

MILLERHILL WASTE TRANSFER FACILITY, EDINBURGH



PROJECT DESCRIPTION

The proposed location for a new waste transfer facility is within a former railway sidings site adjacent to the new Borders Rail Project on the outskirts of Edinburgh. The site was also known to have up to 4 mine shafts with its environs together with associated workings beneath.

Our brief was to take on the role of main contractor for the Ground Investigation works to obtain information to enable the design of stabilisation works, foundations and access roads which comprised of the following works,

- 16No. boreholes up to 60m using a combination of cable percussion boreholes with rotary core follow-on
- Insitu testing, sampling and monitoring well installations
- 40No. trial pits up to 3.5m in depth
- Rotary probing works to locate or disprove the presence of up to 4 shafts across the site
- Setting out, services search and as built surveys
- Insitu plate tests and CBR's for pavement design
- Full time supervision and liaison with our direct client (the engineer) and three landowners
- Laboratory testing of rock core samples
- Factual reporting

KEY FACTS

CLIENT

WSP Environmental Limited
(Edinburgh).

CONSULTING ENGINEER

WSP Environmental Limited
(Edinburgh).

MAIN CONTRACTOR

Van Elle Ltd.

VAN ELLE VALUE

£170K

YEAR COMPLETED

2014

SERVICES PROVIDED

60m Deep Cable Percussion
Boreholes with Rotary Core
Follow-on

Insitu Testing, Sampling and
Monitoring Well Installations

40No. Trial Pits up to 3.5m in
Depth

Rotary Probing

Setting Out, Services Search and
As Built Surveys

Insitu Plate Tests and CBR's

Full Time Supervision and Liaison

Laboratory Testing

Factual Reporting

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KEY CHALLENGES & SOLUTIONS

Close collaboration with the consulting engineer and an open understanding of the issues led to the smooth running of a potentially difficult contract with three interested parties involved. Also liaising with other contractors on site with shared access to the works areas. Working adjacent to Network Rail Infrastructure required liaison and watching brief by a Network Rail representative.

There were no utility records and only indicative co-ordinates for the position of the suspected mine shafts. As a former industrial site there was evidence of relic buildings and utilities close to the Network Rail boundary and railway track. To this end, a full subcontract service search was undertaken and boreholes / trial pit positions moved away from areas where anomalies were detected. Two of the suspected mine shaft positions were close to the Network Rail boundary and after consultation with their representatives, a method of working was submitted and standoff zone from the live track demarcated. By notifying Network Rail of our works and the implication to their infrastructure should a mineshaft be present, they were quickly on-board and provided a watching brief and engineering input.



CONTACT:

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