

Construction Method Statement For

**Former St Tydfil's Hospital Site,
Upper Thomas Street, Merthyr Tydfil,**

PLANNING REFERENCE: P/20/0199

This method statement will be complied with throughout the Construction Phase

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1.0 Project Overview

1.1 Location & Description

The proposed project site is located on the former St Tydfil's Hospital site off Upper Thomas Street, Merthyr Tydfil, approximately 150m east of Merthyr Tydfil High Street and immediately west of the Thomastown Park recreation ground.

The site is approximately 2.12 hectares "U" shaped around a public access park (site of old cholera cemetery). The site is relatively level with a fall of circa 3m from north to south and 7m east to west. However, the easternmost section of the site, amongst trees is steep and circa 8m above the rest of the site.

Several material stockpiles are located across the site following demolition works previously undertaken on the site.

Some unoccupied buildings remain along the site boundary with Union Street.

The site entrance is off Upper Thomas Street and runs along the rear of Upper Thomas Street, is dominated by the Grade II listed decorated Gothic style 2 storey structure, originally built as part of the Merthyr Union Workhouse in 1853 and later St Tydfil's Hospital entrance block.



The proposed development covers the wider site and the listed building and provides new dwellings on the north and west site and 7 apartments within the converted listed building, plus a new 2 storey cottage directly adjacent to the listed building in place of the unlisted attached building (to be demolished).

The draft site layout has been designed to incorporate open space to the rear of the listed building to allow for appreciation of its character, as well as physical and visual links to the adjacent public park to the north and green space to the west.

The units are arranged as terraces, semi-detached and detached dwellings with feature buildings at key locations to provide points of interest within the site.

The overall design concept for the proposed development is inspired by the existing Georgian architecture of Thomastown and draws inspiration from the detailing and features prevalent in the nearby terraces and wider conservation area, reinterpreted in contemporary forms.

The restored listed building will provide the focal point at the entrance to the site and the proposed new cottage adjacent will provide the visual transition to the new development beyond through the choice of materials.



See Appendix A – Site Set-up

2.0 Traffic Management

2.1 Traffic Management

The development site is surrounded by predominately residential area.

The site has one vehicular access point which is off Upper Thomas Street. Due to the bounded nature of the site, no other vehicular access is available.

The highways access to the site are single carriageway roads subject to 30mph speed limits unless otherwise stated.

The site manager will be responsible for the planning of traffic movements to and from site and for liaising with the client and residents/businesses on a regular basis on critical traffic movements.

Where possible, materials will only be delivered to site when they are required.

All plant and materials will, where possible, be delivered in suitable sized loads to ensure vehicles have sufficient turning areas within the confines of the site.

All deliveries and collections will be allocated a fixed time slot to ensure that there is no queuing on the highway. Deliveries and collections will not be accepted outside of agreed time slots. Site management will ensure that there is no congestion caused by site traffic.

All deliveries and collections will be controlled by a competent banksman.

No loading or unloading will take place on the public highway. Delivery and collection vehicles will not reverse on to the public highway.

Deliveries or collections during the peak commuter hours (8.30 to 9.00am and 3.30 and 4.30pm) will not be scheduled or allowed.

Traffic management controls will be further developed from the outset to ensure the safe and efficient movement / segregation of vehicles and pedestrians throughout the project duration.

2.2 Traffic Routes

Traffic associated with the construction site will use the most direct and appropriate/safest public highways route to the site.

See Appendix B for traffic routes

2.3 On Site Parking

Access to the site is Off Upper Thomas Street. There is a further access along the tarmacked road on the southern side of the public access park, however this access is within the curtilage of the public access park and is not proposed to be utilised. Due to the approach highways being residential, there is very limited, if any, off road parking availability

Site operatives and visitors will park their vehicles in designated spaces within the curtilage of the site.

They will not:-

- Park outside the houses of residents
- Double park.
- Park too close to a vehicle displaying a Blue Badge
- Park opposite or within 10 metres (32 feet) of a junction,
- Park in a dangerous position or where it causes any unnecessary obstruction of the road.

Site management will monitor the parking of vehicles by site operatives and visitors to ensure that no inconvenience or nuisance is caused to local residents.

See Appendix A – Site Set-up

2.4 Public Transportation

Site operatives and visitors will be encouraged to utilise public transport links for travelling to and from the site.

- *From Merthyr Tydfil New Bus Station via High Street, John Street and Upper Thomas Street - Walking time 11 minutes : distance 800 metres*
- *From Merthyr Tydfil Train Station via High Street, Church Street and Upper Thomas Street – walking time 10 minutes : distance 700 metres.*

2.5 Clean Public Highways

Wheel washing facilities will be provided in order to mitigate the potential depositing of mud on to Upper Thomas Street and surrounding public highways from construction traffic leaving the site.

Vehicle wheels are to be inspected prior to leaving site. If vehicles have excessively dirty wheels, wheel washing will be carried out by the banksman.

Plant will be brought to site on low-loader or lorry, therefore there will be no transfer of mud from wheels/tracks.

The wheel washing facility will be positioned in an area close to the site exit and utilised for vehicles leaving the site.

See Appendix A – Site Set-up

3.0 Materials and Plant Storage.

3.1 Materials

Where possible, materials will only be delivered to site when they are required. Materials will be stored within a secure area of the construction site.

Materials will be distributed and stored at the workplace as soon as possible to avoid congesting access routes.

Waste storage will be managed to ensure good housekeeping and the avoidance of risk from the build-up of flammable materials, trip hazards, blockage of access/egress routes and shelter for rodents.

3.2 Plant

Plant will be stored so as not to create obstruction and immobilised overnight (keys removed and isolators where installed, activated). Plant and equipment will be stored in such a manner that they are protected from impact, water, freezing or other sources of damage.

No flammable materials will be stored near the boundary fencing or adjacent to the new buildings.

Should any fuel need to be stored on site for plant, this will be housed in a double skinned bunded tank.

3.3 Fuel & Chemicals

Fuel & chemicals will not be located next to the site boundaries.

Fuel and chemicals will be stored on site in minimal quantities.

A spill kit will be located at any fuel or chemical storage locations and will be clearly marked.

Fuel and chemicals will be stored in appropriate lockable containers in line with the Control of Substances Hazardous to Health (COSHH) 2002 Regulations.

Fuel will be stored in double skinned bunded tank

See Appendix A – Site Set-up

4.0 Site Security.

The site will be fully enclosed to prevent access by unauthorised persons. This will be achieved through solid hoarding, using a combination of Steel Panel Hoarding along the boundary line of the site, and decorative hoarding to the front of the site incorporating access gates. Gates will be locked when not in use.

All hoardings will be regularly checked and maintained in a clean and tidy condition.

Signage will be positioned so it is clearly visible to warn members of the public of any potential hazards.

See Appendix A – Site Set-up

5.0 Dust Emissions

5.1 Dust Overview

Dust and fine particle generation from demolition and construction activities can be substantially reduced through carefully selected mitigation techniques and effective management. Once dust and fine particles are airborne, it is very difficult to prevent them from dispersing into the surrounding community. The most effective technique is to control dust at source and prevent it from becoming airborne.

5.2 Dust Mitigation

5.2.1 Roads & Surfaces

During dry and windy weather conditions, dust from roads and haulage routes can become airborne through the movement of plant and vehicles.

Roads and haulage routes on site will be monitored and damping down techniques will be employed (e.g. water bowser with sprays).

On site vehicle movements will be kept to a minimum

5mph site speed limit to be strictly enforced. The slower the vehicle speed, the lower the level of generated dust.

If vehicles or plant have excessively dirty wheels, wheel washing will be carried out by the banksman.

5.2.2 Static and mobile plant

Engine exhaust emissions, especially from engines operating on diesel fuel, can be a significant source of fine particle generation. These particles can easily be transported to beyond the site boundary and affect the local community air quality and health. Vehicles and plant should not emit black smoke from exhaust systems, except during ignition start-up

Vehicles and plant engines and exhaust systems should be maintained so that exhaust emissions do not breach statutory emissions limits set for the vehicle/equipment type and mode of operation. They should be routinely scheduled for preventative maintenance (i.e. servicing).

Vehicles and plant should not be left running unnecessarily.

Exhaust systems should be directed away from the ground and other surfaces, preferably upwards to avoid re-suspension to the air of road/ground dusts. Exhausts should be of sufficient height to ensure adequate local dispersal of emissions.

Plant and equipment should, as far as practicable, be operated away from residential areas or sensitive receptors.

Vehicles transporting materials capable of generating dust to and from site will be suitably sheeted on each journey to prevent release of materials and particulate matter

5.2.3 Demolition activities

In cases where demolition, cutting and grinding take place on site, spraying with water will be implemented whenever practicable.

Wherever possible we will use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction (e.g., suitable local exhaust ventilation systems).

Skips chutes and conveyors will be covered to prevent the escape of dust wherever possible.

5.2.4 Remediation Works & Material stockpiles

Remediation Works

Works have been undertaken previously in the demolition of buildings/structures on the site. These works were by others engaged by the previous owners of the project. Demolition waste has been left in stockpiles across the site.

A Geo-technical assessment was undertaken which has identified that the granular materials stockpiled at the site are considered to be a 'medium' risk.

From the knowledge of ACMs found on site, there is a low potential to release fibres. The low concentration of asbestos in the material itself, combined with damping down materials will reduce the risk further.

Appendix C shows drawings of each numbered stockpile and summary of results

A mechanical screener/trommel will be used to process and homogenise materials from the existing stockpiles. It is anticipated that this methodology will reduce the volume of materials classified as hazardous. Segregated materials from the screener/trommel will be placed into further temporary stockpiles for testing to demonstrate material suitability for non-hazardous classification.

Where ACMs is present in the worked area, appropriate controls will be in place to further reduce the risk.

Whilst it is not anticipated that the screening/trommel process will generate dust or odours, dust/odour suppression will be installed if required.

Wood, plastic and other deleterious waste items to be segregated by 'hand pick' from the stockpile to designated skips for transportation to permitted waste facility.

ACMs will be controlled and disposed of as per the "Control of Asbestos Regulations 2012" (CAR 2012) and Approved Code of Practice and guidance document "The Control of Asbestos Regulations 2012: Managing and working with asbestos (L143)".

Appropriate air monitoring will be in place throughout the remediation works of the existing stockpiles.

Material Stockpiles

Stockpiles will be located away from sensitive receptors e.g., residential areas, public access park.

Stockpiles will be battered back to a safe angle of repose and sealed. Where practicable, stockpiles will be enclosed under sheeting.

Stockpiles of dusty materials can be damped down using suitable and sufficient water sprays.

Wind barriers of similar size and height to the stockpile may be used

5.2.5 Site Burning

Open fires **will not** be allowed on this site.

Timber building materials which are not contaminated are to be reclaimed and reused whenever possible

Any timber building materials which cannot be reclaimed and reused will be disposed of in line with the waste management plan (see *section 6.0 Waste Management, Refuse and Recycling*).

6.0 Waste Management, Refuse and Recycling

6.1 Waste Management System

A site waste management plan which actively promotes recycling, with suitable procedures will be developed to ensure that the construction and demolition waste from the project is dealt with accordingly. Reviews of Site Waste Procedures and the Site Waste Management Plan will be undertaken periodically.

Waste materials fall into three categories for management, these being:

- | | |
|---------|---|
| Re-use | If surplus materials can be used in the permanent works they are classified as materials which have been re-used. If they are surplus to requirements and need to be removed from site, and they can be removed and utilised in their present form, they can be removed from site for re-use. |
| Recycle | If the surplus material cannot be re-used in its present form but could be used in a different form, it is sent for recycling, e.g., timber to make chipboard. |

Disposal If either of the above cannot be satisfied then the only option left is to send the surplus materials for disposal, e.g., landfill for inert wastes, incineration for hazardous wastes or specialised landfill for asbestos waste. However, landfill is always the last resort. Appropriate classification of waste material is to be undertaken to ensure correct disposal route and the correct waste consignment paperwork.

The procedures will:

- Take all reasonable steps to ensure that waste management controls are observed
- including a Duty of Care.
- Minimize the amount of waste generated and maximize the amount of waste reused and recycled.
- Reuse as much waste as possible on-site. Where reuse on-site is not possible, to identify the most appropriate waste management option in line with the waste hierarchy.
 - Manage waste as close as possible to the site location.
 - All waste in vehicles leaving site will be secured and skips will be covered
 - Waste transfer will be accompanied by a full description of the waste and a waste transfer note and be disposed of lawfully.
- Wastes will need to be monitored to ensure cross contamination of segregated waste does not occur.

6.2 Waste Segregation

To ensure maximum potential for reducing waste to landfill, and encouraging reuse and recycling, waste will be segregated. Separate skips will be made available, when space is available, for all types of waste. Each skip will be clearly labelled, and site personnel will be informed of procedures within the induction. Regular monitoring will be undertaken to ensure correct procedures are followed at all times. The skips will be emptied at regular intervals to prevent overfilling. Toolbox Talks will be undertaken with all site personnel to ensure full understanding of waste procedures.

6.3 Disposal of Non-Hazardous Waste

All non-hazardous waste will be removed from site within strict adherence to all waste legislation requirements, including Duty of Care Regulations. Prior to any agreed use of hauliers or waste disposal sites, the appropriate licences will be thoroughly checked to ensure that particular waste streams can be accepted, and carrier licences are valid. This can only be undertaken by authorised personnel and copies of all necessary licences must be retained on site at all times and reviewed for expiry. No waste will leave site without appropriate waste transfer notes. It is essential that all waste transfer notes are inspected for detail and must contain the correct description of waste as well as the correct waste code, in line with the List of Waste Codes Regulations.

6.4 Disposal of Hazardous Waste

No hazardous waste must leave site without the correctly completed Consignment Note. The consignment notes must contain all necessary information including waste description and hazardous waste registration number. Any carriers removing hazardous waste must have appropriate licences and disposal sites must be verified to be able to accept waste being sent. These checks and signing of consignment notes can only be undertaken by authorised personnel. All hazardous waste must be stored on site in appropriate, covered or locked skips. No mixing of hazardous and non-hazardous waste is authorised.

In both instances above waste disposal options will look to ensure minimal transportation requirements where financially viable. If there is any suspected hazardous waste work will cease until it is tested and proved or we will otherwise determine how we need to mitigate this risk as a result of the testing outcome. This will be done in accordance with our strict waste management procedures.

6.5 Waste Reporting and Records

All waste transfer / consignment notes will be held on site or at the Principal Contractors site office throughout the duration of the project. Each waste transfer will be fully documented.

7.0 External Lighting

An external lighting scheme will incorporate the minimum considered necessary for the safety and security of the development site.

External lighting will be carefully coordinated so that potential areas of risk are adequately covered. Areas of potential risk include: -

- The site entrance
- Site offices
- Materials and plant storage

A good external lighting scheme will assist in deterring intruders and reduce the fear of crime.

Impact of external lighting (glare) is to be minimal to residents skirting the development site.

External lighting is to adhere to safety and security standards and to operate on light and motion sensors to ensure they are not left on when not required.

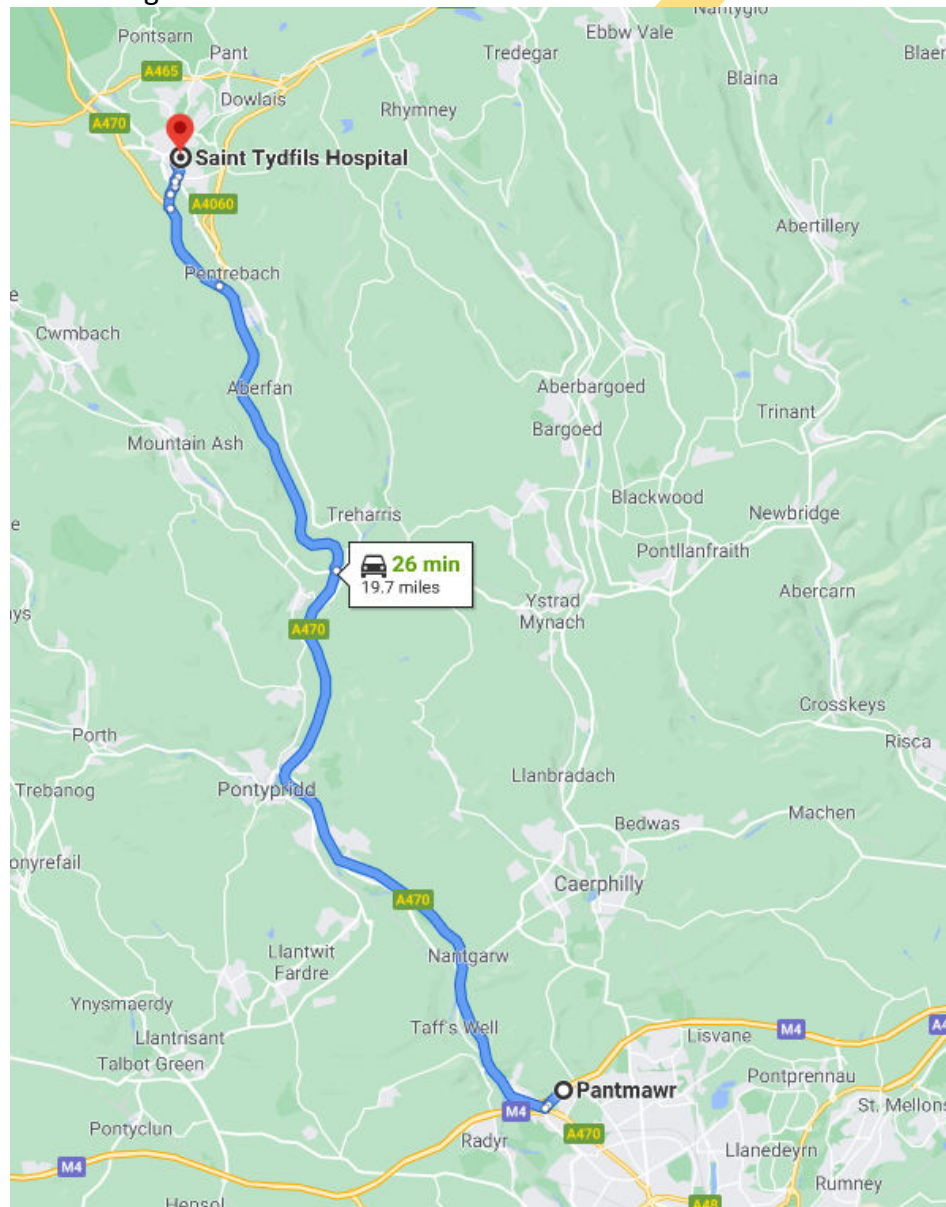
Appendix A – Site Set Up



Appendix B – Construction Traffic Routes

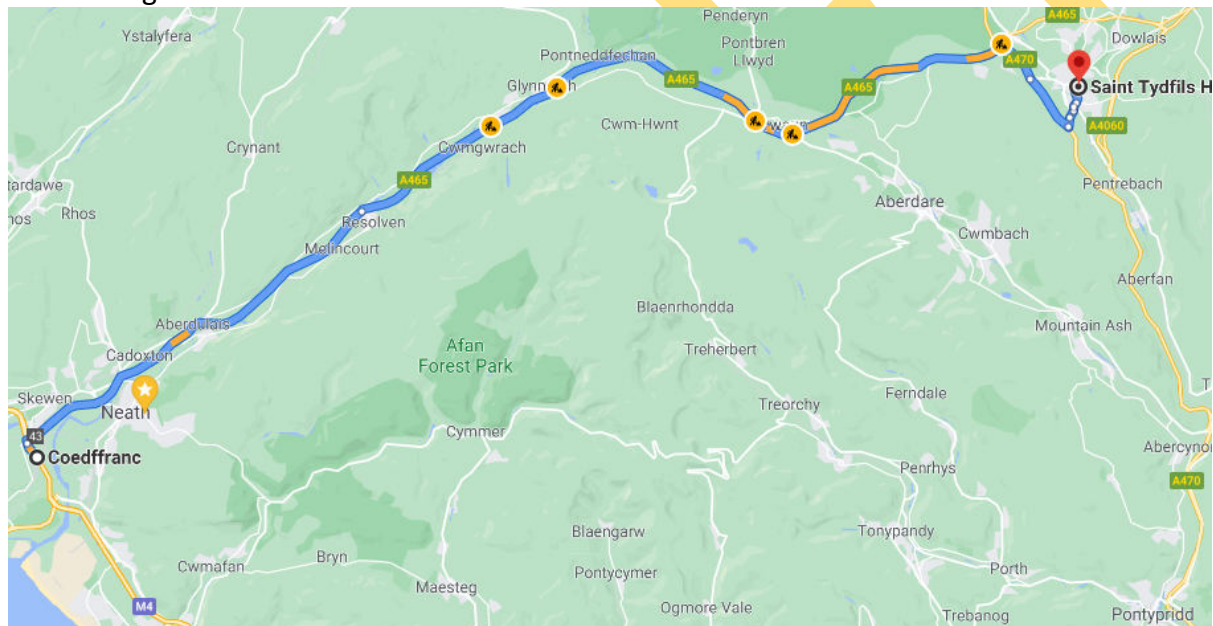
From M4 Cardiff (Junction 32)

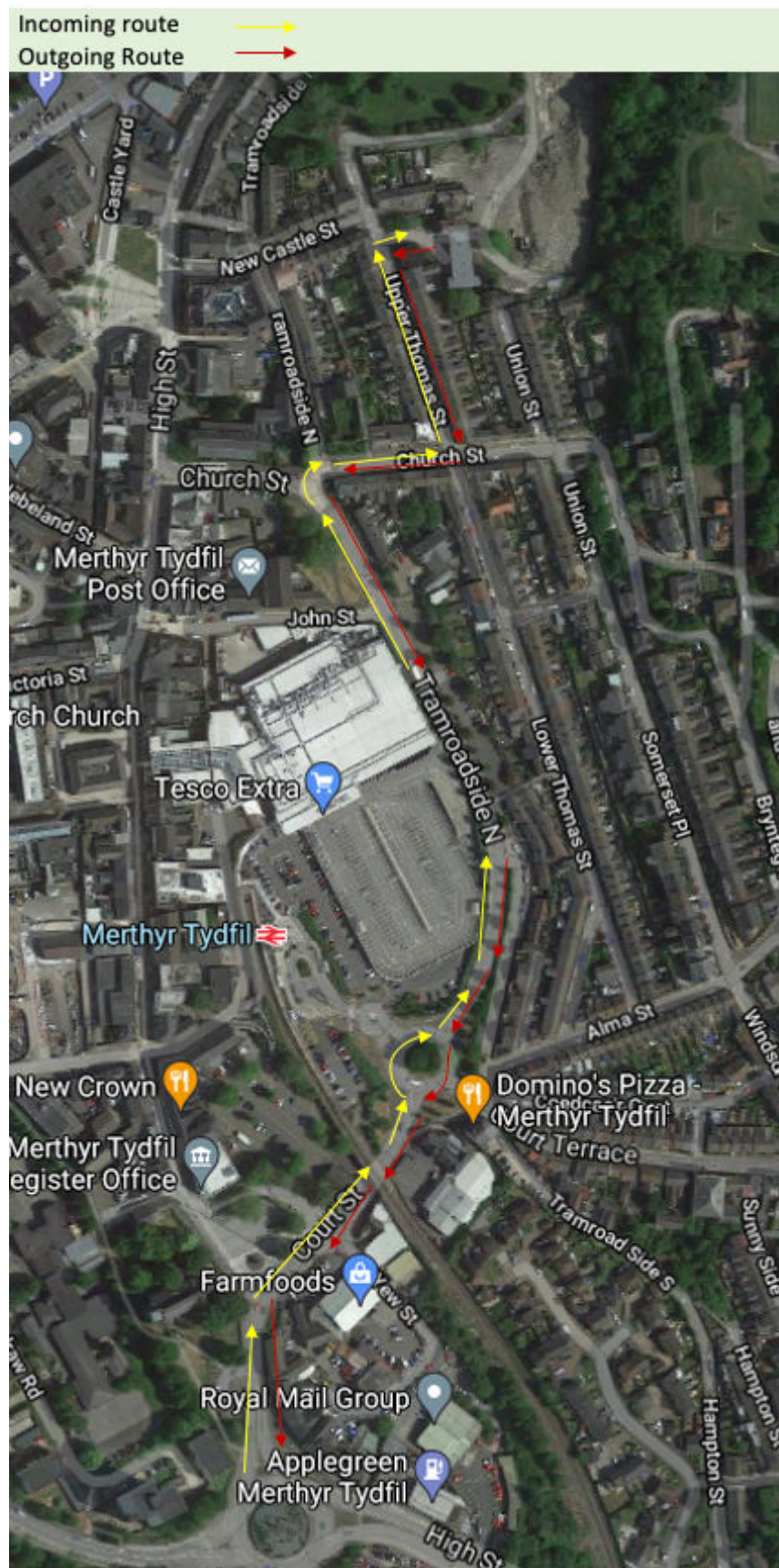
- At Coryton Gyratory exit onto the A470 slip road to Merthyr Tydfil
- Merge onto A470
- At Abercynon Roundabout, take 2nd exit and stay on A470
- At Abercanald Roundabout, take 2nd exit and stay on A470
- At the roundabout, take the 3rd exit onto A4102 (POI Merthyr Tydfil Leisure Centre)
- At the roundabout, take the 2nd exit and stay on A4102
- At the roundabout, take the 2nd exit onto lower high street * See detailed route – Merthyr Tydfil
- Lower High Street turns slightly right and becomes Court Street
- At the roundabout continue straight onto Tramroadside North
- Turn right onto Church Street
- Turn left onto Upper Thomas Street
- Turn right onto Union Place



From M4 Neath (Junction 43)

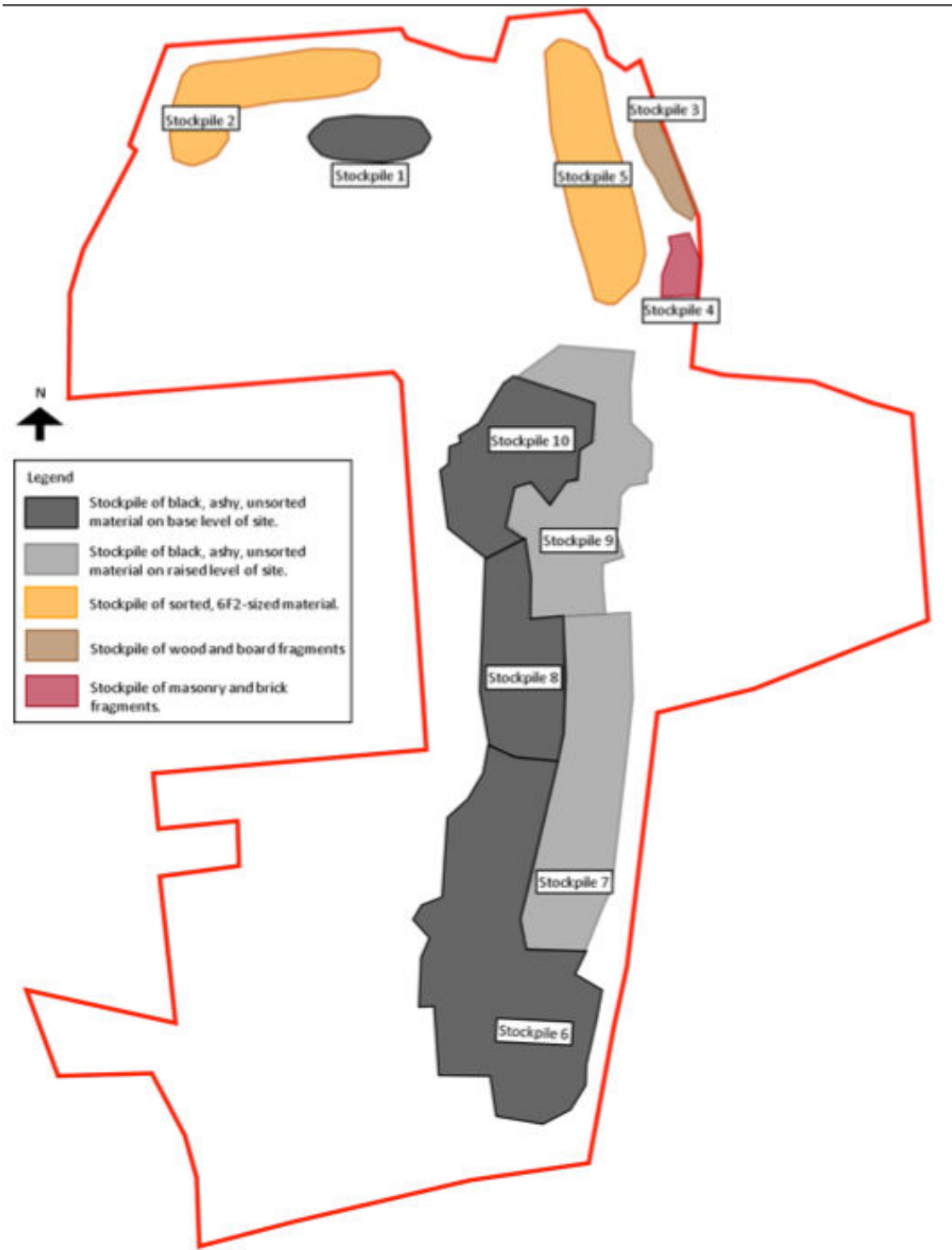
- At Llandarcy exit roundabout, 3rd exit onto A465 to Neath (Heads of the Valleys Road)
- At Resolven Roundabout, 2nd Exit – stay on A465
- At Vale Of Neath Roundabout, 2nd Exit – stay on A465 (POI – Off Left McDonalds ; Off Right KFC)
- At Hirwaun Roundabout, 2nd Exit – stay on A465
- At the roundabout, 2nd Exit – stay on A465
- At the roundabout, 3rd Exit onto A470
- At the roundabout, 2nd Exit – stay on A470
- At the roundabout, take the 1st exit onto A4102
- At the roundabout, take the 2nd exit and stay on A4102
- At the roundabout, take the 2nd exit onto lower high street * See detailed route – Merthyr Tydfil
- Lower High Street turns slightly right and becomes Court Street
- At the roundabout continue straight onto Tramroadside North
- Turn right onto Church Street
- Turn left onto Upper Thomas Street
- Turn right onto Union Place

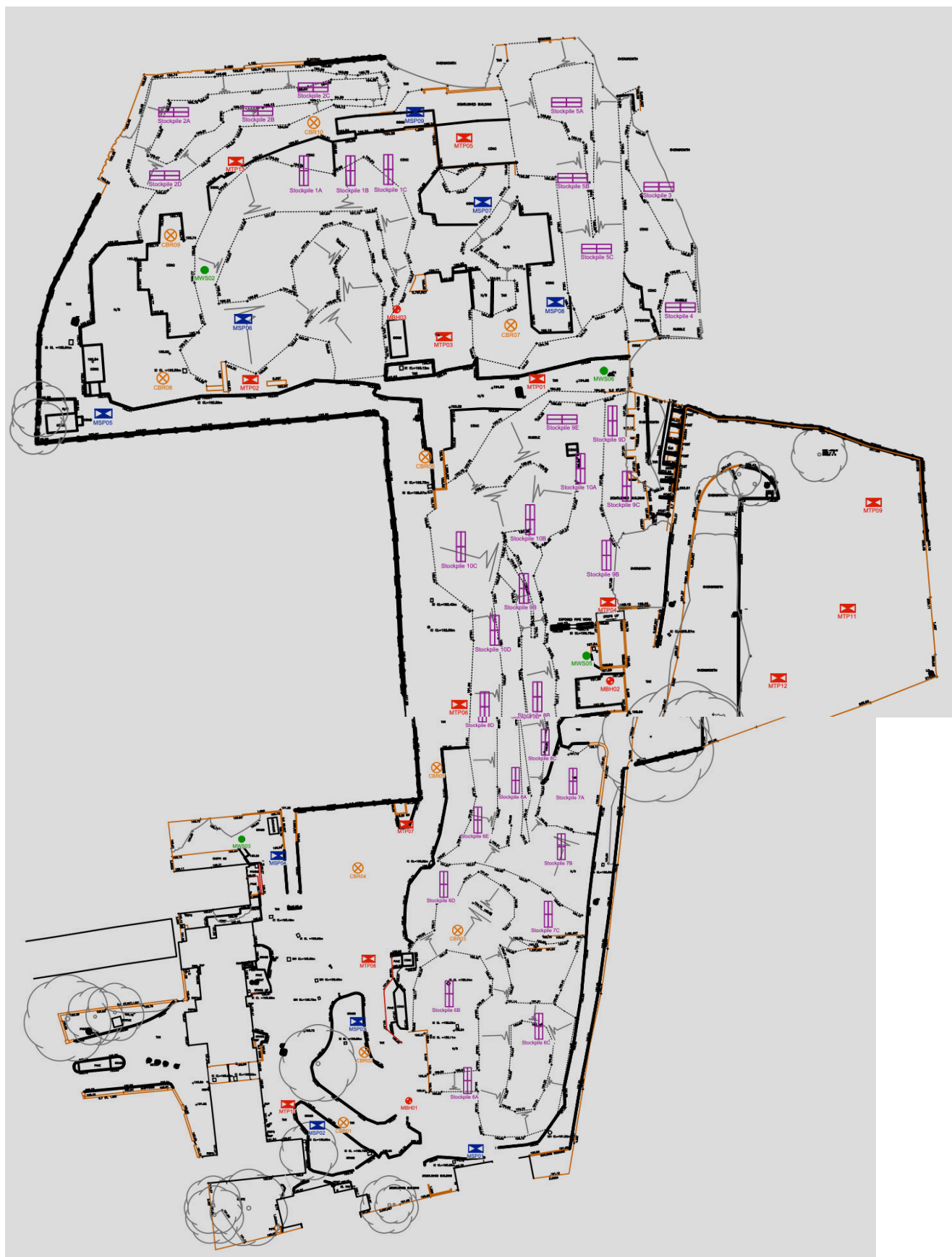






Appendix C : Geoenvironmental Assessment Diagrams & Summary Results





Stockpile ID	Sample Name	Depth (m below stockpile surface)	ACM		
			Type	Identification	Total (%)
1	A	1.5	Fibres/Clumps	Chrysotile	0.003
	B	Surface	Fibres/Clumps	Chrysotile	<0.001
	C	1.0	Fibres/Clumps	Chrysotile	0.002
2	A	2.0	Fibres/Clumps	Chrysotile	0.001
	C	1.4	No Asbestos Detected		
	D	1.6	No Asbestos Detected		
3		Surface	No Asbestos Detected		
4	Not Tested				
5	A	2.8	Fibres/Clumps	Amosite	<0.001
	B	2.5	No Asbestos Detected		
6	A	2.0	No Asbestos Detected		
	A	3.5	No Asbestos Detected		
	B	1.6	Fibres/Clumps	Amosite	<0.001
	C	1.6	No Asbestos Detected		
	D	1.8	Fibres/Clumps	Chrysotile	<0.001
7	A	0.6	Fibres/Clumps	Chrysotile	<0.001
	B	1.8	Fibres/Clumps	Amosite / Chrysotile	<0.001
	B	2.9	Fibres/Clumps	Chrysotile	0.001
	C	1.7	Fibres/Clumps	Chrysotile	<0.001
	C	3.0	Fibres/Clumps	Chrysotile	0.001
8	A	0.9	No Asbestos Detected		
	A	1.4	No Asbestos Detected		
	B (bank)	1.8	No Asbestos Detected		
	C	0.2	Fibres/Clumps	Chrysotile	<0.001
	D	0.4	No Asbestos Detected		
9	A	2.0	No Asbestos Detected		
	B	0.1	Fibres/Clumps	Chrysotile	0.001
	C	0.5	Fibres/Clumps	Amosite	0.002
	E	0.4	No Asbestos Detected		
10	A	0.3	No Asbestos Detected		
	B	0.8	No Asbestos Detected		
	B	1.8	No Asbestos Detected		