

Bradford Road, Miles Platting, Manchester (Site Code 0049)

Outline Demolition Method Statement

National Grid Property Holdings Ltd

July 2022

Notice

This document and its contents have been prepared and are intended solely as information for National Grid Property Holdings Limited’s (NGPH) information and use in relation to the preparation for Outline Demolition Method Statement for gasholder demolition works to be undertaken at the NGPH owned landholding located at Bradford Road, Miles Platting, Manchester, M40 7BN.

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Document history

Revision	Purpose description	Originated	Checked	Reviewed	Authorised	Date
Rev 1.0	Draft for issue	NS	RG	LH	LH	July 2022

Client signoff

Client	National Grid Property Holdings Ltd
Project	Bradford Road, Miles Platting, Manchester (Site Code 0049)
Job number	5214773
Client signature / date	

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1. Introduction

Atkins Limited has been commissioned by National Grid Property Holdings Limited (National Grid) to prepare an Outline Demolition Method Statement (ODMS) to be included as part of the prior notification application for the demolition phase of works at Bradford Road, Miles Platting, Manchester. A site location plan is shown on Figure 1.

1.1. Proposed Works

The proposed overall works at the site include dismantling and infilling one below ground column guided gasholder, removal of the boiler house and chimney, and removal of the redundant overhead pipework and gantries. The structures will be removed to the point where they are level with their underlying concrete bases, which will remain in-situ. Upon completion of the dismantling of the gasholder, the resulting subsurface void is proposed to be infilled to match current site surface levels. The dismantling and infilling of the holder will not disturb the ground or any associated subsurface contaminants. No other works are proposed. A site layout is shown on Figure 2 and proposed work plan is shown on Figure 3.

The demolition works shall comply with all relevant legislation, regulations and additionally, obtain and comply with all necessary consents to ensure legal construction works.

1.2. Method statements / Risk Assessments

A full demolition Method Statement for the works will be prepared ahead of the works once a demolition Contractor has been appointed. The Principal Contractor shall complete Risk Assessments and Method Statements (RAMs) identifying significant aspects and impacts identified for the dismantling and infilling works.

2. Proposed Method of Dismantling

Prior to the works commencing all related plant, pipework and equipment associated with the gasholder will be disconnected and decommissioned. The Contractor shall liaise with Cadent Limited and Network Rail prior to the works to agree precautionary working methods to ensure that operational assets are protected. Services at crossing points will be protected for the duration of the works. The Contractor will install appropriate traffic management on site, and at the site entrance. Construction traffic entering and leaving site will be controlled by the Principal Contractor. The site will remain secure with additional security and fencing installed for the duration of the works.

2.1. Dewatering

The Contractor shall deploy an Environmental Permit for the site and a written response shall be received from the Environmental Agency prior to the commencement of works. The appropriate discharge point to the foul drain and disposal route shall be confirmed prior to dewatering works commencing and the contractor shall obtain the discharge consent from United Utilities. A submersible electric pump located within the gasholder will discharge the holder water into a bunded Water Treatment Unit situated adjacent to the holder. The treated holder water will discharge directly into the site's interceptor. A Smart Flow Meter shall record water volumes and the rate of discharge, and the treated water shall be tested on a weekly basis to ensure full compliance with the discharge consent. Prior to commencement of the dewatering a closed loop test shall be undertaken to ensure the local drainage infrastructure has the capacity to carry out the dewatering at the agreed discharge rate and the treated holder water is compliant with the discharge consent.

2.2. Desludging

The sludge will be removed from the gasholder tank via a pump or collected into dewatering bags and lifted out of the holder onto sealed wagons for removal off site. Should any odours be released during the desludging period, a waterless odours suppressant system will be present on site to control potential odours.

2.3. Dismantling

Prior to demolition all structures to be dismantled will be subject to a R&D survey and isolations.

2.3.1. Crown Removal

The crown will be cut into sections using cold cutting techniques. A demolition specification excavator equipped with a shear attachment will work from outside the holder carefully removing approximately 30% of the crown and rest structure in order to create a ramp access into the holder. A ramp from ground level to the dumping will be constructed from imported self-compacting granular fill. Suitable geotechnical testing will be carried out prior to use to confirm suitability. The excavator equipped with a shear attachment will work from the newly constructed ramp to remove the remaining section of the crown roof, rest structure and lift sections behind the ramp in accordance with the demolition design. Material will be processed and loaded into skips for recycling.

2.3.2. Lift Wall Removal

Once the crown and rest structure is removed, it is necessary to create a working platform off the dumping therefore granular material will be placed over the dumping. Compaction testing will be carried out to ascertain suitability. The working platform will create additional height from inside the holder so the excavator equipped with a shear attachment can reach the top of the lift sections requiring removal. Each lift section is sheared in sections and removed from the holder in a controlled systematic approach, until all the lifts have been removed. The material will be processed and loaded into skips for recycling.

2.3.3. Superstructure Removal

The guide frame will likely be dismantled using a combination of a MEWP and a mobile crane. The MEWP will operate outside the holder. Hot cutting of the guide frame when wind speeds and direction are favorable only. All operations will be overseen by a competent lift supervisor and a valid lifting plan and hot work permits must be in place prior to the works. Slew restrictions will be used to geofence the working area and prevent oversailing. A fenced exclusion zone shall be implemented around the works. The crane will be sited within the holder void on the working platform and the frame will be dismantled tier by tier. Sections will be lowered to the ground and placed in the processing area for removal off site to a recycling facility.

2.3.4. Infilling

Upon completion of the dismantling works the void will be infilled in accordance with the National Grid infilling specification. All infill material (typically 6A, engineered fill and 6F2) will be tested for chemical and geotechnical suitability prior to use and during the placement of the material. A suitable sized excavator and roller will work from within the holder from the working platform to spread the infill material in layers working in a clockwise manner to finally to match existing ground level. The proposed final site conditions is shown on Figure 4.

2.4. Environmental Safeguards

The nature of the dismantling works has the potential to generate noise, vibration and dust / air quality pollution through the course of the works and the associated transportation of material.

The programme will be set up to minimise disturbance to the surrounding neighbouring occupiers through limiting working hours in the early mornings, evenings and weekends. HGV movement will also be timed to avoid periods of peak congestion.

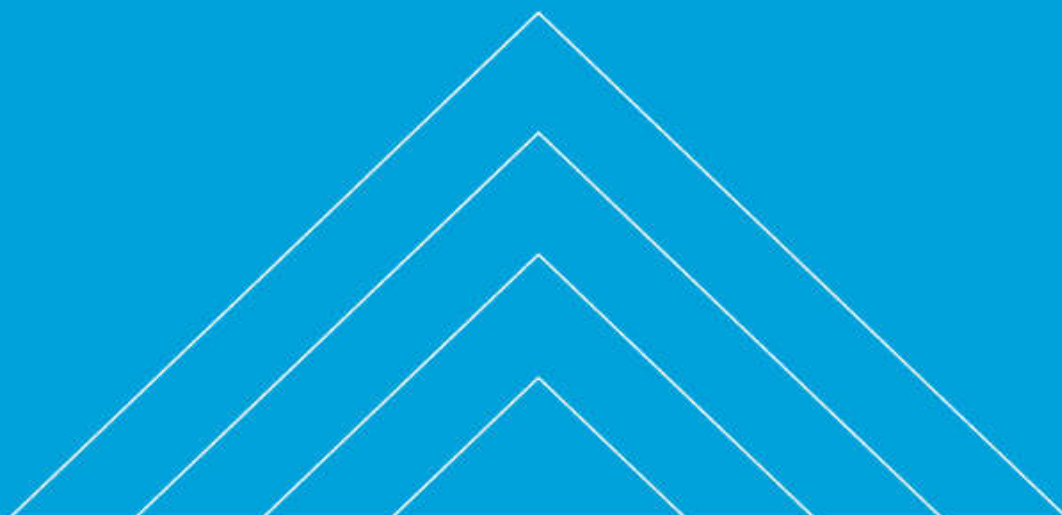
The relevant building consent will be obtained, and the best practice measures adopted in regard to noise and air pollution. Noise and dust monitoring equipment will be implemented with any negative effects recorded and mitigated where necessary in line with relevant guidance.

2.5. Traffic Management

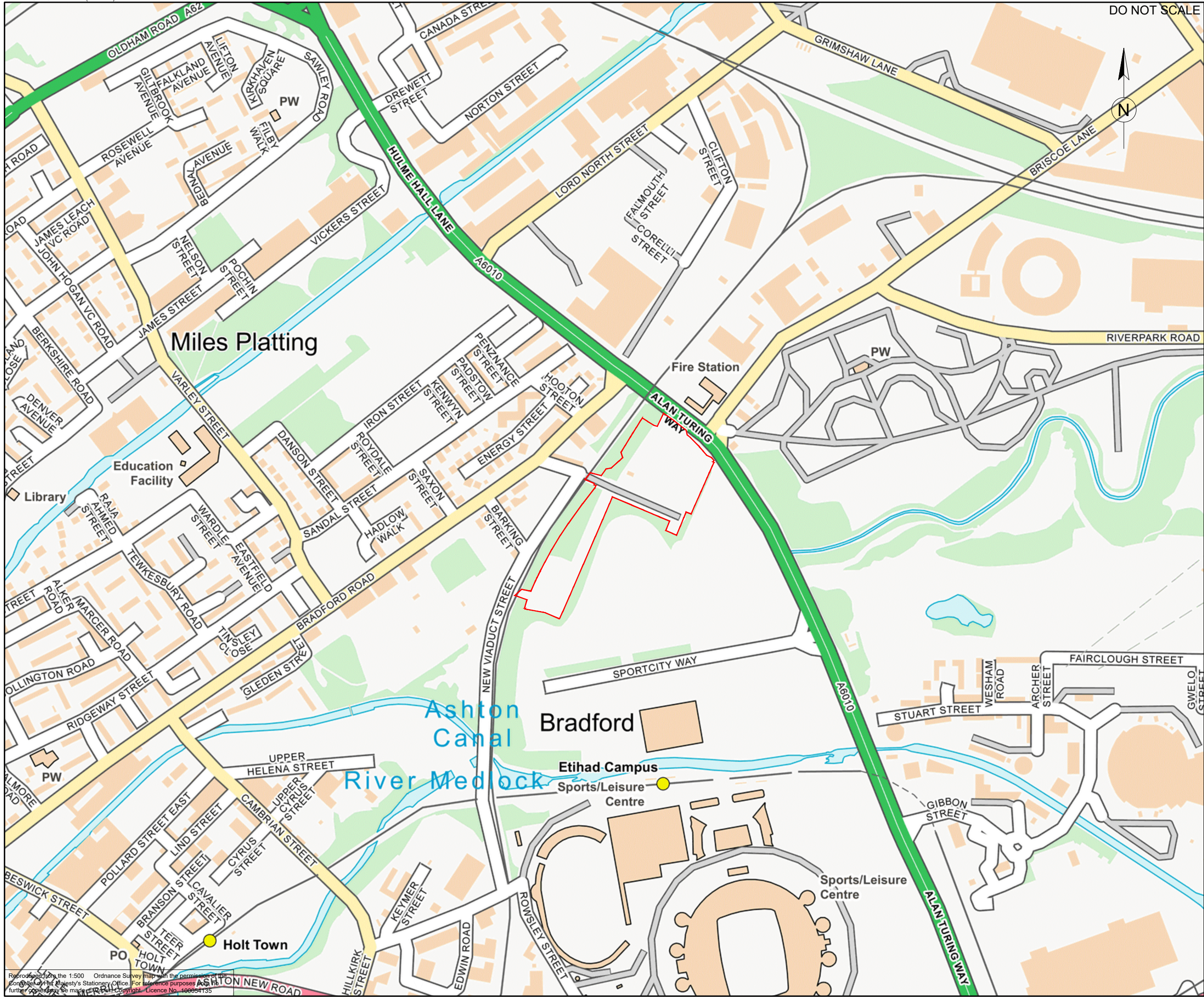
During the dismantling works the primary access route to the site will be from Broxton Street, via a double palisade gate. The construction access point will be signposted on the main access gate and relevant on-site signs placed throughout the site to indicate speed limits. Construction traffic entering and leaving site will be controlled by the Principal Contractor, a trained banksmen will be position at the site entrance, vehicles will be directed to the gasholder works area.

No wheel wash facilities are considered necessary. Vehicles should be restricted to hardstanding only, preventing soil compaction, dirtying of vehicles and the subsequent distribution of materials onto the highway network. However, it is proposed that high-pressure hoses are kept on standby for use where appropriate. This is common practice across construction sites

Appendices



Appendix A. Drawings



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APPLICATION NGPH
BOUNDARY (4ha)

P01	11/05/22	FOR INFORMATION	CW	NS	RG
Rev.	Date	Description	By	Chk'd	App'd

Drawing Status	FOR INFORMATION	Suitability	S2
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NATIONAL GRID PROPERTY HOLDINGS

Project Title

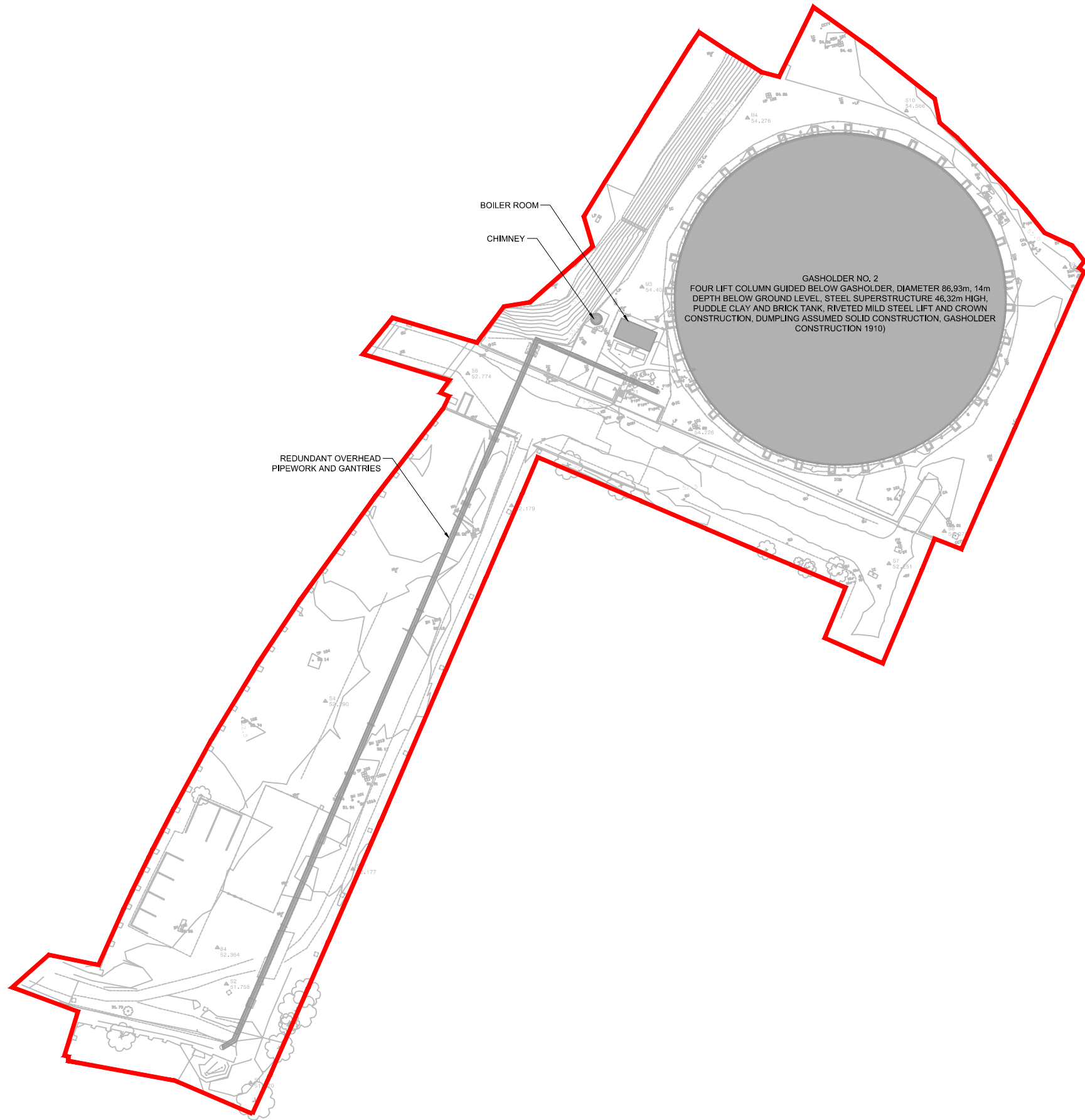
NGPH BRADFORD ROAD
DEMOLITION AND INFILLING

Drawing Title

SITE LOCATION PLAN

Scale 1:5,000	Designed -	Drawn CW	Checked NS	Authorised RG
Original Size A3	Date -	Date 06/05/2022	Date 11/05/2022	Date 11/05/2022
Drawing Number				Revision

Drawing Number	FIGURE 1	revision	P01
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DO NOT SCALE



NOTES:

- DO NOT SCALE FROM THIS FIGURE.
- THIS DRAWING IS TO BE READ IN FULL COLOUR.

KEY:

- APPLICATION NGPH BOUNDARY (4ha)
- STRUCTURES ON SITE

P01	11/05/22	FOR INFORMATION	CW	NS	RG
Rev.	Date	Description	By	Chk'd	App'd

Drawing Status	S2	Suitability
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Project Title

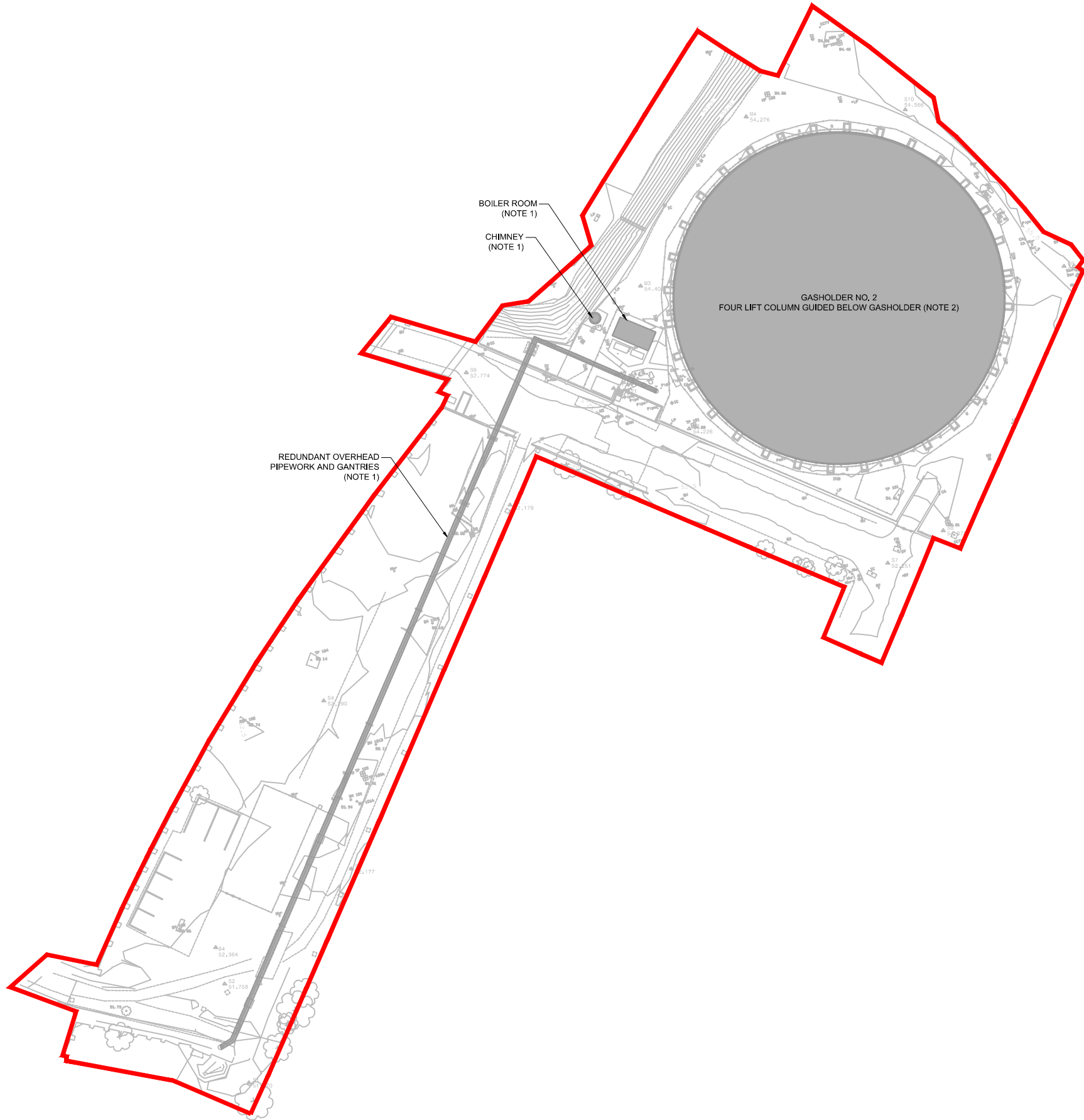
NGPH BRADFORD ROAD
DEMOLITION AND INFILLING

Drawing Title

SITE LAYOUT PLAN

Scale	1:1,250	Designed	-	Drawn	CW	Checked	NS	Authorised	RG
Original Size	A3	Date	-	Date	06/05/2022	Date	11/05/2022	Date	11/05/2022

Drawing Number	FIGURE 2	Revision	P01
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DO NOT SCALE



NOTES:

- DO NOT SCALE FROM THIS FIGURE.
- THIS DRAWING IS TO BE READ IN FULL COLOUR.

KEY:

- APPLICATION NGPH BOUNDARY (4ha)
- STRUCTURES TO BE DEMOLISHED

NOTE 1 - STRUCTURES TO BE DEMOLISHED TO SLAB LEVEL.

NOTE 2 - STRUCTURE TO BE DEMOLISHED TO BASE OF BELOW GROUND TANK AND INFILLED TO GROUND LEVEL.

P01	11/05/22	FOR INFORMATION	CW	NS	RG
Rev.	Date	Description	By	Chk'd	App'd

Drawing Status	Suitability
FOR INFORMATION	S2

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NATIONAL GRID PROPERTY HOLDINGS

Project Title

NGPH BRADFORD ROAD
DEMOLITION AND INFILLING

Drawing Title

PROPOSED WORKS PLAN

Scale	Designed	Drawn	Checked	Authorised
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Original Size	Date	Date	Date	Date
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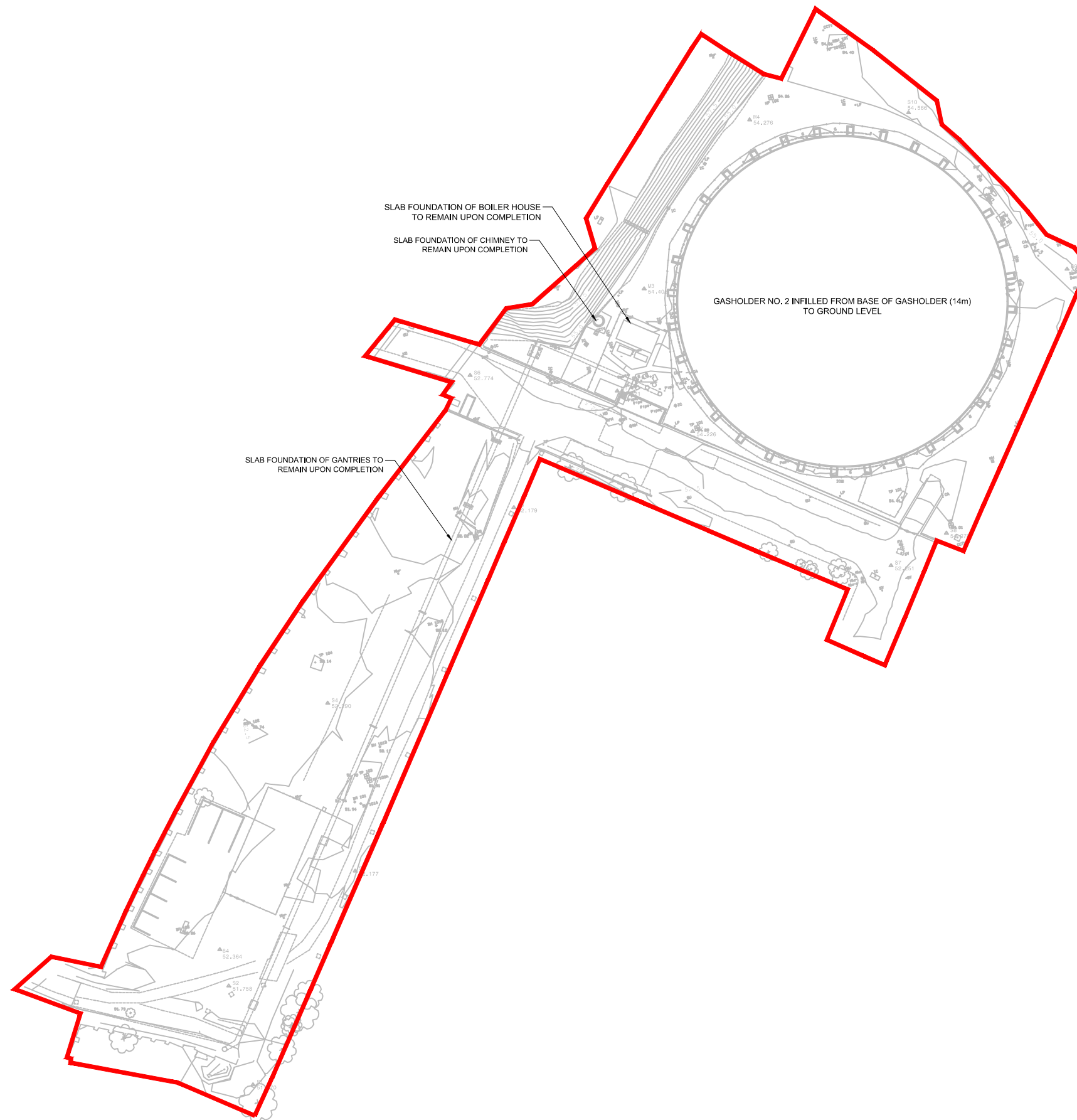
Drawing Number	Revision
FIGURE 3	P01



1. DO NOT SCALE FROM THIS DRAWING.
2. THIS DRAWING SHOULD BE READ IN FULL COLOUR.
3. ALL HARDSTANDING, FOUNDATIONS, SUBSTRUCTURE AND GROUND BEARING SLABS TO REMAIN.
4. ALL VOIDS, PITS, AND DEPRESSIONS TO BE BACKFILLED TO MATCH SURROUNDING GROUND LEVELS.

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 APPLICATION NGPH BOUNDARY (4ha)



CLASSIFICATION - Baseline (Low Risk)

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