

# Midland Metro

## 7.11

## Non-Hazardous Waste

### 7.11.1 Introduction

This section of the ES considers the management and disposal of non-hazardous wastes arising from the construction of the scheme. The potential for contaminated waste to occur is assessed in *Section 7.10*.

### 7.11.2 Sources of Waste

#### Overview

The proposed scheme has the potential to generate waste during the construction phase. The main sources of non-hazardous waste include spoil generated during earthworks required prior to track construction, spoil arising from the widening of the railway corridor where it is located in a cutting, and waste arising from the demolition of structures and excavation of pavements and other areas of hardstanding.

Other sources of waste include effluent from portable toilets used on site, accumulated rainwater from fuel and drum storage areas, and domestic waste from site office facilities (eg waste paper and kitchen waste).

#### Spoil

The total volume of spoil material to be removed from site has been estimated at approximately 12 2073 m<sup>3</sup> ([29]). This assumes that at least 45% of spoil arising from the works will be classed as contaminated for the purpose of disposal, and as a result, can not be re-used on site.

#### The main sources of spoil include the following:

- demolition of minor structures, walls, fences, etc;
- removal of over site concrete / hardstanding, etc;
- clearance of works sites (including Japanese Knotweed, assuming that excavation to a depth of 2 m will be required to remove this species) and general excavation;
- the removal of ballast from the railway corridor;
- construction of new carriageways, footpaths, retaining walls and gabion walls; and
- excavation of material during trench construction associated with the diversion of statutory undertakers' apparatus and communication cables.

#### Demolition Waste

The proposed scheme will also necessitate the reconstruction/demolition of a number of existing structures, including the following:

- the Smith Road underbridge will be demolished;
- three unnamed structures to be demolished (structures situated to the south of the Eagle Lane Industrial Estate);
- the deck structure serving the Walsall Canal underbridge will be replaced;
- the New Road overbridge will be reconstructed;
- the Horseley Road overbridge will be reconstructed;
- pedestrian walkway overbridge linking Horsley Heath to the alignment to be reconstructed;
- the Lower Church Lane overbridge will be reconstructed;
- the Park Lane East overbridge will be reconstructed;
- pedestrian footbridge near the Dudley Port stop to be demolished;
- Sedgley Road underbridge to be reconstructed;
- unnamed structure to be demolished (north of Coneygre Leisure Centre playing fields);
- the Birmingham Canal footbridge will be demolished;
- piers and abutments at Tipton Road will be demolished;
- the portal tunnel structure at the Tipton Road overbridge will be demolished;
- pedestrian footbridge at King Street to be demolished;
- Parkhead Viaduct will be reconstructed;

- Victorian engineering premises to be demolished; and
- District Housing Office to be demolished.

During re-construction works to the Parkhead Viaduct, existing bricks will be utilised as far as possible.

The volume of waste associated with the area of deck removed for the structures identified above is approximately 1 890 m<sup>3</sup>. The volume of waste resulting from the demolition of structures, fill and foundations is approximately 21 000m<sup>3</sup>.

### 7.11.3 Potential Impacts of Construction Waste

The main impacts associated with construction waste relate to the disposal of spoil and demolition waste, and dust generation, both during handling within construction sites and during the transportation of waste. However, provided appropriate protective and mitigation measures are implemented, impacts associated with the handling and disposal of waste are expected to be both temporary and minimal. Dust generation is considered in *Section 7.5*.

Portable toilets will be provided at the construction compound and work sites. They will be emptied regularly by a specialist contractor and disposed of in accordance with the requirements of Sandwell and/or Dudley MBC as appropriate, and the EA.

### 7.11.4 Mitigation Measures

A draft CoCP (see *Appendix D*) has been developed for the scheme, which places an obligation on the Concessionaire to develop a Waste Management Plan, to identify opportunities for recycling and/or reuse of waste, wherever possible. Where spoil is not contaminated, it is envisaged that the approach will be to adopt a disposal hierarchy, with the first choice option being to reuse spoil on site as part of the scheme wherever possible. The second choice option would then be the reuse of spoil in other schemes within the area, with the last choice being disposal to a registered site. Where it is necessary to dispose of waste materials, this will be to a suitably licensed waste disposal site, in accordance with the Waste Management Duty of Care <sup>(130)</sup> imposed by section 34 of the Environmental Protection Act 1990. In addition, open fires for the disposal of materials will be prohibited at all times.

Options for the reuse of spoil and/or demolition waste, depending on the condition of the material, may include the following:

- fill material for, for example, for the construction of the retained earth structures at Wednesbury, Tipton Road or at Canal Street;
- modifications to site levels; and
- landscaping.

Any surplus spoil will also be recovered and made available to third parties for reuse on local development projects. The reuse of waste ballast may be also appropriate in some circumstances and this will be investigated during the construction programme.

A Waste Management Plan will be prepared in accordance with the Waste Management Duty of Care as described above and in consultation with the EA prior to construction. The Waste Management Plan will:

- define responsibility for waste management to a named individual;
- provide clear information on site waste management;
- identify waste minimisation measures;
- identify what materials are to be segregated on site for reuse or recycling; and
- facilitate the collection of data.

### 7.11.5 Summary of Residual Impacts

The scheme has the potential to give rise to waste during the construction phase. However, providing appropriate mitigation measures are implemented through the adoption of the CoCP and Waste Management Plan, no significant impacts are expected to occur.