

SLOUGH MULTIFUEL EXTENSION PROJECT

Planning Inspectorate Ref: EN010129

The Slough Multifuel Extension Order

Land at 342 Edinburgh Avenue, Slough Trading Estate, Slough

**Document Ref: 7.7.17 Condition 22 – Decommissioning and
Demolition Plan**

The Planning Act 2008



Applicant: SSE Slough Multifuel Limited

May 2023 – Deadline 5



SSE Generation Development
1 Waterloo Street
Glasgow
G2 6AY



Planning and Building Control Service
Slough Borough Council
Town Hall
Bath Road
SL1 3UQ

Ref: RJC/SBC 003

1st February 2018

For the attention of Christian Morrone

Dear Sir

**Consent reference: P/00987/024 and 025 - Development of Combined Heat and Power Station, Consent date 2nd June 2017
Condition 22 – Further information**

With regard to the above consents and specifically condition 22 of consent 024, we write to submit our 2nd decommissioning and demolition scheme, detailing phases 2 and 3. This concludes all information for all demolition areas specific to condition 22.

By way of update, SSE intend to commence demolition activities in March 2018. Our phase 2 and 3 plan details key dates for the demolition project.

We would welcome any comments or questions you may have on this plan. Contact details are noted above. Should our plan be acceptable we would appreciate confirmation to allow us to manage these further demolition phases,

Yours faithfully,



Roderick Crawford
Project Manager

Slough Heat and Power – Multi-Fuel waste to energy plant

Planning condition 22 – Decommissioning and Demolition Plan

Planning consent P/00987/024 & 025

January 2018

Issue 02 – Phase 2 & 3 detail

Roderick Crawford
SSE Generation Development



Introduction

SSE Generation received planning permission for a multi-fuel plant located on this site on the 2nd June 2017, following the signing of a section 106 legal agreement between Slough Borough Council, Slough Trading estate, SSE Generation and Slough Utility Services . Demolition and removal of a number of existing buildings and equipment is required to build the new plant.

Under condition 22 of planning consent P/00987/024 no demolition can start until a decommissioning and demolition scheme has been approved by Slough Borough Council.

Condition 22 states:

“Prior to the commencement of the demolition of the authorised development, the undertaker must submit to the planning authority for its approval a decommissioning and demolition scheme. No demolition works may be carried out until the Local Planning Authority has approved the scheme.”

The scheme submitted and approved must include details of:

- (a) the buildings to be demolished;*
- (b) the means of removal of the materials resulting from the decommissioning works;*
- (c) the phasing of the demolition and removal works;*
- (d) any restoration works to restore the Order land to a condition agreed with the planning authority;*
- (e) the phasing of any restoration works;*
- (f) a timetable for the implementation of the scheme.”*

Delivery of the above detail

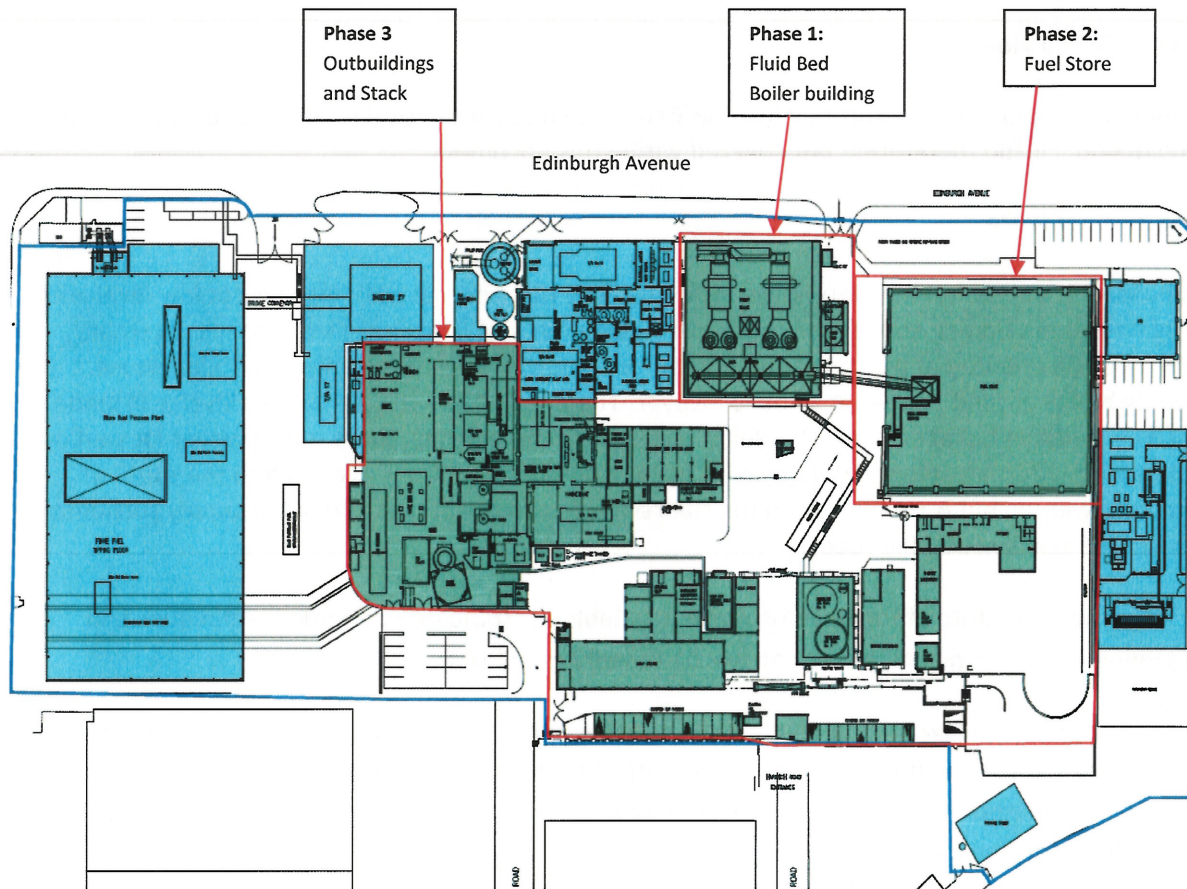
In order to provide the relevant detail on the above topics, SSE has divided the site into 3 phases as outlined in the following section. SSE has previously submitted the above details for demolition of part of the site (Phase 1) in June 2007. This submission was accepted by Slough Borough Council on 13th November 2017.

This document provides the relevant details for the remaining phases 2 and 3.

(a) The buildings to be demolished

Layout Plan 1 below shows the intended decommissioning, demolition & plant removal areas. This plan was submitted as part of the planning application, now consented as P/00987/024.

- Areas to be removed - Green
- Areas to be retained – Blue



Layout plan 1

Phase 1 is the decommissioning, removal and demolition of the fluid bed boilers and their building. This is a steel framed aluminium sheet – clad building erected in the 1980s. It housed 2 boilers mounted above ground and supported by steel beams. They have associated scrubber emissions filters attached to the sides of the buildings. The building is circa 40m high.

Phase 2 is the decommissioning and demolition of the fuel store. This building is a simple steel framed aluminium sheet – clad building erected in the 1980s, open at its western end and previously used to store coal.

Phase 3 is the decommissioning and demolition of out- buildings and South Stack (chimney). The outbuilding are generally of brick construction and date back to early 1900s. Buildings to the north of this area are also early 1900 steel or iron frame building used to house transformers and heat pipes and valves that are now redundant.

The south stack chimney is 92 m high with an 85.3 m concrete windshield. The protruding steel liner has riveted cladding at the top. The chimney stands on four reinforced concrete supporting legs. It has been redundant since 2014.

(b) The means of removal of the materials resulting from the decommissioning works

Phase 1 – Boiler House

The demolition sequence for this building has been previously submitted to and accepted by Slough Borough Council and therefore is not covered within this document.

Phase 2 – Fuel Store

This building is a steel framed warehouse style building. The external walls are brick at low level with corrugated steel cladding above. The roof is steel clad with roof lights installed in strips. Internally, there is a small quantity of plant and equipment for conveying fuel to the adjacent Boiler House, including below ground hopper and coal conveyor. The building has an internal low level wall made up of free standing L shaped concrete blocks. External to the building, there is a conveyor located on an elevated platform leading to the adjacent Boiler House. The building is located to the south of Edinburgh Avenue, but is set back from the road edge due to the presence of a gas supply substation between the building and the road.

The height and structure of the building make it suitable for standard demolition techniques and equipment. The sequence of demolition will be broadly as follows:

- Removal of below ground equipment from the coal conveyor hopper. This will be removed using a track mounted demolition excavator fitted with hydraulic shears / grab as required. On completion of the removal of this equipment, the resulting voids will be backfilled with clean crushed concrete.
- Removal of internal structures. The free standing concrete blocks will be removed, either as complete units for re-use elsewhere, or broken up on site and crushed to provide a backfill material for underground voids on site. The internal plant will be broken up in-situ using a combination of hydraulic shears mounted on a tracked demolition excavator and manual cutting.
- Prior to demolition of the building structure, a protective scaffold will be erected between the building and the gas supply substation. The protection structure will extend the full length of the North side of the building. This will be designed and constructed to ensure that no damage occurs to the substation and that no debris falls outside the demolition area.
- The building structure will be dismantled using tracked demolition excavators and appropriate demolition tools. They will use hydraulic cutting tools to cut through the steel and cladding to reduce the building down to floor level. The lower level brick walls will be removed by the same machines using an appropriate tool.

A lay down area is to be created at the south side of the Phase 1 FBB demolition area. Scrap metal and other arisings will not to be stockpiled on site and will be regularly removed and disposed of off-site. The active demolition areas will be clearly delineated by 2m high Heras fencing fixed top and bottom, with triangular buttress supports to ensure it is stable in all weathers.

Vehicles leaving the site will have clean wheels and be properly sheeted. This is to prevent the transfer of contaminants from the work areas onto the public highways, footpaths and into public sewers.

Vehicle access to the demolition site will be via the Harwich Road gate only to the south of the site. The gate on the north east side of the FBB building leading onto Edinburgh Avenue must be used to exit the demolition site if egress is available.

The Principal Contractor shall produce, within their Construction Phase Plan (CPP), a Traffic Management Plan (TMP) which will detail the mechanism by which the Contractor will control all vehicles and pedestrian traffic.

Phase 3 – South Stack

The South Stack will be demolished by breaking out the concrete / steel structure progressively from top to bottom. The sequence of works will be broadly as follows:

- The area around the base of the stack will be cleared of buildings and the entrance to the underground void located adjacent to the south stack will be cleaned out and backfilled to local grade level with clean crushed concrete. This will provide a safe, stable working area at the base of the stack.
- A hole will be cut in to the base of the stack liner from below. This will allow debris from the demolition works to be dropped down the inside of the stack to ground level. A containment arrangement will be put in place at the base of the stack to prevent spread of debris from the base of the stack.
- A self-elevating platform will be constructed around the outside of the stack that will provide access for personnel and equipment to access the top of the tower. Working from the platform, the tower will be progressively demolished by cutting of the steel flue using hydraulic shears and breaking of the concrete windshield using breakers. All debris arisings will be dropped down the inside of the stack. The stack will be progressively reduced in height using this method until it reaches a height where it can be safely reached by a tracked excavator equipped with appropriate demolition shears / breakers.
- The self-elevating platform will be removed and the remainder of the stack demolished using the tracked excavator.

The laydown area and traffic management arrangements outlined above for Phase 2 will also apply during this part of the works.

Phase 3 – Other Buildings

The remaining buildings within Phase 3 consist of:

- Low level (Single / Double storey) service buildings of conventional construction (i.e. Brick / steel frame etc.) These buildings are generally independent structures that are to be completely demolished.
- Low level chemical storage tanks, located within concrete bunds.
- Higher level ex-process buildings. These buildings are at the west end of the demolition area, immediately north of the south stack. These buildings are integrated into other buildings that are to remain in place.

The service building demolition will use conventional demolition methods and will be carried out in the following manner:

- Manual Soft Strip to remove any remaining fixtures and fittings. This will include items such as doors, windows and ceiling tiles. These will be segregated into appropriate waste streams on site.
- Asbestos removal. Where Asbestos containing materials are identified as being present, these will be removed by an appropriately licenced removal contractor and disposed of in a licenced landfill.
- The remaining structures will be demolished using a tracked excavator fitted with appropriate demolition tools. Waste will be segregated on site and loaded into skips for removal from site.

The chemical storage tanks will be verified as isolated, cleaned and flushed prior to demolition works commencing. The tanks will be demolished using tracked demolition excavators fitted with hydraulic shears to open up and size-reduce the tanks to fit into skips. The same method will be used for all associated pipework.

The concrete bunds surrounding the tanks will be broken out using similar equipment to ground level.

The Process buildings will be demolished using a combination of conventional tracked demolition excavators and, where necessary, high reach demolition excavators. The planned sequence of demolition will be as follows:

- Asbestos removal. Where Asbestos containing materials are identified as being present, these will be removed by an appropriately licenced removal contractor and disposed of in a licenced landfill.
- Access will be created into the end of each building by localised breaking out of the south end gable walls. This will be achieved using a demolition excavator (except for Boiler House 15/16 where the south gable wall has already been removed).
- Internal protective scaffolds and barriers will be erected within the buildings to divide the demolition areas away from the remaining live plant areas. These protective structures will be designed to withstand potential dropped objects in addition to any imposed loadings.
- Any residual plant and equipment within the process buildings will be verified as isolated and clean, prior to being stripped out. Due to the nature of these areas, a combination of mechanical demolition and dismantling techniques will be used. Where necessary, the plant will be broken up into small sections to limit the weight of loads being lifted over live plant.
- The remaining structures will be demolished using a tracked excavator / high reach excavator fitted with appropriate demolition tools working progressively from the south side of the buildings. Waste will be segregated on site and loaded into skips for removal from site.
- On completion of the demolition works, the remaining sections of the buildings will have weather protection installed, prior to the erection of permanent gable walls.
- All internal protective structures and scaffolds will be removed from inside the buildings.

(c) The phasing of the demolition and removal works

In order to safely remove these building and their equipment the project has been split into phases. This will allow the contractor to have space for plant and equipment, welfare and safety accommodation and vehicle movements. Phases are noted on the plan above as 1-3.

Phase 1 – Decommissioning, removal and demolition of the fluid bed boilers and their building.
Phase 2 – Decommissioning and demolition of the fuel store
Phase 3 – Decommissioning and demolition of out- buildings and South Stack

Phase 1 details have been previously submitted to and accepted by Slough Borough Council and therefore is not covered within this document.

The demolition sequence for the works in each of Phases 2 and 3 is detailed within section b above.

The overall sequence of work on site will be subject to detailed planning of the site to ensure that there are no conflicts with the works in each area and therefore may be subject to change. However, it is anticipated that works in Phase 2 will commence immediately on completion of Phase 1, with Phase 3 works being completed in parallel with Phases 1 and 2.

(d) Any restoration works to restore the Order land to a condition agreed with the planning authority

For all phases the land will be left as a cleared and levelled site. All demolition material will be removed and the site left for future development at existing ground level. Turbine 16's building to the immediate west of the FFB building will remain intact.

All services will be isolated and diverted away from the demolition area. The remaining land will consist of concrete slab and piled areas below ground.

Future development is planned as per planning applications P/00987/024 & 025. A timetable for this project's implementation is detailed below in section f.

(e) The phasing of any restoration works –

The completion of the demolition and clearing of the site would follow timescales as detailed in the table in section f.

(f) A timetable for the implementation of the scheme

The Slough Multi-fuel waste to energy plant's current programme dates for delivery are:

Project Activity	Start	Finish
Discharge condition 22	13 th Nov 2017	
Landlord approval	16 th Feb 2018	
Commence surveys*	5 th Jan 2018	30 th Jan 2018
Contamination / material removal	30 July 2017	As dictated by surveys and desk top study (condition 5)
Mobilise to site (demolition)	March 2018	
Phase 1 Demolition	March 2018	November 2018
Phase 2 Demolition	June 2018	Aug 2018

Phase 3 Demolition	June 2018	March 2018
Financial close MF Project	March 2019	
Main MF Plant build	May 2019	April 2022
Handover to Operations	April 2022	June 2022

These dates are subject to key approvals and will be updated as appropriate following receipt of approval or any other unforeseen change.

*Surveys:

- Asbestos survey
- Explosive material survey
- Confined space identification surveys
- Residual materials surveys (limestone, sand, carbon etc)

End of report