

What's happening?

Best Practice at *Blackfriars* Waste Management

Overview:

Under the Thameslink Programme significant improvements are being made at Blackfriars to both the Thameslink and London Underground Stations. The project footprint is extremely small for a project of this scale, and coupled with its complexity, makes it very difficult to build. Footprint constraints mean that segregating waste is not an option as there are no lay down areas for multiple skips.

Best Practice:

It was immediately apparent that the correct waste contractor be appointed in order to maximise offsite segregation and recycling, and to provide reports and duty of care documentation. Subcontractors who are responsible for their own waste also need to comply with a minimum 90% construction, demolition and excavation recycle rate.

Since the start of the project in April 2008, we have produced 90766.1 tonnes of waste, of which we have recycled 98.1%.

From April 2011, Blackfriars has achieved zero waste to landfill for non-hazardous site waste, and has achieved the same for office waste since August 2009. Non-hazardous waste unable to be recycled is sent for incineration with energy recovery.

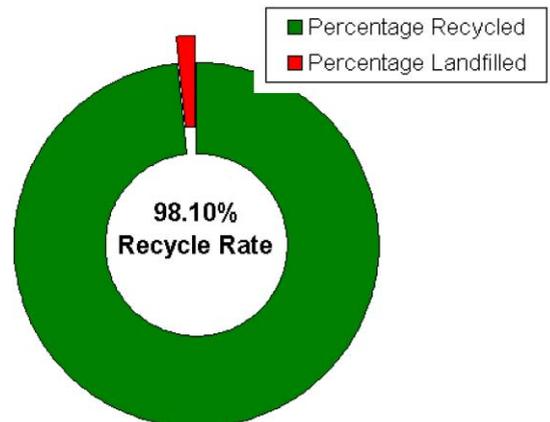
The environment team are currently investigating the possibility of recycling hazardous grit waste from cleaning the bridge to achieve 100% recycle rate. Some of this waste is already being washed, enabling it to be recovered. Any waste water is purified and reused whilst sludge is recovered and bound within expanding clay products.

Reuse:

When the wooden protection deck under Blackfriars Railway Bridge is removed at the end of the project,

over 7000 square meters of timber will be recovered. Negotiations are in hand to donate this to the London Wildlife Trust for constructing walkways and decking in their nature reserves. Approximately 1 tonne of European Redwood timber from the bridge piers has been donated to Camley Street Nature Reserve in Kings Cross for use in this way.

The site also spans the river which has enabled the project to utilise this resource as a mode of transporting waste to and from site, thus alleviating congestion London roads and reducing impact on air quality, and reducing noise and fuel consumption.



Meeting our objectives & targets:

By aiming to obtain the highest possible recycle rates, the project is able to meet the following objectives and targets:

- Blackfriars environmental objective - *Divert 90% of all construction, demolition and excavation waste by weight from landfill*
- Network Rail's Sustainable Design and Construction Strategy - *Minimise Waste Production*
- Balfour Beatty Civil Engineering's Blackfriars Sustainable Action Plan - *Reduce the waste that we generate and manage it as a resource*
- CEEQUAL - *Evidence of contractor considering waste management during construction*