and from construction materials and demolition of buildings on-site.	Approx. 17 m ³ (steel) and 37 m ³ (reinforcement). Includes some waste from demolition of buildings (some volumes currently unknown)	100	The Applicant would explore opportunities for reuse / recycling of these materials in the local area. Both ferrous and non-ferrous metals can be recovered on-site, contained in identifiable skips and taken off-site for reprocessing at the appropriate facility.
Other construction and demolition wastes	17 09 04	Assorted construction and demolition wastes	Approx. 2771 m ³ (pre cast concrete) 429 m ³ (in-situ concrete) from demolition of buildings (some volumes currently unknown)	98	Assorted waste streams can be separated and recycled at an appropriate facility in the local area. The Applicant would explore suitable options for reuse or recovery of other construction and demolition wastes in the local area.
Packaging waste	15 01 04 (metal) 15 01 01 (paper/ card) 15 01 02 (plastic) 15 01 03 (wood)	Packaging for the transportation of materials and pre-fabricated components.	Minimal	75	Packaging waste can be recycled at an appropriate waste treatment facility in the local area. Timber could be recycled or recovered locally. The Applicant would identify suitable options for recycling or recovery of timber locally.
Wood, glass and plastic	17 02 01*	From demolition works	Approx. 684m ³	0	The timber from the Western Wharf has been assumed to be contaminated and will be sent for disposal at an appropriate facility.

Waste Stream Anticipated	European Waste Code(s)	Source of Production	Anticipated Quantities of Waste Arising	Divert Waste from Landfill Potential % ⁸	Management Options
General site waste generated	20 01 08 (food waste) 20 01 01 (paper/card) 20 01 39 (plastics) 15 01 04 (metal cans) 20 03 01 (mixed waste)	Generation of waste from the use of the site office and site compound	Minimal	50	Likely to comprise of small volumes of recyclable and non-recyclable materials. Consideration would be given to providing separate bins for the collection of recyclable and non-recyclable materials. Good potential for recycling off-site exists at waste treatment facilities in the local area. The treatment facility to receive the general waste and requirements for segregation would be confirmed prior to the start of construction.
Construction materials containing asbestos	17 06 05*	Asbestos containing material from the removal of the Northern Arm	Approx. 6,366 m ³ from Northern Arm.	0	Due to potential occurrence of asbestos in the Northern Arm, it has been assumed that 30% of this material will have to be sent for disposal. A worst case scenario has been assumed and this would be transported to a suitable waste treatment facility in the local area.
Asbestos cementitious cladding	17 06 05*	Asbestos cementitious cladding from the demolition of existing buildings	Approx. 17 m ³ associated with some of the buildings to be demolished. The remainder is currently unknown, albeit not anticipated to be significant.	0	Asbestos is present within the cladding of the buildings that will be demolished on site however this is not anticipated to be significant. This would be transported to a suitable waste treatment facility in the local area.

2.8 Duty of Care Compliance

- 2.8.1 One of the key aims of using a SWMP is to protect the environment, for example through the reduction of fly-tipping of construction materials. It is a requirement under The Waste (England and Wales) Regulations 2011 (amended 2012) for compliance with the Duty of Care Code of Practice to incorporate an auditable system that identifies the following:
- The person responsible for removing the waste from the site; and
 - Copies of all Duty of Care documentation (waste transfer notes) identifying:
 - Details of the waste streams contained in that particular load;
 - Where it is being taken to;
 - Name and address of transfer or transferee;
 - Time and date of transfer and be signed;
 - Quantity of waste removed;
 - A declaration that the waste hierarchy has been applied;
 - Standard Industrial Classification (SIC) Code; and
 - Records of all the licensed waste carriers who have collected arisings during the project (e.g. registration numbers).
- 2.8.2 Mandatory digital waste tracking is being implemented across the UK in line with the Resources and Waste Strategy for England⁹. This will provide a comprehensive way to view what is happening to the waste produced in the UK to support goals of the circular economy, help support more effective regulation of waste and to assist developers to comply with their duty of care with regards to waste. All waste management contractors used to manage waste from site will be required to adhere to the requirements of digital waste tracking once introduced, currently April 2025.

2.9 Training and Communication

- 2.9.1 All site workers would receive training to enable them to identify their roles and responsibilities whilst handling waste arisings during the demolition and construction works. This would be in the form of inductions, workshops or tool-box talks.

2.10 Monitoring of Waste Arisings

- 2.10.1 It is the Main Contractor's responsibility to carry out sufficient auditing of demolition and construction waste including a monitoring scheme of agreed waste management procedures to be undertaken.
- 2.10.2 One of the outcomes of the Detailed SWMP would be the production of a record of waste arisings generated during construction, to enable the Applicant and Main Contractor to compare what was actually generated against the original estimate. This information would be obtained from the Duty of Care compliance records (e.g. waste transfer notes) and should provide a breakdown of the following:
- Quantity of each waste stream generated;
 - Breakdown of waste quantities reused, recycled, recovered or disposed of at landfill, all against the targets set beforehand; and
 - Details of waste carriers and disposal facilities.
- 2.10.3 Example monitoring templates are provided in Appendix 2 which provide the minimum level of data that should be collected by the contractor.

2.11 On-going Review of Implementation

- 2.11.1 The Detailed SWMP would be updated as the construction of the proposed development progresses, as this would help to identify which waste streams are not achieving their anticipated recycling potential, so that alternative methods to handle that waste stream could be explored for the remainder of the project. The Detailed SWMP would be reviewed at least once every six months or more frequently if required, for example when there are changes in the project.

⁹ Secretary of State, 2018. Resources and Waste Strategy. London: The Stationary Office.

3. SUMMARY AND CONCLUSION

3.1 Outline Site Waste Management Plan

- 3.1.1 The Outline SWMP provides the opportunity to steer the direction of waste management and ensure good practice is adopted for the demolition and construction works of the proposed development. The waste streams anticipated to generate the largest volumes of waste, including concrete and dredging material, have a high potential to be diverted from landfill or disposed at sea. The Applicant and Main Contractor will adopt the recommendation measures made in line with the waste hierarchy. The proposed development would be constructed in a manner which aims to protect the environment and local community through reusing, recycling and recovering waste wherever practicable which would otherwise be disposed of at landfill.

APPENDIX 1

INTERNATIONAL, NATIONAL AND REGIONAL LEGISLATION, POLICY AND GUIDANCE

1. Key National Legislation

Environmental Protection Act 1990

The Environmental Protection Act 1990¹⁰ is the primary legislation in UK waste management and provides the structure and authority for waste management and the control of pollution. Requirements are outlined for waste storage, treatment and disposal and controls for impacts of waste storage such as dust and odour are set out in the Act. It is separated into six parts as follows:

- Part I – Prescribed processes and substances;
- Part II – Disposal of controlled waste on land;
- Part IIA – Contaminated land;
- Part III – Statutory nuisances;
- Part IV – Litter;
- Part V – Amendment to the Radioactive Substances Act 1960; and
- Part VI – Genetically modified organisms.

Environmental Permitting (England and Wales) Regulations 2010

The Environmental Permitting (England and Wales) Regulations¹¹ (as amended) provide a system of environmental permitting for a wide range of potentially polluting activities. The regulations apply to certain types of waste operation for the recovery, treatments or disposal of waste e.g. landfilling.

The Waste (England and Wales) Regulations 2011 (as amended)

The Waste (England and Wales) Regulations¹² transpose the EU revised Waste Framework Directive into national law in England and Wales and implement the waste hierarchy. In addition, the regulations establish duties in relation to the collection of waste and set requirements for planning authorities.

The Waste Hierarchy comprises five key waste management priorities – prevention, reuse, recycling, recovery and disposal, in that order of importance. Figure 1 provides further explanation of the Waste Hierarchy¹³.

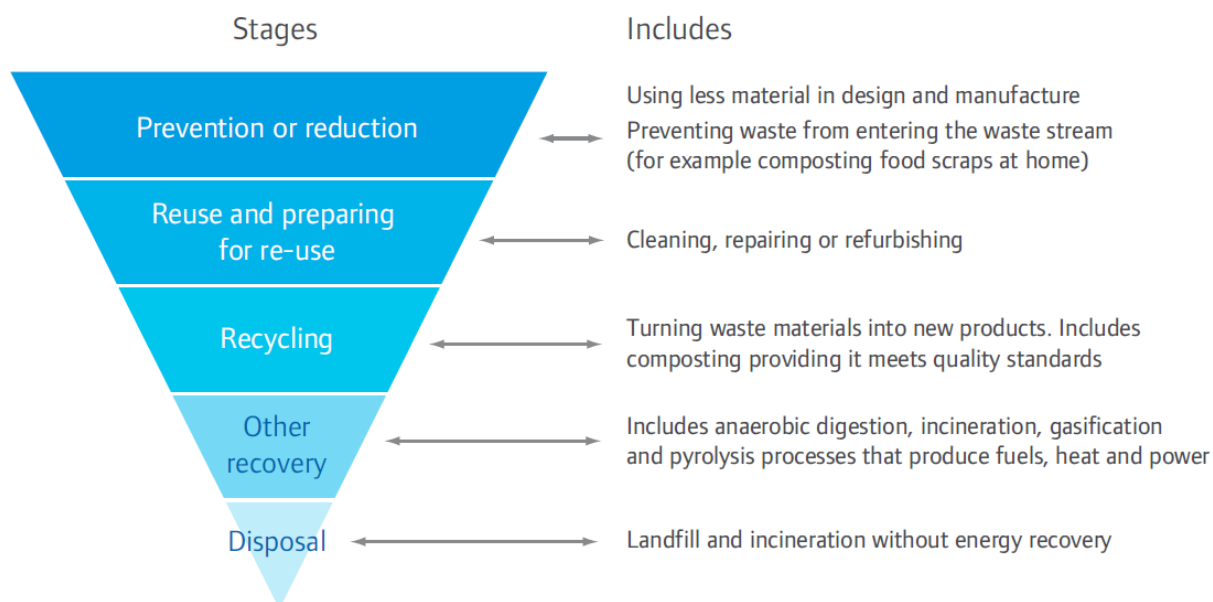


Figure A1: Waste Hierarchy

¹⁰ Secretary of State, 1990. Environmental Protection Act 1990. London: The Stationery Office

¹¹ Secretary of State, 2010. Environmental Permitting (England and Wales) Regulations 2010. London: The Stationery Office

¹² Secretary of State, 2011. The Waste (England and Wales) Regulations 2011, (as amended). London: The Stationery Office

¹³ Source: The Mayor's Municipal Waste Management Strategy, November 2011 – page 51. (Government Review of Waste Policy in England, June 2011)

From 1 January 2015, the Waste Regulations require waste collection authorities to collect wastepaper, metal and plastic separately for household, commercial and industrial waste.

- 3.1.2 Part 2 of Schedule 1 of the regulations (as amended by the Waste (Circular Economy) (Amendment) Regulations 2020) states that measures must be taken to ensure that at least 65% by weight of municipal waste is prepared for reuse or recycling by 2035. The original Waste Regulations required at least 70% by weight of construction and demolition waste is subjected to material recovery.

Clean Neighbourhoods and Environment Act 2005

Part 5 of the Clean Neighbourhoods and Environment Act 2005¹⁴ covers legislation on waste transportation, deposit and disposal and site waste management plans, with a view to ensuring a clean environment as far as possible.

List of Wastes (England) Regulations 2005

The List of Wastes (England) Regulations¹⁵ provides a classification system for waste streams. Different waste materials are assigned a code that must be quoted during the transfer of waste as a legal requirement. This classification system provides a consistent method of classifying and recording waste that in turn allows for better waste management services and reporting. The list has approximately 800 different waste entries including hazardous wastes.

Hazardous Waste (England and Wales) Regulations 2005 (as amended)

The Hazardous Waste (England and Wales) Regulations¹⁶ outline the controls on those producing, transporting or disposing of hazardous waste. The regulations are a transposition of the EC Hazardous Waste Directive (91/689/EEC as amended by 94/31/EC).

The Controlled Waste (England and Wales) Regulations 2012

The Controlled Waste (England and Wales) Regulations¹⁷ classify waste as household, commercial or industrial and enable local authorities to charge for the disposal of waste from a wide variety of non-domestic premises. Revisions of the regulations have helped to determine the meaning of 'controlled waste' as defined in the Environmental Protection Act 1990 (Part II).

Environment Act 2021

The Environment Act 2021¹⁸ is a landmark piece of environmental legislation passed by the UK Parliament, aiming to improve environmental governance and enhance environmental protections once UK left the European Union, replacing environmental regulations previously enforced at the EU level, with national laws.

Focusing on resource efficiency and waste reduction, the Environment act will deliver

- Extend producer responsibility to make producers pay for 100% of cost of disposal of products, starting with plastic packaging;
- A deposit Return Scheme for single use drinks containers;
- Charges for single use plastics;
- Greater consistency in recycling collections in England;
- Electronic waste tracking to monitor waste movements and tackle fly-tipping;
- Tackle waste crime;
- Power to introduce new resource efficiency information (labelling on the recyclability and durability of products);
- Regulate shipment of hazardous waste; and
- Ban or restrict export of waste to non-OECD countries.

¹⁴ Secretary of State, 2005. Clean Neighbourhoods and Environment Act. London: The Stationery Office

¹⁵ Secretary of State, 2005. The List of Wastes (England) Regulations. London: The Stationery Office

¹⁶ Secretary of State, 2005. Hazardous Waste (England and Wales) Regulations (as amended), London: The Stationery Office

¹⁷ Secretary of State, 2012. The Controlled Waste (England and Wales) Regulations. London: The Stationery Office

¹⁸ Secretary of State, 2021. Environment Act 2021, London: The Stationary Office

To drive down the amount of waste produced and encourage reuse and recycling, the Environment Act introduces an environmental target to halve residual waste (Excluding major mineral wastes) kg per person by the year 2042.

The Waste (Circular Economy) Regulations 2020

The UK began to implement the Circular Economy Package (CEP) on 1 October 2020. Amendments contained in the Waste (Circular Economy) (Amendment) Regulations¹⁹ will see the CEP implemented in England and Wales, and partially in Scotland and Northern Ireland.

The CEP is mainly focused on increasing resource efficiency, aiming to make sure that fewer resources are sent to landfill when they could be reused or recycled instead. Moving towards a circular economy will result in an optimisation of resources and also increase a product's life. Some companies across the UK have already begun to implement their own circular economy policies, which focus on bringing resources back into the company once a product has reached its end-of-life so that parts can be reused or repurposed for new products.

The amendments introduced by the Waste (Circular Economy) (Amendment) Regulations aim to:

- specify when a separate collection of waste is not necessary;
- ensure any waste collected separately that can be prepared for reuse or recycling is not incinerated or landfilled;
- introduce an environmental permit condition on waste incinerators and landfills which restrict waste (paper, metal, plastic and glass), which is collected separately for reuse or recycling, from being accepted for incineration or landfill;
- make sure unlawfully mixed hazardous waste is separated wherever technically feasible;
- prohibit the mixing of waste oils where the mixing will prevent the regeneration or recycling of the oil delivering an equivalent or better environmental outcome; and
- require relevant waste operators, operating under a registered waste exemption, to record, retain and submit information on hazardous waste and the products and materials resulting from the treatment of that waste.

The Aggregates Levy

The Aggregates Levy²⁰ is intended to encourage a shift in demand from primary aggregates towards alternative materials such as recycled aggregate. This is a tax on sand, gravel and rock that has either been excavated from the ground, dredged from the sea in UK waters or imported. HM Revenue and Customs (HMRC) are notified every quarter on how much primary aggregate has been produced or sold and there is a levy of £2.03 (as of 1 April 2024) per tonne of sand, gravel or rock²¹. The rate will increase to £2.08 per tonne from 1 April 2025.

2. National Planning Policy, Guidance And Standards

National Planning Policy Framework 2024

The National Planning Policy Framework (NPPF)²² acts as guidance for local planning authorities and decision makers for drawing up plans and making decisions on planning applications. The NPPF does not contain specific policies for waste, as the national waste policy is published as part of the National Waste Management Plan for England.

National Planning Policy for Waste 2014

¹⁹ The Waste (Circular Economy) (Amendment) Regulations 2020, "1 October 2020. [Online]. Available: <https://www.legislation.gov.uk/uksi/2020/904/made> . [Accessed October 2024]

²⁰ H. R. a. Customs, "Aggregates Levy," 20 December 2016. [Online]. Available: <https://www.gov.uk/guidance/aggregates-levy-returns-records-and-appeals> . [Accessed October 2024].

²¹ "Environmental taxes, reliefs and Proposed Schemes for businesses," [Online]. Available: <https://www.gov.uk/green-taxes-and-reliefs/aggregates-levy> . [Accessed October 2024]

²² Department for Communities and Local Government, 2024. National Planning Policy Framework. London

The National Planning Policy for Waste was published in October 2014²³. It sets out the Government's ambition to work towards a more sustainable and efficient approach to resource use and management, in conjunction with the NPPF. It is primarily intended for use by local authorities when determining waste policies within local plans. These policies in turn influence the requirements of developments.

Waste Management Plan for England 2021

The Department for Environment, Food and Rural Affairs published the *Waste Management Plan for England* in January 2021²⁴. The plan provides an overview of waste management in England. The plan does not introduce new policies or change how waste is managed in England. Its aim is to bring current waste management policies together under one national plan. It fulfils the requirements of the *Waste (England and Wales) Regulations 2011* for the waste management plan to be reviewed every six years. The plan also includes changes to waste management plan requirements which have been made by the *Waste (Circular Economy) (Amendment) Regulations 2020*²⁵ where these could be incorporated into the Plan.

The plan also includes changes to any authority's waste management plan requirements which have been brought about by the *Waste (Circular Economy) (Amendment) Regulations 2020*.

Government Review of Waste Policy in England 2011

The Government Review of Waste Policy²⁶ in England provided an overall strategic review of waste policy in England and provided commitments on improving a wide range of waste management aspects including (but not limited to):

- Prioritise efforts to manage waste in line with the waste hierarchy and reduce the carbon impact of waste;
- Develop a range of measures to encourage waste prevention and reuse, supporting greater resource efficiency; and
- Develop voluntary approaches to cutting waste, increase recycling, and improve the overall quality of recycle material, working closely with business sectors and the waste and material resources industry.

The commitments made in the review are broadly split between improvements to the sustainable use of materials and improvements of services to householders and businesses.

Resources and Waste Strategy for England 2018

The Resources and Waste Strategy for England²⁷ gives longterm policy direction in-line with the UK Government's 25 year plan. The document provides guidance on how England will build towards a circular economy by increasing sustainable production, incentivising consumers to behave sustainably, increasing recycling rates and resource recovery, tackling waste crime and improving data monitoring and evaluation.

The waste prevention programme for England: Maximising Resources, Minimising Waste, 2023

This policy²⁸ builds on the 2018 Resources and Waste Strategy, aiming to eliminate avoidable waste by 2050. It emphasizes the need to maximize resource use and minimize waste due to finite resources and environmental concerns and sets out the priorities for action to manage this in accordance with the top layers of the waste hierarchy - prevention and reuse. The key themes surrounding this policy include:

²³ Department for Communities and Local Government, 2014. National Planning Policy for Waste, London

²⁴ Department for Environment, Food and Rural Affairs, 2021. Waste Management Plan for England.

²⁵ UK Secretary of State, 2020. Waste (Circular Economy) (Amendment) Regulations, UK

²⁶ Defra, 2011. Government Review of Waste Policy in England 2011

²⁷ Defra, 2018. Resources and Waste Strategy. Available at: <https://www.gov.uk> [18/08/2020]

²⁸ DEFRA, 2023. The Waste prevention programme for England: Maximising Resources, Minimising Waste. Available at: <https://www.gov.uk/government/publications/waste-prevention-programme-for-england-maximising-resources-minimising-waste/the-waste-prevention-programme-for-england-maximising-resources-minimising-waste> [Accessed 23/09/2024]

- i. Designing out waste: Including eco-design and consumer information requirements, and Extended Producer Responsibility schemes.
- ii. Systems and services: Including collection and take-back services, encouraging reuse, repair, leasing businesses and facilities.
- iii. Data and information: including materials databases, product passports (sets of data, unique to the specific product that can be accessed online and give detailed information on, for example, contained materials, components and history, to support improved outcomes such as higher quality recycling) and voluntary corporate reporting.

Key sectors have been selected for action include: Construction, textiles, furniture, electronics, vehicles, plastic and packaging and food.

IEMA Materials and Waste in Environmental Impact Assessment 2020

Institute of Environmental Management guidance²⁹ for EIA practitioners on screening, scoping, consultation, assessment and reporting and monitoring of impacts and effects on the environment relating to materials and waste.

3. Local Planning Policy and Guidance

Cornwall Council Local Plan – Strategic Policies 2010-2030

The Cornwall Council Local Plan³⁰ sets out the planning approach and policies for Cornwall. The Plan outlines policies that will deliver the objectives of 'future Cornwall', with an emphasis on sustainable development, and demonstrates consistency with the NPPF. Key policies relating to minerals include:

- Policy 17: Minerals – general principles
- Policy 18: Minerals safeguarding
- Policy 19: Strategic waste principles
- Policy 20: Managing the provision of waste management facilities

Cornwall Council Climate Emergency Development Plan Document (CEDPD) 2023

The CEDPD³¹ forms part of the Cornwall Local Plan and provides guidance on planning sustainably. Policy SEC1 – Sustainable Energy and Construction requires that new non-residential major developments demonstrate how they achieve BREEAM 'excellent' or an equivalent or better methodology.

Cornwall Council Resource and Waste Strategy 2018

The Cornwall Council Resource and Waste Strategy³² establishes goals for better resource management throughout Cornwall. It provides a background on waste in Cornwall, including types of waste, collection and management options, as well as council duties, responsibilities and future targets on waste reduction.

²⁹ IEMA, 2020. Materials and Waste in Environmental Impact Assessment

³⁰ Cornwall Council, 2016. Cornwall Local Plan Strategic Policies 2010-2030. Available at: <https://www.cornwall.gov.uk/media/ozhj5k0z/adopted-local-plan-strategic-policies-2016.pdf> [Accessed 02/04/2024]

³¹ Cornwall Council, 2023. Climate Emergency Development Plan Document. Available at: <https://www.cornwall.gov.uk/media/uxgjk4jn/climate-emergency-dpd.pdf> [Accessed 02/04/2024]

³² Cornwall Council, 2018. Resources and waste strategy. Available at: <https://www.cornwall.gov.uk/media/wd4jjjho/resources-and-waste-strategy.pdf> [Accessed 02/04/2024]

APPENDIX 2

SITE WASTE MONITORING TEMPLATES

Record of Demolition and Construction Waste Arisings – Example Template

[illegible]

Record of Waste Carriers and Disposal Facilities – Example Template

[illegible]