

Bank Station Capacity Upgrade – fact sheet 16

Management of excavated material and waste

Introduction

The construction of the Bank Station Capacity Upgrade (BSCU) will create a surplus of materials that will need to be managed. Waste materials fall into two categories - excavated materials and demolition and construction waste.

A significant proportion of the waste resulting from the BSCU will originate from the excavation of the new southbound Northern line tunnel and other underground works. It is anticipated that virtually all of this will comprise of clean, inert material, mostly London Clay. The remainder of the waste will be from the demolition of existing buildings or construction of the proposed scheme.

The likelihood of the project requiring the excavation of material contaminated by previous industrial uses is expected to be low. Should contaminated material be excavated, it will be handled appropriately, and disposed of at a licensed facility.

Materials management hierarchy

London Underground's construction contractor, Dragados, will use the 'waste hierarchy', which seeks to minimise the generation of waste as follows:

1. Re-use/recycle waste materials as part of the project where practicable
2. Send the waste elsewhere for beneficial re-use
3. Dispose of the waste to a correctly licenced facility (least preferable option).

Minimising excavated materials and waste

During the design process, the scheme has aimed to reduce the amount of waste that will be produced as far as practicable, by minimising the size of all excavations including tunnels and shafts.

Dragados will further reduce the production of construction waste, for example, by ensuring the correct amount of construction materials are ordered and by minimising and recycling packaging. The volume of waste it is anticipated will be generated by the scheme can be accommodated by the existing materials recovery and transfer infrastructure in London without any major impact.

Re-use of excavated materials and waste

Whilst there are limited opportunities to use the excavated material on site, we proposes to transport it from site by lorry to other locations where it will be used for beneficial purposes such as clean fill, contaminated land remediation or capping material for existing landfill sites.

Demolition waste will similarly be reused where practicable. For example, most waste concrete on the project, including that arising as a by-product of the Sprayed Concrete

Lining tunnelling process, is anticipated to be crushed at specialist facilities and used for future construction projects.

Further information

For more information visit: tfl.gov.uk/bank-consultation or email BankSCU@tfl.gov.uk

To receive this document in large print, audio or another language please call

0800 298 3009

June 2014