



NAVIGATOR QUARTER, LAND ADJACENT TO SOUTHAMPTON AIRPORT

OUTLINE WASTE MANAGEMENT & RECYCLING STATEMENT HYBRID PLANNING APPLICATION

MAY 2025

**blocwork (Eastleigh) LLP
&
Southampton International Airport Ltd**



Outline Waste Management and Recycling Statement

Navigator Quarter, Land adjacent to Southampton Airport

On behalf of blocwork (Eastleigh) LLP and Southampton International Airport Limited (SIAL)

May 2025

Introduction

This Waste Management and Refuse Strategy has been prepared on behalf of blocwork (Eastleigh) LLP and Southampton International Airport Limited (SIAL) in support of a hybrid planning application for the development of the Navigator Quarter, on land adjacent to Southampton Airport.

The hybrid application consists of outline proposals for the development of up to 92,000 sqm (GIA) of employment floorspace within Use Classes E(g)(ii & iii), B2 and B8 with ancillary offices, and areas for service yards, car parking, landscaping, ancillary buildings and associated activities, and access from Wide Lane (all matters reserved except for access). The detailed proposals comprise initial infrastructure works and construction of new access road including site levelling and other engineering works.

Units will benefit from dedicated areas for storage of waste and recycling materials. At the Reserved Matters stage, when a development option has been identified, detailed waste and refuse layouts for each unit will be provided.

The Navigator Quarter currently comprises an open area of grassland that is generally undeveloped and has previously understood to have been in use for grazing but is not presently in agricultural use. There are areas of scrub and tree planting within the site and around its boundaries. The only structure on the site is a radar tower next to the site's eastern boundary, which is proposed to be dismantled.

This document has been prepared in accordance with Strategic Policy S1 of the Borough's Local Plan, which states that developments should *"use resources wisely and minimise the generation of waste in the construction, occupation and use of buildings"*. Furthermore, Policy DM1 of this plan requires developments to *"incorporate provision for on-site waste management"*.

This document provides details relating to minimising waste in the construction phase, as well as the arrangements that will be in place for waste storage and collections during the operational phase of the development and considerations for recycling once the development has come to the end of its design life.

It should be reiterated that the employment side of the development is in outline, and speculative in nature, as no occupiers have yet been confirmed to take possession of any of the units once provided. As no tenants of the site have yet been identified, this document therefore provides an overarching approach to Waste Management into which further detail can be introduced.

SITE WASTE MANAGEMENT - DEMOLITION

The site is designated for employment use including airport related activities but is currently made up of greenfield land, divided in places by strips of vegetation. The only structure on the site is a radar tower next to the site's eastern boundary, which will need to be safely dismantled. Where feasible, this material will be sorted for recycling to minimise waste sent to landfill.

No demolition is required on the site.

SITE WASTE MANAGEMENT - CONSTRUCTION

For a large industrial development, the most significant issues relate to material usage (principally for aggregates, concrete and steel) and the power consumed during its operation.

The buildings proposed are, fundamentally, a simple construction and the nature of such buildings is to provide large clear span adaptable spaces that can be used for a variety of different users over their lifetime. The office areas are relatively small in relation to the main space.

The use of steel is required to create a durable, strong and efficient building envelope that can accommodate large floorplans and clear internal heights to generate the required storage and working volumes for occupiers. The space created is also flexible and allows for different horizontal and vertical configurations, potentially incorporating mezzanine floors to meet occupier requirements.

The building envelope created can therefore be considered to be robust and capable of accommodating a number of different uses in meeting the needs of various occupiers over its design life.

The significant materials specified in the construction are principally a large steel frame, concrete floor slabs and external yards and steel faced cladding materials for the envelope of the building. These components are required to meet the requirements of occupiers across the industrial sector.

Steel is a material that can be recycled. The frame of the buildings will be prefabricated and will be constructed with bolted connections which allow easy dismantling for potential reuse or recycling once the building has reached the end of its useful life. The design of the frame is a very 'lean' process and will be optimally designed to avoid waste and excess material being used.

The envelope of the buildings will incorporate a coated steel faced cladding system supported by the structural frame. This provides a high quality, durable and highly energy efficient enclosure to the building. Inclusion of cladding systems that are 'A' rated in the 'Green Guide to Specification' will be considered.

The floor slab and yard areas which experience high vehicular loads need to be constructed in concrete. Whilst concrete requires significant energy for the manufacture of Portland cements, this has to be balanced with the significantly increased durability that the material provides; with less need for replacement and the ability to easily recycle the material at the end of its life. In such an environment, concrete is the most appropriate material.

Materials used in the construction stage will be ordered to minimise waste and ensure that the construction stage is as efficient as possible. As contractors work on small margins, generally to fixed contracts, it is in their interest to minimise waste and have the most efficient construction process.

REFUSE STRATEGY

Servicing for the site

All matters of the development are reserved, except for access, site levelling and other engineering works. The proposals therefore provide details for the construction of an estate road through the site, which will be of a width to allow the safe movement of HGVs alongside cars, cyclists and pedestrians. The estate road will form an extension to Mitchell Way, which has access onto the A335 before the M27. Mitchell Way will also be upgraded to accommodate two-way HGV movements.

As demonstrated by the Illustrative Site Layout, the site will be divided into a northern and southern plot, served by separate access points off the estate road. These access points will be of an appropriate width to support the movement of HGVs into and around the development.

While all matters including layout are reserved, Units will provide purpose-built service yards to meet the operational requirements of occupier's coming to the site to allow HGVs to enter and leave the yard in forwards gear, which will also provide sufficient space to allow easy movement of refuse vehicles.

Storage and Collection of Waste

The units will benefit from their own dedicated service yards which, where possible, face away from sensitive areas, to limit noise breakout from the site and reduce light spill from activity in the yards during night time hours. The units will also benefit from dedicated areas for the storage of waste and recycling, which are located in the service yards, hidden from public view where feasible, to ensure that the refuse areas do not impact on the attractive frontages of the units or the street scene.

Refuse areas will be subtly screened by an enclosure, which will also provide robust storage for the bin stores. An example image is shown in Appendix 1. Enclosures will provide sufficient space for both recycling and general waste containers, with enough capacity to minimise the number of collections required. There will be an additional enclosure within the compounds for the storage of food waste. There will also be adequate space within the storage areas to allow the bins to be accessed, opened and manoeuvred.

Details of the refuse areas and location in the service yards will be detailed at Reserved Matters Stage or pursuant to an appropriately worded planning condition, to ensure that they are available for use prior to first use of the relevant employment unit.

Based on requirements for BREEAM and expected operational requirements of other projects, an appropriate number of bins will be provided, depending on the development option brought forward. The bin enclosures are sized to accommodate Eurobins of up to 1,110 litres each. It is anticipated that there will be a weekly waste collection for the site.

It is anticipated that waste will be collected by a private contractor and estate management will organise collection of waste for the site to meet the needs of the occupiers and to ensure effective management of their waste and recycling material so that this does not interfere with site operations.

At the agreed times, refuse vehicles will come into the service yard to collect the waste and then depart, entering and leaving the site in forwards gear. The area in front of the refuse area will allow refuse vehicles to manoeuvre in a safe and appropriate manner.

Each occupier will be responsible for the management of their own waste, using the dedicated facilities and other relevant measures (e.g. compactors) where this may be relevant to their individual operations

Appendix 1 – Example Bin Store Imag



