



Former Hoover Site Merthyr Tydfil - Construction Method Statement

Quality control

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1.0 Purpose of The Document

1.1.1. The purpose of this document is to describe the management arrangements that will be put in place to safeguard the workforce, visitors and general public during the enabling works and Section 278 road construction works that form part of this phase of the development. The main aim of the document is to set out the commitments made by Walters to protect and enhance the environment during the works, in accordance with our industry-leading commitment to best practice.

1.1.2. This document is a requirement in accordance with Condition 10 of Merthyr Tydfil County Borough Outline Planning Permission No. P/25/0165, which states:

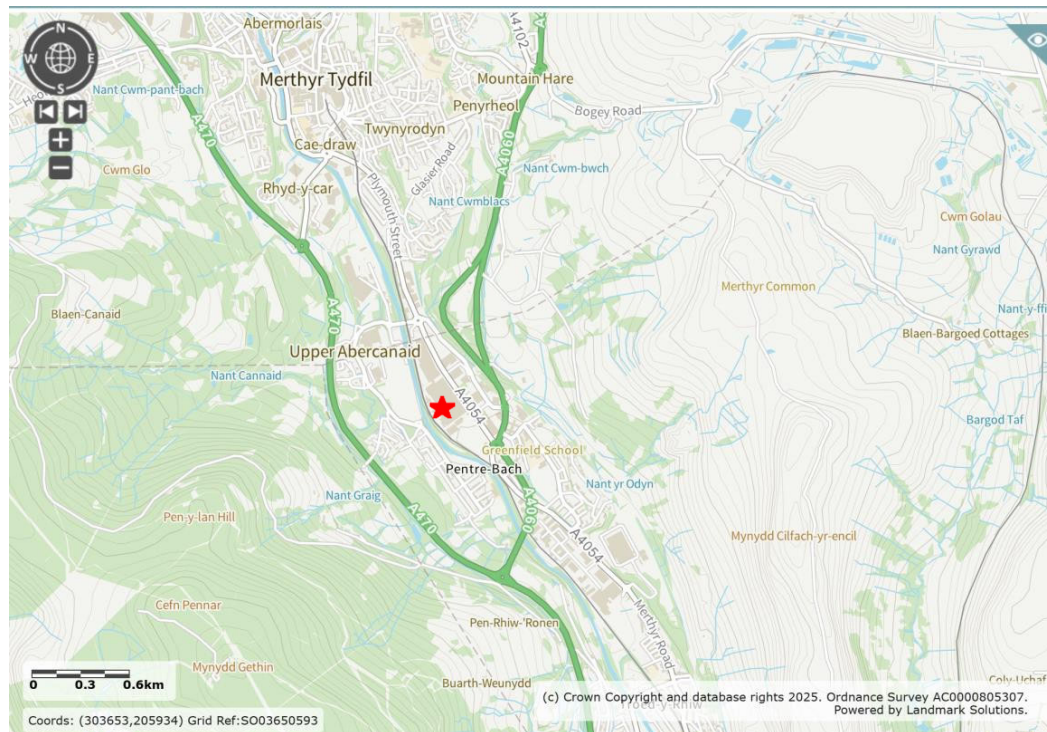
No development, including site clearance, shall commence until a final version of a site wide Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority.

- The CEMP should include Construction methods: details of materials, how waste generated will be managed;
- General Site Management: details of the construction programme including the timetable and details of any site clearance; details of site construction drainage, containments areas, appropriately sized buffer zones between storage areas (of spoil, oils, fuels, concrete mixing and washing areas) and any watercourse or surface drainage.
- Soil Management: details of topsoil strip, storage and amelioration for re-use.
- CEMP Masterplan: details of the extent and phasing of development.
- Resource Management: details of fuel and chemical storage and containment; details of waste generation and its management; details of water consumption, wastewater and energy use.
- Traffic Management: details of site deliveries, plant on site, wheel wash facilities.
- Pollution Prevention: demonstrate how relevant Guidelines for Pollution Prevention and best practice will be implemented, including details of emergency spill procedures and incident response plan.
- Details of the persons and bodies responsible for activities associated with the CEMP and emergency contact details.
- Landscape/ecological clearance of works to ensure construction compliance with approved plans and environmental regulations.
- A scheme for the retention and storage of original features within the site and on the building (including the Hoover signage), which can be re-used and incorporated into the development as part of a wider heritage strategy.

The CEMP shall be implemented as approved during the site preparation and construction phases of the development

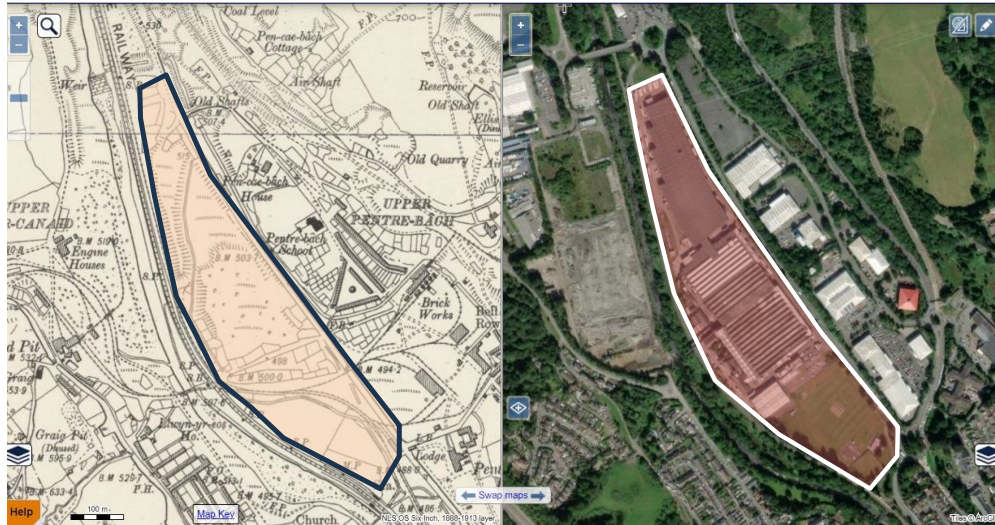
2.0 Summary of the Proposed Development

2.1.1. The site is located on the west of Merthyr Road, the site centre coordinates being 305701mE; 204213mN and the nearest postcode being CF48 4TU. It covers an area of approximately 13.66ha and is the former Hoover manufacturing plant opened in 1948 with production finishing in 2009 after which it was primarily used as a warehouse and distribution centre.



2.1.2. The site is bounded to the east by the A4054 (Merthyr Road) and a live Network Rail line to the west which in turn lies adjacent and east of the River Taff. It is primarily hard surfaced with buildings, service yards and highway infrastructure although a cricket pitch and bowls green occupy approximately 3.38ha of the lower half; a treelined verge forms the eastern boundary immediately adjacent Merthyr Road.

2.1.3. The site is relatively flat in nature with pronounced terracing stepping down in a southerly direction from 159m AOD to 149m AOD



2.1.4. The site will deliver new residential development supported by a community hub and employment development area. A minimum of 1.79 ha is allocated to green infrastructure and open spaces and indicative areas for play, heritage interpretation and SuDS attenuation features.

2.2. Scope of Works

2.2.1. The scope of the site works include:

- Asbestos Surveys
- Licenced Asbestos Removal
- Demolition of existing buildings
- Site Clearance
- Treat Japanese knotweed, Himalayan balsam, giant hogweed and any other invasive plant species
- Strip topsoil & stockpile for re-use
- Strip bituminous surfacing & stockpile
- Break up concrete slabs and foundations to min depth of 2m, process for reuse as general fill
- Excavate made ground to max depth of 2m and re-compact to earthworks profile
- Ground improvement using high energy impact compaction.
- Bio-remediate contaminated soils for re-use on site

- Treat contaminated groundwater
- Dispose off site of any contamination, which after treatment exceeds the Site Specific Acceptance Criteria
- Soil validation testing
- Groundwater validation testing

2.2.2.The scope of the Infrastructure roadworks is:

- Foul and storm drainage
- road pavements and kerbs
- Services
- Streetlighting and signs
- Vehicle and pedestrian barriers (if required)
- Footpaths and verges
- Roadmarkings

2.3. Programming and Phasing

2.3.1.It is intended to commence site establishment in May 2026 with the asbestos surveys and licenced removal works commencing in the north of the site and moving progressively south. Demolition of the buildings will commence on completion of the asbestos removal works. The site wide remediation and earthworks and the initial infrastructure works are anticipated to take approximately 18 months.

2.3.2.The works will then proceed, with reference to the phasing plan included in the Design and Access Statement in the following order:

- Phase 1
- Phase 2
- Phase 3
- Phase 4
- Phase 5

2.4. Site Access

2.4.1.Site Access/Egress during the demolition, remediation, earthworks and infrastructure works will be via roundabout former northern entrance to the site of A4054 Merthyr Road during Phase 1 & 2. The existing main site access points were previously in regular use by heavy goods vehicles

serving the Hoover factory.

2.4.2. Site Access will be switched to existing southern access of A4054 for of Phases 3,4 & 5 of the works as shown on Demolition and Remediation phasing drawing HOV-AMP-2026-003.

2.4.3. The 278 Works will be phased where the new northern entrance will be constructed initially so that southern existing site access can be maintained. On completion to new northern access, works will then commence on the new southern access.

2.4.4. A dedicated gateman will direct visitors and site traffic to compound locations, site car parks and designated unloading areas. A banksman will direct site traffic within the designated unloading areas.

2.4.5. The access will require additional signage to warn pedestrians and road traffic users of the presence of the site access and of heavy vehicles entering and leaving the site. Discussions and approval of the signage will be carried out with Merthyr Council's Highways Department.

2.5. Site Security and Compound

2.5.1. The existing site boundary is currently secure, consisting largely of a metal palisade fence around the perimeter. Any gaps in the fence will be made good to provide a secure perimeter fence.

2.5.2. In the daytime, security will be provided by a gateman or site staff who will control access to the site, with all visitors having to report to the site office and sign in. Everyone leaving site will have to report to the office and sign out. This will include a vehicle check whether the vehicle needs to be cleaned before using the public highway. Outside working hours, the site access will be locked and site security will be provided based in the offices and compound area. The site compounds will initially be situated in the north of the site for Phase 1 and 2, they will then move to the south of the site for phase 3, 4 and 5 as shown in compound location drawing HOV-AMP-2026-002 and Demolition and Remediation phasing drawing HOV-AMP-2026-003.

2.6. Workforce and Visitor Parking

2.6.1. The location of the initial compound and storage areas will be in the north of the site on existing hard standings. Staff and operatives will park their vehicles on the designated car parking area on existing hardstanding areas in the compound. Carparking space for 35 vehicles will be provided for the northern compound phase 1 & 2. The existing carpark in the south of the site will be used for phase 3,4, & 5 this has provision for 92 cars.

2.6.2. A maximum of 30 workers are expected to be on site during phase 1 & 2 this will increase to a

maximum of 50 workers during phases 3,4 & 5

2.7. Storage of Materials and Plant

2.7.1.Plant utilised within the proposed works will be parked adjacent to the proposed compound on existing hardstanding's. All materials will be stored in a designated storage area.

2.7.2.Dedicated COSHH storage will be installed. Fuel will be stored in the compound area. Storage tanks will either be double skinned or contained in bunded areas with 110% capacity of the tank. Fuel bowzers will be used to distribute fuel around the site. Fuelling will be undertaken in designated areas located at least 10m away from sensitive areas, including watercourses. The fuel bowser, all operated plant and foreman will have spill kits in their cabs. Further spill kits will be kept in the storage containers in the compound.

2.8. Site Traffic

2.8.1.The heavy goods vehicle movements to and from the site will utilise the existing access off Merthyr Road to gain direct access to the A470. The majority of vehicles are expected to connect to A465.

2.8.2.The remediation and earthworks have been designed to minimise vehicle movements to and from the site.

2.8.3.The majority of heavy goods movements of plant will be carried out in the initial phases of works with anticipated maximum of around 30 items of heavy plant. Demolition works will commence with 10 items of plant and increase as additional phases are cleared.

2.8.4.Site deliveries are expected to be of only very low density. Very few bulk materials are required for the demolition, earthworks and remediation works when recycling and processing targets are taken into account. Initially only minor deliveries, day to day operative's cars and plant transportation vehicles are envisaged, in the order of 50 – 60 vehicular movements during a working day with majority in the morning and evening. These vehicular numbers will be further limited by the regular car share arrangements followed by many of our operatives. All Plant and materials will be unloaded at a designated unloading area within the site.

2.8.5.The only materials currently anticipated to be removed from site are limited to:

- Recycling of materials from demolition phase.
- Removal of licenced and non licenced asbestos to a licenced facility.
- Any soils excavated from the site deemed not suitable for re-use on site, following assessment for hydrocarbon and asbestos content in accordance with the Remediation Strategy.

2.8.6. During the remediation and earthworks aspect of the works, no permanent materials will be brought to site. Deliveries to the site will therefore just be plant, materials and equipment to carry out the works, which would generally be brought to site early in the project and removed from site towards the end.

2.8.7. During the S278 aspect of the works there will be deliveries of materials such as aggregates, drainage materials, kerbs, concrete, and pavement materials.

2.8.8. All suppliers will be informed that deliveries will not be accepted outside the working times of the project.

2.8.9. The existing footway on Merthyr Road will be maintained for pedestrians and will be unaffected for the remediation works. During the works at the site access a temporary footpath may be required for the work to be carried out. Detailed traffic management and method statements will be provided to Merthyr Tydfil Council highways department prior to carrying out the works.

2.8.10. Designated walkways/footways will be provided for the site workforce and visitors within the confines of the site. These will segregate workforce/visitors from plant and vehicle movements within the site. Access routes and walkways will be detailed and explained within the site induction and updated within the site daily briefings.

2.9. Sheeting of Materials

2.9.1. All deliveries and materials leaving or entering the site will be carried out using road wagons that are sheeted. All heavy goods vehicle drivers will be given a "Lorry drivers induction" on arrival, in which the requirements for sheeting loads will be explained. All suppliers will be informed of the sheeting requirements for the site prior to delivering to the site.

2.10. Wheel-washing Facilities

2.10.1. The existing on-site road network will be maintained as much as possible so that vehicles don't pick up mud on their wheels.

2.10.2. As the infrastructure works progress, new roads will be constructed, which will be used by vehicles.

2.10.3. All staff and operatives' light vehicles will be kept to the compound areas when on site. These areas will be kept clean by road-sweepers and the like as necessary.

2.10.4. Similarly, low-loaders and delivery vehicles will unload their loads in clean areas of the site on

existing hard standings or stoned areas, which will be kept clean.

2.10.5. Vehicle cleaning and wheel washing facilities will be available. All people leaving the site will have to report to the site offices and have their vehicle checked for cleanliness. If necessary, they will be required to use the wheel washing facilities before using the public highway.

2.10.6. A dedicated wheel wash area will be created just before the exit from the site. A jet wash will be used for cleaning vehicles and wheels. This area will be drained and run off will be collected in a settlement lagoon.

2.10.7. A jet-washer will also be used to clean vehicles down within a designated area utilised specifically for those vehicles leaving a demarcated contaminated area within the site, such as a Japanese Knotweed area, so as to stop cross contamination.

2.10.8. The public highway will also be regularly inspected and cleaned by road-sweepers as necessary.

WALTERS

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