ASHBY FARM, DUCKS HILL ROAD, NORTHWOOD

OUTLINE SITE WASTE MANAGEMENT PLAN

PROJECT NO. 25/296 DOC NO. D013

DATE: FEBRUARY 2026

VERSION: 1.1

CLIENT: HOLLAND AND HOLLAND

Velocity Transport Planning Ltd

www.velocity-tp.com

DOCUMENT CONTROL SHEET

Document Reference

Project Title	Ashby Farm, Ducks Hill Road, Northwood
Document Title	Outline Site Waste Management Plan
Project Number	25/296
Document Number	D013
Revision No.	1.1
Document Date	FEBRUARY 2026

Document Review

	Name	Date completed
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Authorised By	Peter Hambling	24/02/26

Notes

The document reference number, revision number and date are given on the footer of each page

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1.1 INTRODUCTION

1.1.1 This Outline Site Waste Management Plan (SWMP) has been prepared by Velocity Transport Planning on behalf of Holland and Holland (the Applicant), to accompany a planning application for Ashby Farm, Ducks Hill Road, Northwood, HA6 2SS, (hereafter referred to as the 'Proposed Development') in the London Borough of Hillingdon (LBH).

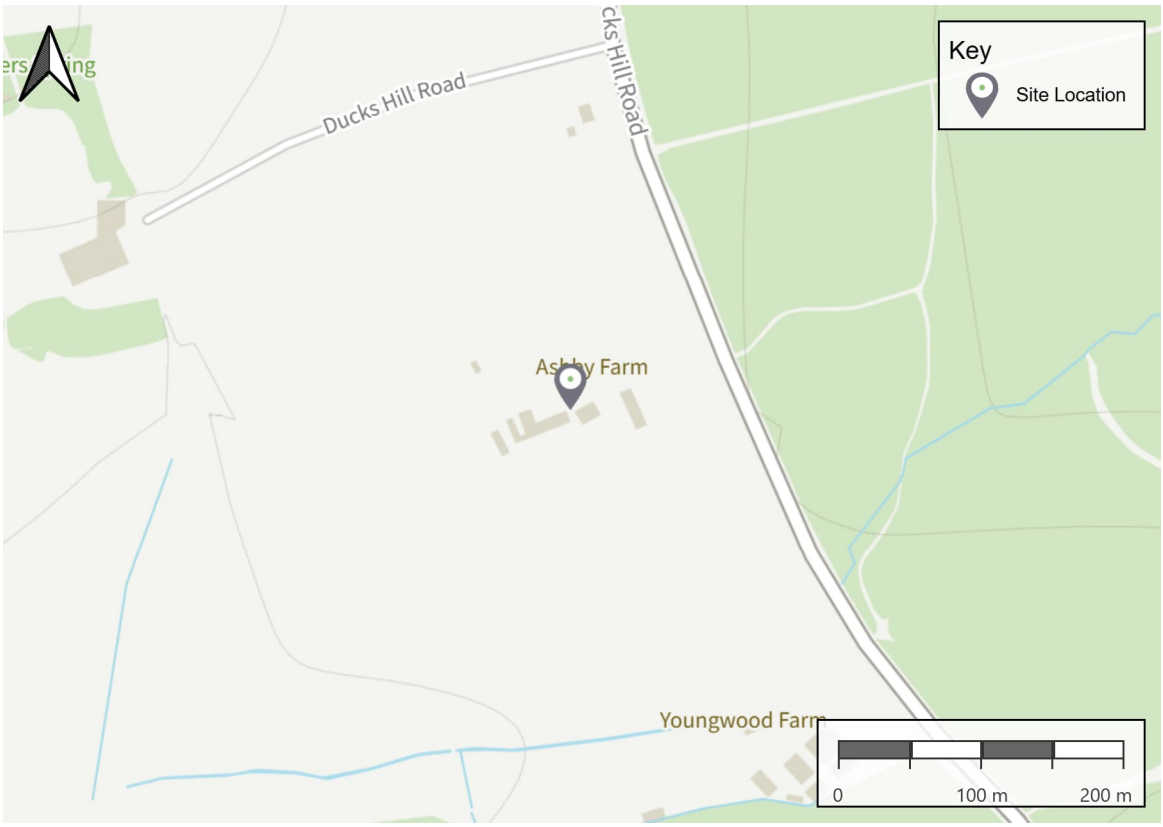
1.1.2 This Outline SWMP details how overarching waste management processes and practices will be undertaken during the demolition, site preparation, and construction phases of the Proposed Development. The principles of this report will require updating with further details by the relevant contractors once they are on site.

1.2 SITE LOCATION

1.2.1 The site is located off the A4180, Ducks Hill Road between Ruislip and Northwood.

1.2.2 The site location is shown in Figure 1-1 below.

Figure 1-1 Site Location



1.3 EXISTING SITE AND CONTEXT

1.3.1 Ashby Farm is located off Ducks Hill Road, within the semi-rural outskirts of Northwood in the London Borough of Hillingdon. The proposed development occupies gently sloping ground surrounded by open farmland and tree boundaries.

1.3.2 The site is currently an agricultural farm and equestrian centre with a range of stables, farm buildings and temporary structures.

1.3.3 One existing derelict domestic property stands to the north of the proposed development.

1.3.4 The farmyard appears mainly flat and of an un-metalled surface.

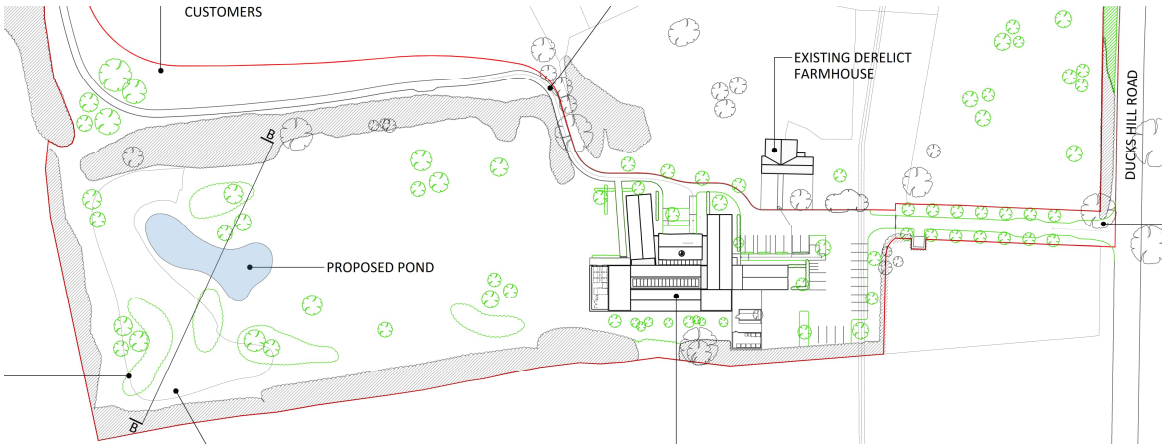
1.4 PROPOSED DEVELOPMENT

1.4.1 The Proposed Development is described as follows:

> *"Demolition of the existing site buildings (with central timber framed barn retained), removal of existing hardstanding and menage area and the redevelopment of the site to provide a new high quality workshop facility including associated access improvements, parking, hard and soft landscaping, sustainable drainage and ecological enhancements."*

1.4.2 Figure 1-2 below shows the ground floor configuration that forms the Proposed Development.

Figure 1-2 Proposed Development Configuration



1.5 CIRCULAR ECONOMY CONSIDERATIONS

1.5.1 This report includes details of the project objectives that have been set based on industry targets informed by prevailing policy.

1.5.2 The London Plan Policy SI 7 target will be targeted, which involves 95% reuse/recycling/recovery of construction and demolition waste material streams, and 95% of excavation waste sent for beneficial use.

1.5.3 It is confirmed that no more than 5% of demolition, excavation or construction waste will be sent to landfill.

1.5.4 The developer will be contractually responsible for all site waste reporting for the Proposed Development. Specific waste quantification and monitoring will assist in determining the success of waste management initiatives employed on site and progress against targets set should be relayed back to the appropriate stakeholders.

1.6 DOCUMENT STRUCTURE

1.6.1 This report is set out in the following sections:

- Section 2: Demolition and Excavation Waste;
- Section 3: Construction Waste; and
- Section 4: Summary and Conclusion.

2 DEMOLITION AND EXCAVATION WASTE

2.1 INTRODUCTION

2.1.1 This section outlines the estimated waste anticipated to be generated by the existing structure on the site of the Proposed Development during the demolition and excavation phases.

2.1.2 All estimates should be considered indicative and will require updating by the relevant contractors upon appointment on site.

2.2 ESTIMATION OF DEMOLITION AND EXCAVATION WASTE

DEMOLITION WASTE

2.2.1 The following section has been informed by the Pre-Demolition Audit completed in October 2025 by Velocity Transport Planning.

2.2.2 Table 2-1 below shows the estimated weight of materials generated by the demolition process.

Table 2-1 Summary of Demolition Waste Generated

Material	Best Practice Recycling Rate (%)	Potential Reuse Rate (%)	Tonnes	% By Weight	Recycled Material (Tonnes)	Potential Reused Material (Tonnes)	Material for Disposal (Tonnes)
Glass	100	1	1.1	0.3	1.1	0	0
Mixed Metals	100	5	3.8	1.1	3.8	0.2	0
Steel	100	20	30.2	9	30.2	6	0
Mixed Plastics	95	1	0.8	0.2	0.8	0	0
Wood / Timber	95	5	13.2	3.9	12.5	0.7	0.7
Concrete / Binders	100	0	276	82.3	276	0	0
Bricks / Inert	100	25	3.8	1.1	3.8	0.9	0
Gypsum	95	0	0	0	0	0	0
Insulation	95	0	0	0	0	0	0
Electricals and Electronics	90	0	0.1	0	0	0	0
Asphalt	100	0	6.5	1.9	6.5	0	0
Totals*			335.5	100	334.8	7.9	0.7

** Totals may not sum due to rounding*

2.2.3 Key Demolition Products (KDPs) were identified by the Pre-Demolition Audit, as follows:

- Inert materials;
- Mixed metals; and
- Wood/timber.

2.2.4 The predominant KDP on site has been identified as inert materials, which are a group of materials that are handled and processed in the same manner during demolition and subsequent processing.

2.2.5 The inert materials generated by the demolition process are located within the following elements on site:

- Slabs;
- Hardstanding; and
- Paving.

2.2.6 Table 2-2 below summarises the details of the inert materials present on site, including tonnage and reclamation or recycling rate.

Table 2-2 Quantity of Inert Materials

Material	EWC Code	Tonnage	Recommended Processing (%)	
			Reclamation	Recycling
Bricks / Inert	17 01 02	3.8	25	75
Concrete / Hardcore	17 01 07	276	-	100
Asphalt	17 03 02	6.5	-	100
Total		286.3		

2.2.7 The second KDP on site has been identified as metals, with use across all structures for a number of purposes.

2.2.8 The metal generated by the demolition process are located within the following elements on the site:

- Access gates;
- Roofing; and
- Facades.

2.2.9 Table 2-3 below summarises the details of the metals on the site, including tonnage and reclamation or recycling rate.

Table 2-3 Quantity of Metals

Material	EWC Code	Tonnage	Recommended Processing (%)	
			Reclamation	Recycling
Mixed Metals	17 04 07	3.8	5	95
Steel	17 04 05	30.2	20	80
Total		34		

2.2.10 The third KDP on site has been identified as wood/timber.

2.2.11 The wood/timber generated by the demolition process are located within the following elements on the site:

- Stable facades;
- Roof rafters and joists; and
- Doors.

2.2.12 Table 2-4 below summarises the details of the wood/timber on the site, including tonnage and reclamation or recycling rate.

Table 2-4 Quantity of Wood

Material	EWC Code	Tonnage	Recommended Processing (%)	
			Reclamation	Recycling
Wood / Timber	17 02 01	13.2	5	85

EXCAVATION WASTE

2.2.13 Following demolition of the existing structures, excavation will be required to facilitate the structural requirements of the Proposed Development.

2.2.14 The development proposals include works associated with the levelling the site as well as the associated structural foundations.

SITE LEVELLING AND FOUNDATIONS

2.2.15 The proposed structural foundations are anticipated to comprise of suspended Reinforced Concrete (RC) slabs supported concrete strip or pad foundations.

2.2.16 Material excavated for the foundations is anticipated to include the following elements:

- Stone, rock and gravel;
- Soils and clays; and
- The possibility of non-conforming items (brick, timber, concrete etc) from previous uses of the site.

2.2.17 Table 2-5 below summarises the total cut volume from the existing site for the Proposed Development.

Table 2-5 Total Cut Volume from the Existing Site

Description	Net Cut Volume (m^3)
Building Foundations and Slab	1,160
Road and Car Park	200
Pond and Swale	700
Berms	180
Total	2,240

2.2.18 Assuming an industry standard bulking factor of 1.2 this equates to 2,688m^3 of excavated material.

2.2.19 Assuming a conversion rate of 2 tonnes per 1m^3 material, this equates to 5,376 tonnes of excavated material.

2.2.20 It is anticipated that this volume of material will decrease as the structural proposals are refined.

2.3 MANAGEMENT OF DEMOLITION AND EXCAVATION WASTE

2.3.1 Waste arising from site clearance, primary infrastructure and earthworks is expected to comprise inert material of rubble, concrete, gravel and clay.

2.3.2 It is proposed that the inert material is crushed on site for reuse as secondary aggregate where possible. It should be noted that any potential re-use of materials should be undertaken under a Materials Management Plan in line with the CL:AIRE Code of Practice.

2.3.3 Any clean excavated material that cannot be reused on-site will be removed by licensed waste carriers and sent for reuse at another local development site, recycled into secondary aggregate or sent for disposal at appropriately licensed facilities (these are expected to be inert waste landfill sites).

2.3.4 For the purpose of this exercise, it is assumed that any made ground encountered will be unsuitable for reuse on site and will be removed from site. This can be reviewed in more detail once sufficient on-site investigation and associated material testing has been conducted. All loads removed on site would be transferred to appropriately licensed facilities for reuse or recycling.

2.3.5 Any contaminated material found that requires removal from the site will be collected by suitable waste carriers and sent for disposal at appropriately licensed waste facilities.

2.3.6 Table 2-6 below details the estimated number of vehicles required to remove the material generated during the site clearance and excavation phases.

Table 2-6 Excavation Material Generation and Vehicle Movements

On-Site Activity	Reused On-Site	Material Removed from Site	Foundations	
			Volume (m^3)	Number of Vehicle Loads Required **
Site Levelling and Foundations	No *	Yes	2,688	269

** Until chemical and physical properties are established through appropriate testing methods, it is assumed all excavated material is unsuitable for reuse on site.*

*** Assumes 10m^3 volume HGVs*

3 CONSTRUCTION WASTE

3.1 CONSIDERATE CONSTRUCTORS SCHEME

3.1.1 It is expected that the Principal Contractor, once appointed, will register their site with the 'Considerate Constructors Scheme'. This is a national initiative, set up by the construction industry. Sites that register with the Scheme sign up and are monitored against a Code of Considerate Practice, designed to encourage best practice beyond statutory requirements.

3.1.2 The scheme is concerned about any area of construction activity that may have a direct or indirect impact on the image of the industry as a whole. The main areas of concern fall into three categories: the environment, the workforce, and the general public. Waste management is a key area of focus and on-site considerations may include:

- How waste is avoided, reduced, reused, and/or recycled;
- Whether there is a Waste Management Plan/Strategy and how this is monitored; and
- The type of feedback received (if any) as to how much waste on-site is diverted from landfill.

3.1.3 It is expected that registered construction sites work in an environmentally conscious, sustainable manner.

3.2 SITE WASTE MANAGEMENT PLAN

3.2.1 As part of a drive to cut red tape, the Government revoked the requirement for Site Waste Management Plans (SWMPs) for construction projects costing over £300,000 as of 1 December 2013 and they are no longer statutory.

3.2.2 However, SWMPs remain good practice during construction and allow waste credits to be achieved under certification schemes such as BREEAM; one will be prepared by the Principal Contractor once appointed, post planning consent.

3.3 ESTIMATED CONSTRUCTION WASTE

3.3.1 During each stage of the construction process there is the potential to generate waste from a variety of means, including the over-ordering or on-site damage of raw materials and construction process waste, such as material off-cuts, packaging, and chemical residues.

3.3.2 Opportunities for minimising construction waste are discussed in this section, considering issues such as reducing waste through selection of more sustainable raw materials and the implementation of effective on-site waste management practices.

3.3.3 The Building Research Establishment (BRE) have produced benchmarks from which to base performance credit allocation to construction waste arisings. The Site Waste Reduction Performance metric measures tonnes of waste/100m2 of floor area.

3.3.4 Table 3-1 shows the relevant construction waste target for the Proposed Development.

Table 3-1 Environmental Performance Indicators

Description	Project Type	Tonnes/100m² GIA	Source
Commercial	Site Waste Produced from New Build Projects	≤6.5	BRE

3.3.5 Table 3-2 shows the estimated construction waste arisings for all elements of the Proposed Development, based on indicative GIA and the BRE metric.

Table 3-2 Estimated Construction Waste Arisings

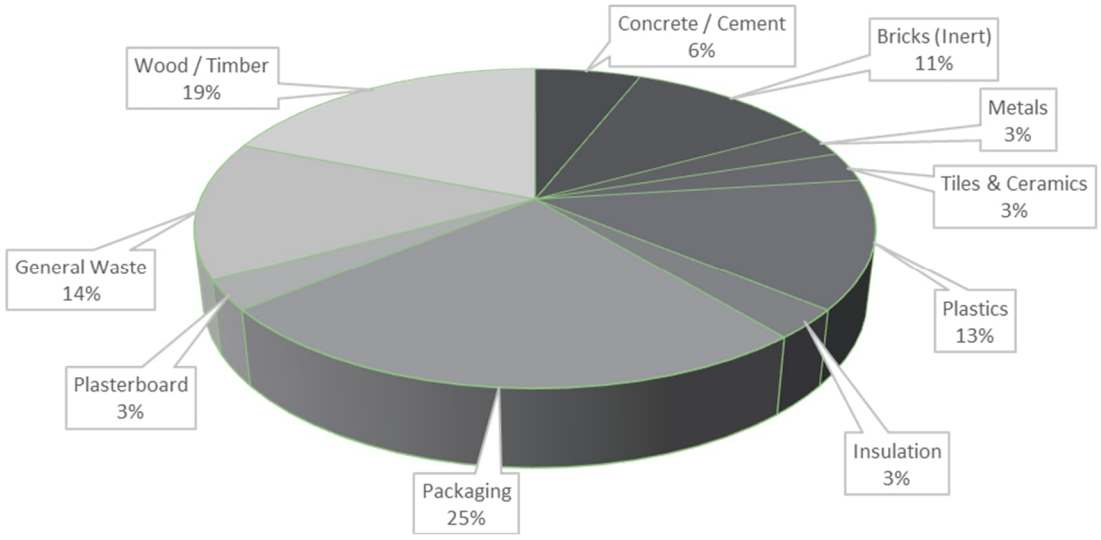
Use	GIA (m^2)	Construction Waste (Tonnes)
Gun Making Facility	1,416	92

3.3.6 It is estimated that approximately 92 tonnes of waste may arise from the construction phase of the Proposed Development.

3.3.7 It should be noted that the estimated total figure also does not include waste from infrastructure development, such as utilities and pavements, which will add to the total construction waste volume. This is due to the fact that infrastructure development cannot be easily calculated using benchmarking data; and the BRE have no applicable information on this area of construction.

Figure 3-1 illustrates the estimated composition of construction waste arisings for the Proposed Development, based on data from UK construction projects of a similar nature.

Figure 3-1 Estimated Construction Waste Composition (Source: SmartWaste)



3.3.8 Table 3-3 shows the typical recovery rate of construction materials.

Table 3-3 Recovery Rate of Construction Materials

Material	Standard recovery * %	Good practice recovery * (quick win) %	Best practice recovery * %
Timber	57	90	95
Metals	95	100	100
Plasterboard	30	90	95
Packaging	60	85	95
Ceramics	75	85	100
Concrete	75	95	100
Inert	75	95	100
Plastics	60	80	95
Miscellaneous	12	50	95
Electrical equipment	Limited information	70 **	95
Furniture	0-15	25	50
Insulation	12	50	95
Cement	Limited information	75	95
Liquids and oils	100	100	100
Hazardous	50	Limited information ***	Limited information ***

** Proposed waste management actions 'reuse' and 'recycling' are forms of waste recovery.*

*** This is a required recovery target for the type of waste electrical and electronic equipment (WEEE) likely to be produced from construction sites, e.g. Lighting (the WEEE regulations).*

**** This cannot be 100% as most hazardous waste streams (e.g. Asbestos) must be landfilled.*

3.3.9 It is anticipated that the Proposed Development would target London Plan Policy of 95% reuse/recycling/recovery of construction and demolition waste, along with 95% beneficial use of excavation waste.

3.3.10 Table 3-4 shows the type and volume of waste generated during construction based on the percentages provided in Figure 3-1.

3.3.11 The *Best Practice Recovery* values in Table 3-3 were used to determine the percentage recovered from the construction materials.

Table 3-4 Type and Volume of Waste to be Generated During Construction

Material	Estimated Quantity (Tonnes)		
	Total	Recovered	Disposal
Concrete / Cement	6	6	-
Bricks (Inert)	10	10	-
Metals	3	3	-
Tiles & Ceramics	3	3	-
Plastics	12	11	1
Insulation	3	3	0
Packaging	23	22	1
Plasterboard	3	3	0
Miscellaneous	13	12	1
Wood/Timber	18	17	1
Total*	91	87	4

* Totals may not sum due to rounding

3.3.12 Based on the indicative quantities summarised in Table 3-4, the recovery rate for construction waste is estimated to be approximately 96.2%.

3.3.13 Construction waste arising will be investigated to determine its reuse potential on-site.

3.3.14 Where reuse on site is not possible, materials will be sent off-site for recycling as summarised in Table 3-4.

3.3.15 It is assumed that where it is not possible to reuse or recycle construction waste, contractors will use disposal routes that divert material from landfill, such as Energy from Waste (EfW), Refuse Derived Fuel (RDF) or Solid Recovered Fuel (SRF).

3.3.16 It should be noted that typical hazardous materials from construction sites that fall within the Hazardous Waste Regulations include:

- Treated wood, glass, plastic (alone or in mixture) containing dangerous substances;
- Bituminous mixture containing coal tar and other dangerous substances;
- Metals containing oil, coal tar and other dangerous substances;
- Cables containing oil, coal tar and other dangerous substance;
- Rubble or hardcore containing dangerous substances;
- Soil, stones and dredging spoil containing dangerous substances;
- Gypsum materials such as plasterboard containing hazardous materials;
- Unused or unset cement;
- Paints and varnishes containing organic solvents or other dangerous substances;
- Paint or varnish remover;
- Adhesives and sealants containing organic solvent or other dangerous substances; and
- Empty packaging contaminated with residues of dangerous substances e.g. paint cans.

3.3.17 Hazardous waste materials will be stored in secure bunded compounds in appropriate containers which are clearly labelled to identify their hazardous properties and are accompanied by the appropriate assessment sheets.

3.3.18 Any fuels, oils and chemicals that are used will be stored in appropriate containers within secure bunded compounds in accordance with good site practice and regulatory guidelines and located away from sensitive receptors.

SUSTAINABLE SELECTION OF CONSTRUCTION MATERIALS

3.3.19 A sustainable materials selection strategy will be prepared prior to the construction of the Proposed Development. Measures will be taken, such as face-to-face 'toolbox talks' and provision of clear operational instructions, to ensure that contractors are committed to the operation of good practice measures on-site with emphasis on continual improvement and identifying appropriate opportunities to reduce waste, promote recycling and use recyclable materials. The ordering of appropriate, minimum amounts of building materials will be part of the materials selection strategy. Prefabricated materials will also be used wherever possible, with further details included within the Circular Economy Statement, for example Cross Laminated Timber (CLT).

SETTING TARGETS FOR REDUCING CONSTRUCTION WASTE

3.3.20 Appropriate targets and objectives will be set in relation to the minimisation, reuse, and recycling of any waste materials during earth works and construction. This will ensure that a clear action plan is generated for the management of specified types and quantities of materials identified for each of the construction stages. These targets will be agreed at the inaugural meeting between the Principal Contractor, the contractors and LBH.

3.3.21 To ensure that the system of waste prevention, minimisation, reuse and recycling is effective, consideration will be given to the setting of on-site waste targets and a suitable programme of monitoring at regular intervals to focus upon:

- Quantifying raw material wastage;
- Quantifying the generation of each waste stream;
- Any improvements in current working practices;
- Methods by which the waste streams are being handled and stored; and
- The available waste disposal routes used, e.g. landfills, waste transfer stations.

3.3.22 The Principal Contractor will be responsible for the setting and reviewing of waste targets from the outset of the development process to ensure that high standards are maintained with the emphasis being on continual improvement. Specific waste quantification and monitoring will assist in determining the success of waste management initiatives employed on each construction site and progress against these targets should be relayed back to the appropriate stakeholders.

ACHIEVING REDUCTIONS IN CONSTRUCTION WASTE - PROMOTION OF BEST PRACTICE

3.3.23 As part of the encouragement of on-site best practice, there will also be a need to ensure that suppliers of raw materials to the Proposed Development are committed to reducing any surplus packaging associated with the supply of any raw materials. This includes the reduction of plastics (i.e. shrink wrap and bubble wrap), cardboard and wooden pallets. This may involve improved procurement and consultation with selected suppliers regarding commitments to waste minimisation, recycling, and the emphasis on continual improvement in environmental performance.

3.3.24 Table 3-5 below summarises the most important mitigation measures to minimise the potential waste of on-site materials during construction. It is important to note, however, that not all construction materials will be provided by local suppliers.

Table 3-5 Measures to Reduce Waste of On-Site Construction Materials

Ordering	Delivery
Avoid: • Over-ordering (order 'just in time') • Ordering standard lengths rather than lengths required • Ordering for delivery at the wrong time (update programme regularly)	Avoid: • Damage during unloading • Delivery to inappropriate areas of the site • Accepting incorrect deliveries, specification or quantity
Storage	**Handling**
Avoid: • Damage to materials from incorrect storage • Loss, theft or vandalism through secure storage and on-site security	Avoid: • Damage or spillage through incorrect or repetitive handling

3.3.25 Where practicable, waste streams that have the potential to be reused on-site or transported off-site for recycling will need to be segregated. Although every effort will be made to retain all suitable materials on-site, it is possible that some of these materials cannot be reused or recycled during the construction process. In these situations, the Site Managers will work to identify a nearby Transfer Station or suitably licensed facility in order for material to be redistributed as fill on other suitable sites. This represents the most sustainable alternative to landfill disposal.

CONSTRUCTION MATERIALS AND WASTE STORAGE

3.3.26 Emphasis will be placed on the provision of appropriate storage conditions for raw materials and key waste streams relating to each development. This will include the segregation of material for reuse or recycling on-site. Where this is not practicable, materials will be segregated for off-site recycling.

3.3.27 The location of the waste storage areas will be clearly labelled, identifying the materials that can be received. Provisions that will be made include:

- Temporary offices and work compounds on-site will retain all details relating to the waste strategy for the site, health and safety and monitoring and reporting details;
- Storage areas for raw materials and assembly areas for construction components will be located away from sensitive receptors;
- Clearly identified containers for segregated waste streams for reuse and recycling; and
- Dedicated skips will be provided for any construction waste that requires off-site disposal.

3.3.28 In addition, the provision of effective and secure storage areas for construction materials is important to ensure that potential loss of material from damage, vandalism or theft is avoided. These measures will be supported by ensuring well-timed deliveries to the site, providing on-site security, and installing temporary site security fencing.

3.3.29 Implementation of good practice measures in terms of on-site storage and security practices will assist in reducing unnecessary wastage of material and ensure that high standards are maintained throughout the development process.

TAKE-BACK SCHEMES

3.3.30 Where re-use is not possible, contractors can identify opportunities and encourage on-site teams to use ‘take-back’ schemes. ‘Take-back’ schemes (also referred to as ‘closed loop’) return products and materials directly back to manufacturers for reuse or specialist recycling otherwise unavailable on site.

3.3.31 Returning excess materials to suppliers in this manner maintains materials further up the waste hierarchy.

3.3.32 Identifying opportunities to use a ‘take back’ scheme will require consideration for site-specific constraints, including geographic location and overall footprint.

3.3.33 Packaging materials (particularly during the construction phase) can provide opportunities to use take-back schemes, including:

- Oversized packaging;
- Oversized void fillers; and
- Unnecessary transport protection and strapping.

3.3.34 A number of contractors are signed up to use The Pallet LOOP[1] which promotes the reuse of pallets from deliveries to construction sites.

MANAGING TRANSPORT AND TRAFFIC IMPACTS FROM CONSTRUCTION

3.3.35 The logistics associated with construction waste are affected by a wide range of factors. The quantity and types of waste materials generated will fluctuate during the construction phases and the resulting number of waste collections will be dictated by a range of variables, including the amount of storage space for waste, the capacity of waste containers used, the materials segregated for recycling and whether any on-site processes are used for reducing the volume of waste (compactors / balers / shredders etc.).

3.3.36 The Principal Contractor will be expected to provide construction waste logistics forecasts, which will be discussed with waste contractors and LBH following appointment of relevant parties.

3.3.37 The impact of traffic associated with the movement of construction and waste materials on surrounding neighbourhoods and the local road network will be minimised by a combination of factors. These include reducing the need to import / export materials; and minimising off-site removal of waste to landfill. Dedicated haulage routes will be agreed with LBH to minimise disturbance to local communities.

[1] *The Pallet Loop* https://www.thepalletloop.com/

4 SUMMARY & CONCLUSION

4.1 SUMMARY

CONSTRUCTION WASTE

4.1.1 During each stage of the construction process there is the potential to generate waste from a variety of means, including the over-ordering or on-site damage of raw materials and construction process waste, such as material off-cuts, packaging, and chemical residues.

4.1.2 BRE metrics have been used to estimate the tonnage of construction waste produced from the new-build elements of the Proposed Development. The site waste reduction performance target measures tonnes of waste/100m^2 of floor area.

4.1.3 It is estimated that approximately 91 tonnes of waste may arise from the construction of the Proposed Development, assuming best practice performance is realised.

4.1.4 It should be noted that the estimated total figure does not include waste from infrastructure development, such as utilities and pavements, which will add to the total construction waste volume. This is due to the fact that infrastructure development cannot be easily calculated using benchmarking data; and the BRE have no applicable information on this area of construction.

4.1.5 Where it is not possible to reuse or recycle construction waste, contractors will be expected to seek disposal routes that divert material from landfill, such as Energy from Waste (EfW), as Refuse Derived Fuel (RDF) or Solid Recovered Fuel (SRF).

4.1.6 Hazardous waste materials will be stored in secure bunded compounds in appropriate containers which are clearly labelled to identify their hazardous properties and are accompanied by the appropriate assessment sheets.

4.1.7 Any fuels, oils and chemicals that are used will be stored in appropriate containers within secure bunded compounds in accordance with good site practice and regulatory guidelines and located away from sensitive receptors.

4.1.8 Appropriate targets and objectives will be set in relation to the minimisation, reuse, and recycling of any waste materials during earth works and construction. This will ensure that a clear action plan is generated for the management of specified types and quantities of materials identified for each of the construction stages. These targets will be agreed at the inaugural meeting between the Principal Contractor, the contractors and LBH.

4.1.9 The Principal Contractor will be responsible for the setting and review of waste targets from the outset of the development process to ensure that high standards are maintained with the emphasis being on continual improvement. Specific waste quantification and monitoring will assist in determining the success of waste management initiatives employed on each construction site and progress against these targets should be relayed back to the appropriate stakeholders.

4.1.10 Emphasis will be placed on the provision of appropriate storage conditions for raw materials and key waste streams relating to each development. This will include the segregation of material for reuse or recycling on-site. Where this is not practicable, materials will be segregated for off-site recycling.

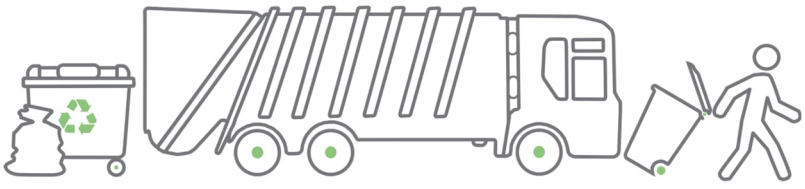
4.1.11 The Principal Contractor will be expected to provide construction waste logistics forecasts, which will be discussed with waste contractors and LBH following appointment of relevant parties.

4.1.12 The impact of traffic associated with the movement of construction and waste materials on surrounding neighbourhoods and the local road network will be minimised by a combination of factors. These include reducing the need to import / export materials; and minimising off-site removal of waste to landfill. Dedicated haulage routes will be agreed with LBH to minimise disturbance to local communities.

CONCLUSION

4.1.13 This Outline SWMP has considered the need to lessen the overall impact of waste generation through recycling of materials from the construction phase of the Proposed Development.

4.1.14 The proposals set out in this strategy meet the requirements of relevant waste policy and follow applicable guidance.



VELOCITY