

GLEBELANDS PROJECT FORMER MERTHYR BUS STATION

PRE-DEMOLITION STRUCTURAL SURVEY REPORT

JULY 2021



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Glebelands Project

Former Merthyr Bus Station

Pre-Demolition Structural Survey Report

	NAME	SIGNATURE	DATE
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ISSUE RECORD

REV	DATE	DESCRIPTION/COMMENTS	AUTHOR/ PREPARED BY:	APPROVED FOR ISSUE BY:
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Contents

1. The Commission	3
2. Limitations	4
3. General Description	5
4. Findings and Observations	6
5. Conclusions / Recommendations	8

Appendices

Appendix A
Appendix B

1. The Commission

1.1 Capita Redstart inspected;

**Former Merthyr Bus Station,
Castle Street,
Merthyr Tydfil,
CF47 8BB**

in accordance with instructions received from Merthyr Tydfil County Borough Council. The purpose of the inspection was to assess the existing structure and gain an understanding of how the building is likely to perform during the proposed demolition activities. The survey will inform preferred methods of demolition, together with anticipated effects on the adjacent structures, both during and after the demolition works. This survey does not constitute a Refurbishment and Demolition Asbestos Survey, which will be undertaken separately by others.

1.2 A site visit was undertaken on the Monday 14th of June, 2021. In attendance were Andrew Barugh (Capita), Tomos Evans (Capita) and Ross Williams (Morgan Sindall). The weather was sunny and dry.

1.3 A non-intrusive visual inspection of the building structure was carried out internally from ground floor level, and externally from ground level.

2. Limitations

- 2.1 During the inspection the premises were unoccupied.
- 2.2 No access was available to parts of the first floor which is accessed via a single roller shutter door to the side of the building. No keys were available to access this part of the building at the time of our visit.
- 2.3 Stored items, loose and fixed furniture, coverings and fittings et cetera were not moved or lifted where these obscured the inspection. No attempt was made to view those parts of the premises that were covered up or unexposed at the time of inspection. Hidden elements of the fabric, including underground drainage and foundations, have thus not been inspected or recorded.
- 2.4 No testing, non-destructive or otherwise, of the fabric was undertaken as part of this commission. It should be noted that intrusive investigation may reveal additional or differing problems to any visible at present.
- 2.5 No electric, gas, plumbing or other service installations have been tested. These are all outside the scope of this commission.
- 2.6 The primary purpose of this schedule is to assess the existing structure and gain an understanding of how the building is likely to perform during the proposed demolition activities. We have not been appointed to comment upon or advise on either compliance with current statutory legislation or potential matters of health and safety. Should, however, we notice what, in our opinion, is a significant risk to health and/ or safety we are obliged to advise accordingly.

3. General Description

- 3.1 The Former Bus Station, Merthyr Tydfil was built in the late 1960's. Until recently part of the property had been occupied by the local bus operator, Stagecoach. However, the property had recently been vacated following completion of the new bus station now accessed off A4054 Ave De Clichy. The former bus station building was unoccupied at the time of our inspection
- 3.2 The premises comprised a two-storey building that accommodated large dining / canteen areas and toilets at ground floor level, with some office accommodation at first floor level. To the left-hand side of the building is what appeared to be a more recently constructed metal clad structure providing stair access to the first floor. To the front there were curved covered bus shelters to the perimeter of the bus apron.
- 3.3 At ground floor level along the front elevation of the building were several large metal roller shutter doors. Behind the roller shutters was a mix of aluminium framed windows and doors forming a shop front style facade. Along this elevation at first floor level, was a mix of metal cladding panels and large aluminium framed windows.
- 3.4 The walls along the side elevations of the building comprised facing brickwork at ground floor level, and metal cladding panels at first floor level.
- 3.5 The rear single storey portion of the building, accommodating the ground floor toilets, had walls consisting of facing brickwork throughout.
- 3.6 The building had a flat roof over both storey heights.
- 3.7 The bus shelter structures comprised polycarbonate glazing contained within aluminium frames that were linked in standard width panels to form long continuous lengths of shelters around the bus station apron.
- 3.8 At the time of our visit the site had been enclosed using temporary herras type fencing. We understand that the site has now been totally isolated within 2.4m high solid hoarding.
- 3.9 Schematic drawings of the internal layout of the building is contained within Appendix A
- 3.10 Survey record photographs are contained in Appendix B.

4. Findings and Observations

Schematic drawings, indicating approximate room layouts are contained in Appendix A.

Referenced photographs are contained in Appendix B.

All photographs contained in this schedule were taken using a digital camera. The prints are a true and accurate record of the condition at the time the photograph was taken. The detail in the images has not been retouched or altered in any way.

4.1 Main Bus Station Building

- 4.1.1 The main two storey part of the structure was of reinforced concrete framed construction with brickwork / blockwork masonry infill walls between the reinforced concrete columns.
- 4.1.2 The upper storey level overhangs the ground floor on the West, South and North elevations. The first floor overhang was supported by cantilevered tapered reinforced concrete beams from the reinforced concrete columns.
- 4.1.3 The first floor construction was not visible during our inspection but was assumed to be of reinforced concrete slab construction supported by reinforced concrete beams.
- 4.1.4 The main two storey structure had a flat roof construction and was believed to be of reinforced concrete construction.
- 4.1.5 The West (Front) elevation comprised metal roller shutter doors at ground floor level, securing aluminium framed glass shop front type windows / doors behind.
- 4.1.6 The side elevations (North and South) and rear (East) elevations had a facing brickwork finish at ground floor level.
- 4.1.7 All first floor elevations comprised metal cladding panels, with large window openings to both the front and rear elevations.
- 4.1.8 At the north-west corner of the building was a corrugated metal clad steel structure. This structure accommodated a stairwell that leads to an area of office accommodation over a small part of the first floor. This steel structure connects to the main concrete framed building via a steel framed, metal clad, bridge/walkway at first floor level.
- 4.1.9 To the rear of the building was a single storey addition accommodating the ground floor toilet facilities. This building comprised traditional loadbearing brick / block masonry and flat roof construction. The external walls had a facing brick finish. External windows and doors were a mix of aluminium and UPVC framed. There was a steel grill/bricked-up entrance along the southern elevation.
- 4.1.10 A series of brickwork walled planters were noted around the northern elevation of the single storey rear addition. A small amount of Japanese knotweed was noted within one of the planters.
- 4.1.11 Some localised spalling of the reinforced concrete beams to the overhang to the front elevation of the structure was noted, This had resulted in exposing a small area of corroded steel

reinforcement.

- 4.1.12 Traditional mechanical demolition methods are envisaged for both the reinforced concrete construction and loadbearing masonry construction.

4.2 Polycarbonate Bus Shelters

- 4.2.1 The bus shelter structures comprised polycarbonate glazing contained within aluminium frames that have been linked in standard width panels to form long continuous lengths of shelters around the bus station apron. The internal clear width through the shelters is c. 2.1m.
- 4.2.2 The curved roof shelter frames were generally fixed to the top of c. 750mm high, 215mm thick brick walls. A section of the shelter abuts the old bus station building.
- 4.2.3 There were lights fixed to the roof soffits. We assume the power supply to the shelters will be suitably isolated along with the incoming services to the main building.
- 4.2.4 There was evidence of pigeon guano / bird droppings on some parts of the shelters. Suitable control methods will need to be in place to eliminate / limit contact with bird droppings where possible.
- 4.2.5 The method of demolition will generally follow that contained in the Demolition Contractor's Method Statement. It is understood that the controlled demolition will be undertaken by machine, as this has been deemed to be the safest method of removal.
- 4.2.6 No unusual issues with the form of construction were noted.

4.3 External Boundary Walls

- 4.3.1 There was a brickwork retaining wall to the eastern side of the building along Wheatsheaf Lane. The wall was c. 750mm high and 215mm thick. There was a metal railing attached to the top of the wall. The railing fixings were of suspect integrity and several metal stays have been previously attached to help stabilise it. The wall supports a paved area to the side of the building. Several drainage manholes were noted in this area.
- 4.3.2 The overall appearance of the wall was poor. The wall was noted as leaning towards the road and there were areas of displaced/loose brickwork and missing mortar pointing throughout.
- 4.3.3 We would recommend that this wall be demolished as part of this project, the existing drainage grubbed up and the ground behind the wall suitably graded to match the remainder of the finished site.

5. Conclusions / Recommendations

- 5.1.1 It is believed that the polycarbonate glazed bus shelters are to be demolished as part of an enabling works contract and will therefore be removed prior to the main demolition contract. Though the main building structure is now vacant, and will be demolished in future, the safe removal of the shelter frames will need to be considered to ensure the existing building structure is left safe and secure.
- 5.2 Contractors Method Statements are to be in place and are to be followed during the controlled demolition process for all buildings/structure's elements.
- 5.3 Confirmation of incoming services disconnection and isolation from within the site is required prior to commencement of demolition.
- 5.4 No unusual issues were noted with the form of construction of either the main bus station building or the polycarbonate glazed bus shelters.

Appendix A

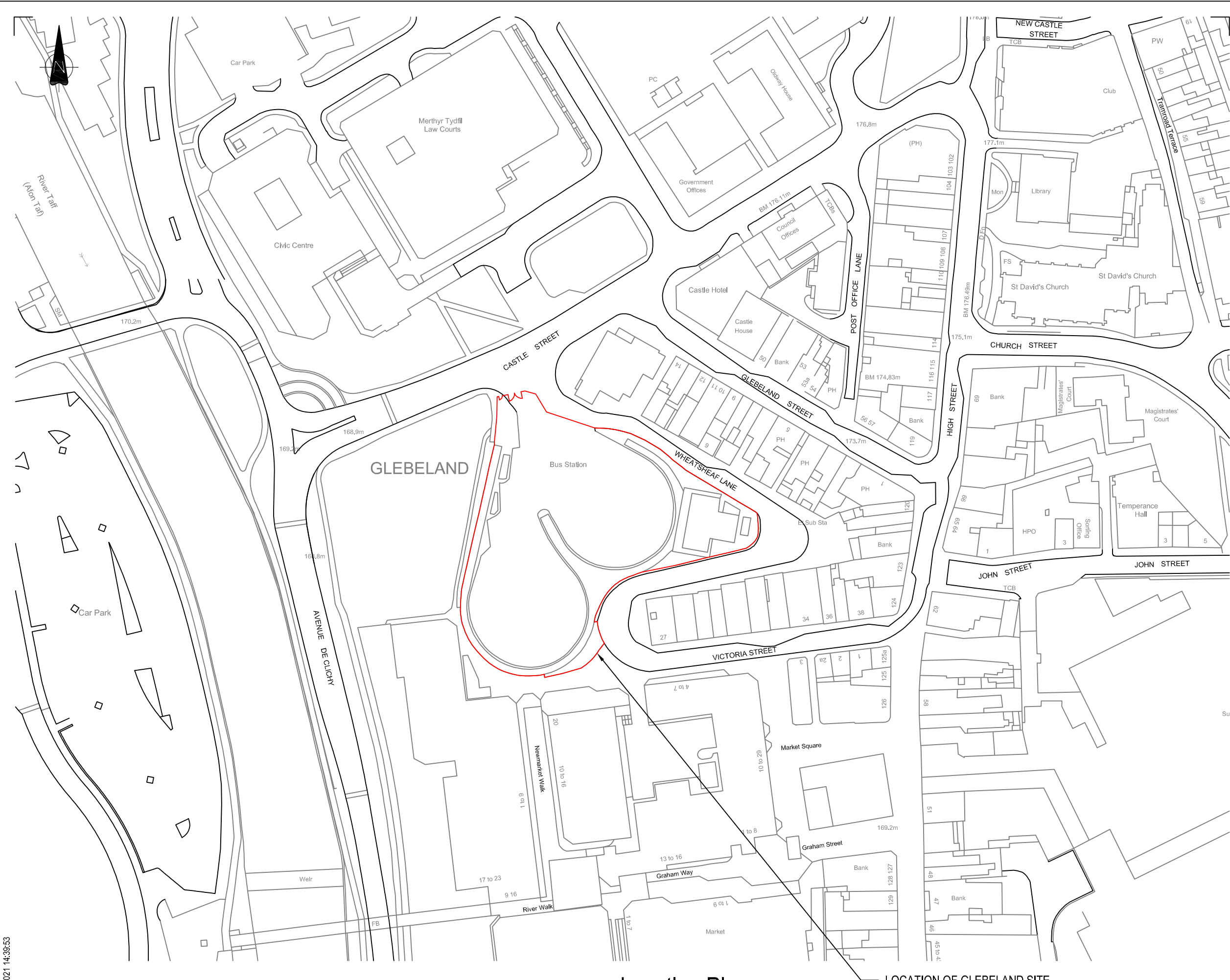
Drawing Schedule

Former Merthyr Bus Station,
Castle Street,
Merthyr Tydfil,
CF47 8BB

Drawing No. 101655-RED-XX-XX-DR-S-0001 P01 – Location Plan

Drawing No. 101655-RED-XX-XX-DR-S- 0004 P01 – Bus Station Ground Floor Plan

Drawing No. 101655-RED-XX-XX-DR-S- 0005 P01 – Bus Station First Floor Plan



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NOTES

1. THE STRUCTURE IS LOCATED AT OS GRID REFERENCE SO 048061

01	RM	TE	AGB	First Issue	22.07.2021
Rev	Dwn	Chkd	App'd	Description	Date

Purpose of Issue
D5 - Issued for Planning Approval

Classification
For Publication

Client
Merthyr County Borough Council

Project
Glebeland Site, Merthyr
- Old Merthyr Central Bus Station

Drawing
Location Plan

Scale @ A3	Drawn	Checked	Approved
1:1250	RM	TE	AGB

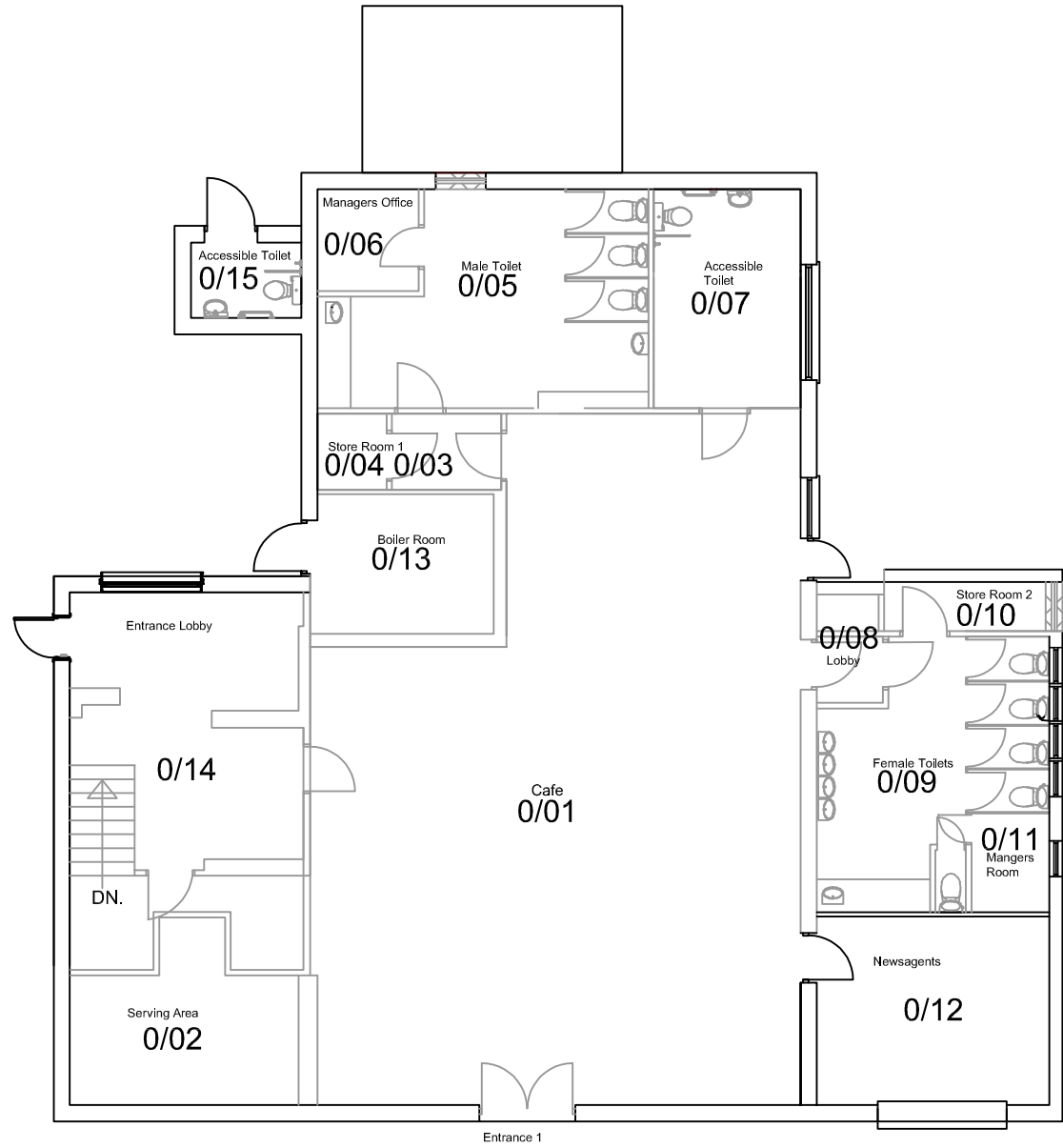
Project No.	Date
CS/101655	July 2021

Drawing Identifier	BS1192 Compliant
Project - Originator - Zone - Level - File Type - Role - Number	rev
101655-RED-XX-XX-DR-S-0001	P01



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Location Plan
Scale 1:1250



Ground Floor

01	RM	TE	AGB	First Issue	22.07.2021
Rev	Drawn	Chk'd	App'd	Description	Date

Purpose of Issue
D5 - Issued for Planning

Classification
For Publication

Client
Merthyr County Borough Council

Project
**Glebeland Site, Merthyr
- Old Merthyr Central Bus Station**

Drawing
**Bus Station Building
Indicative Ground Floor Plan**

Scale @ A3	Drawn	Checked	Approved
NTS	RM	TE	AGB

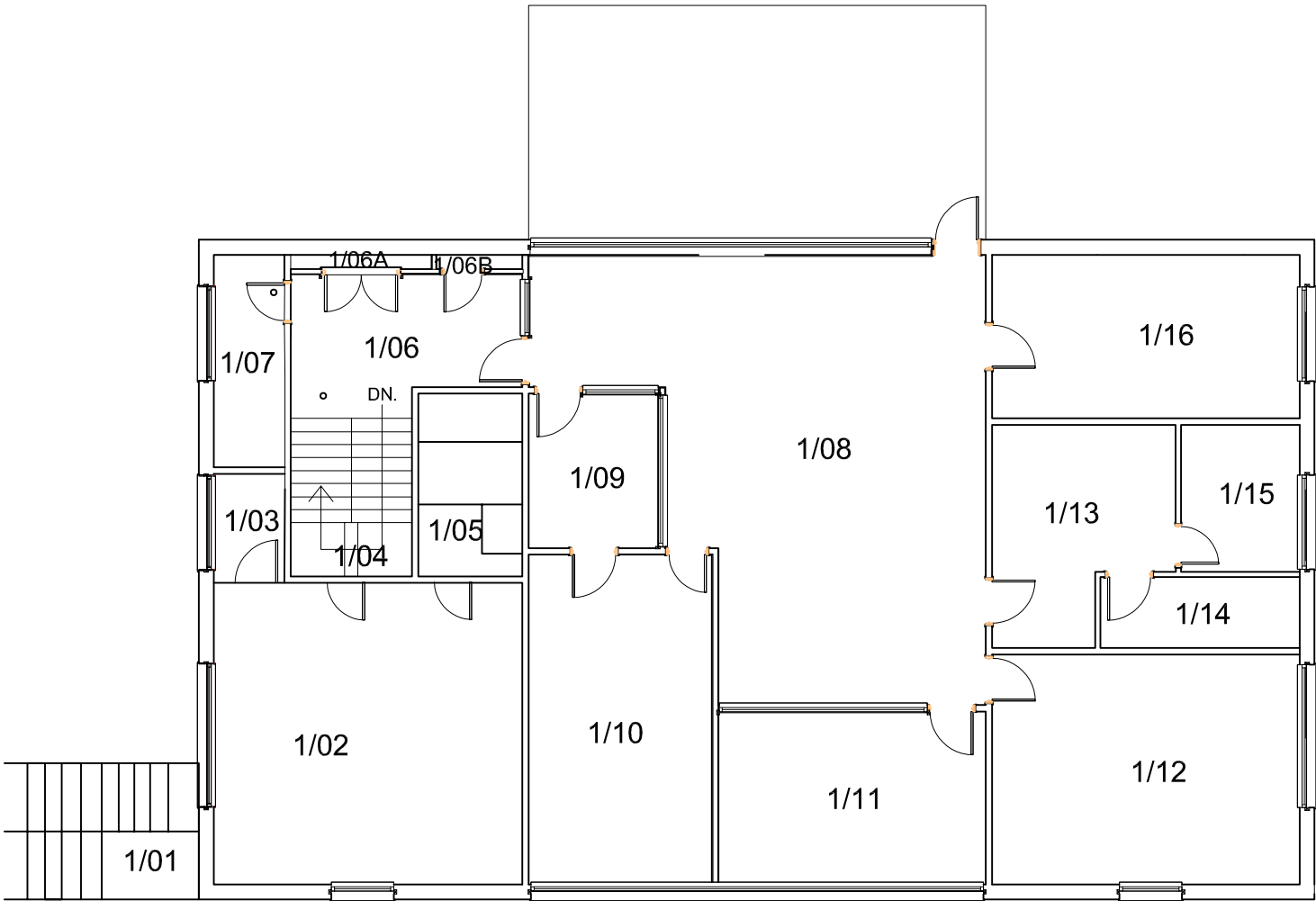
Project No.	Date
CS/101655	July 2021

Drawing Identifier	BS1192 Compliant
Project - Originator - Zone - Level - File Type - Role - Number	rev
101655-RED-XX-XX-DR-S-0004	P01



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First Floor

01	RM	TE	AGB	First Issue	22.07.2021
Rev	Drawn	Chk'd	App'd	Description	Date

Purpose of Issue
D5 - Issued for Planning

Classification
For Publication

Client
Merthyr County Borough Council

Project
**Glebeland Site, Merthyr
- Old Merthyr Central Bus Station**

Drawing
**Bus Station Building
Indicative First Floor Plan**

Scale @ A3	Drawn	Checked	Approved
NTS	RM	TE	AGB

Project No.	Date
CS/101655	July 2021

Drawing Identifier	BS1192 Compliant
Project - Originator - Zone - Level - File Type - Role - Number	rev
101655-RED-XX-XX-DR-S-0005	P01



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Appendix B

Photographic Schedule:

Referenced Photographs

Note: The photographic reference numbering adopted for this report is as follows:

e.g.: (DSCF1234):

Where
(DSCF1234)= Digital camera photo reference number.
1234= Report Reference Number.

Glebelands Project, Former Merthyr Bus Station - Site Visit Photographs - 2021.06.14



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DSCF4645.JPG



DSCF4650.JPG



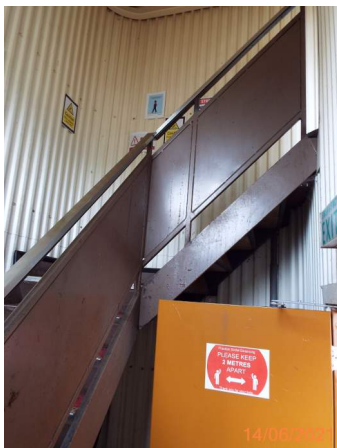
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Glebelands Project, Former Merthyr Bus Station - Site Visit Photographs - 2021.06.14



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Glebelands Project, Former Merthyr Bus Station - Site Visit Photographs - 2021.06.14



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Glebelands Project, Former Merthyr Bus Station - Site Visit Photographs - 2021.06.14



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Glebelands Project, Former Merthyr Bus Station - Site Visit Photographs - 2021.06.14



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DSCF4748.JPG



DSCF4750.JPG



DSCF4756.JPG

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