

Summary Information Report – 03/02/2023
To support the Demolition of an external pedestrian walkway on the
Sellafield Site.

Building Description

The pedestrian walkway, known as the THORP Management Centre Link Bridge (TMCLB), over Street 12 on the Sellafield site is no longer in use and requires removal and demolition. The primary function of the link bridge was pedestrian access between THORP Management Centre (TMC) and the THORP plant. One section of the bridge over Street 12 was removed nearly a decade ago to provide a safe access route to a significant construction site in the centre of the Sellafield site. There are three remaining sections of the bridge requiring removal in addition to several associated support columns and an access staircase that require removal to base slab level.

The walkway was erected over late 1994 and 1995. It is classified as a “C) area” and has not been used since the section over Street 12 was removed immediately adjacent to THORP. It provided an enclosed elevated pedestrian access route between THORP and TMC. A glass panelled enclosed stairway tower located provided an additional means of access / egress at the north end of the TMC.



THORP Management Centre (TMC) in 1999 with the complete link bridge in place at the north end

The underside of the bridge is approximately 8.0m high and spans railway sidings adjacent to Street 12 and car parking area. The remaining bridge is composed of 3 sections of approximate lengths 22m, 16m and 31m respectively. These independent sections consist of a steel lattice girder framework supported by 4 number concrete columns, with a 5th isolated column that remains to the West of Street 12 which supported the previously removed section of bridge column. Each section of the lattice girder framework is mounted on two supporting columns via one fixed and one sliding bearing.

At the end of the link bridge, the lattice girder framework cantilevers from the final column to the building façade. A concrete walkway floor is carried by each of the bottom lattice girders for each bridge section. The bridge framework is enclosed by a curtain wall glazing system. The bridge walkway floor is formed from in-situ cast concrete in steel trays (approx. 2200mm width) running the length of each bridge section supported by the girder framework. The services to the bridge (for lighting and electrical heaters) have been terminated with an airgap / disconnected.



TMCLB in 2022 taken from the north showing the remaining section to be removed, with the access staircase (also to be removed) on the left.

Reason for Demolition

The building is now redundant and no longer has a function on site.

- Demolition of this structure will reduce the life cycle costs of maintaining it safely and securely.
- Part of the walkway has been removed already to support a large construction project almost ten years ago.
- The removal will release land for reuse or remediation and enable visible progress of site clean-up.
- The demolition of the building is to be completed at the earliest opportunity.
- The bridge glazing system is showing signs of deterioration leading to instances of panel failure

Method of Demolition

The demolition tasks will be executed by one of Sellafield Limited's (SL) appointed demolition contractors. They have proven experience on the Sellafield site using industry standard techniques.

The activities include the following: -

- Site preparation prior to demolition, including fencing off the work area, protection of drains and disconnection of services.

- The removal of the bridge curtain wall glazing system
- The removal of the remaining sections of the link bridge, associated support columns and access staircase to ground level
- Size reduction (crushing/demolishing) of the facility using a wheeled excavator fitted with selector grab.
- Segregation of waste.
- Disposal of waste materials in accordance with SL waste routes.
- Complete demolition of the structure to base slab and making good the footprint of the columns.
- Weather proofing the north end bridge connection of TMC.

Environmental Impact & Waste Streaming

- Appropriate characterisation of waste will take place prior to demolition in line with SL procedures. Characterisation must be undertaken in close proximity to the date of demolition to ensure the results are current.
- The Asbestos survey that was undertaken Nov 2019 (DS B582_09_19_72 KFR-19-1075 - Link Bridge Demo) identified no asbestos and is still valid because of the zero findings.
- No waste will leave the site until the results have been confirmed. The following are waste predictions based on the first phase removal of the link bridge;

Waste Type	Weight (te) Approx	Disposal Site
General Demolition Waste	2	Landfill Site (Lillyhall)
Concrete	80	Lawson's Recycling
Glass	20	Cumbria Waste Management
Metal	65	Recycling Lives (Metal Recycling)

This will amount to approximately 14 offsite movements, over a 10 week period.

Ecology Report

Please find enclosed the SL Ecology Statement provided by the SL Environmental Advisor.

Yours faithfully

Helen Downey
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Sellafield Ltd