# Construction Environment Management Plan (CEMP)

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| Project Name: | MORRISONS BAGLAN MOORS SITE DEVELOPMENT | | |
| Site Address: | Morrisons Baglan Moors,<br>Christchurch Road,<br>Baglan Industrial Estate,<br>Port Talbot,<br>SA12 7DA | | |
| Date of Issue: | 13/04/2026 | Release: | Final |
| Author: | Ashley Davies, Head of Compliance,<br>Premier Forecourts and Construction Ltd. | | |
| Contractor: | Premier Forecourts and Construction Limited | | |
| Client: | Motor Fuel Group (MFG) | | |
| Document Number: | CEMP/MORRISONSBAGLANMOORS2603 | | |

## Revision History

| Revision Date | Previous Revision Date | Summary of Changes |
|---|---|---|
| 08/03/2026 | N/A | INITIAL ISSUE |
| 31/03/2026 | 08/03/2026 | Update to plan following revision and comments made by NRW. |
| 13/04/2026 | 31/04/2026 | Update to plan following revision and comments made by local authority. |

## Approvals

This document requires the following approvals. A signed copy should be placed in the project files.

| Name | Title | Date of Issue | Version |
|---|---|---|---|
| Ashley Davies | Head of Compliance<br>Premier Forecourts and Construction Ltd | 13/04/2026 | 1 |
| Shane Fairburn | Operations Director<br>Premier Forecourts and Construction Ltd | | |

## Distribution

This document has been distributed to:

| Name | Title | Date of Issue | Version |
|---|---|---|---|
| TBC | Client – MFG – Project Manager | 13/04/2026 | 1 |
| Phil Brown | Landevo | | |
| Steve Evans | Managing Director – Premier F&C Ltd | | |
| Shane Fairburn | Operations Director – Premier F&C Ltd | | |
| Leigh New | Pre-Construction Manager – Premier F&C Ltd | | |
| TBC | Site Manager – Premier F&C Ltd | | |

## Introduction

This Construction Environmental Management Plan (CEMP) outlines how environmental issues that may arise will be handled to ensure compliance with relevant legislation. Morrisons Baglan Moors is a supermarket with a petrol filling station with the main supermarket surrounded by a large car park on two elevations. The site is situated off Christchurch Road and is surrounded by a mixture of residential and commercial properties. Notable commercial properties include a doctor's surgery, a Lidl Supermarket, Iceland Supermarket and a Margam Deer restaurant. The residential areas are densely populated with the popular Baglan Moors housing development immediately adjacent from site.

The only current point of access and egress to the site is off Christchurch Road with the main road accessed from is the A4241 Afan Way.

This Plan will be updated as necessary to reflect any more detailed requirements proposed as part of submissions of details of reserved matters. As a pre commencement requirement, this document includes topic areas and their minimum requirements that the contractor will be required to ensure during the delivery of the proposed development at this site.

This Construction Environmental Management Plan (CEMP) is for the construction phase of the development and sets out the intended methods of effectively managing potential environmental impacts arising from the construction and installation of the site extension.

The responsibility for implementation of the CEMP lies with the Principal Contractor and it shall be implemented and controlled by the Site Manager who shall work in conjunction with key personnel (Contract / Project Manager, sub-contractors, suppliers, etc.) to ensure it is implemented.

In order to ensure that the plan remains relevant it will be the responsibility of the Site Manager to take ownership of the CEMP and ensure its relevance to activities being undertaken on site in line with work outlined within the works programme and in light of any changes from the initial scope of the plan, this requires its regular revision and updating as necessary.

The Biodiversity Enhancement Plan undertaken by the Ecology Practice dated 29th May 2025 has been considered within the development of this CEMP.

The plan has been updated in consideration of feedback provided by NRW.

# 1. Description of Project

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| 1.1 | Project Description & Programme Details<br>Site development at Morrisons Baglan Moors.<br><br>The scope of work is split into three areas of development to include:<br>Valeting – redevelopment of the existing valeting car washing facilities to include:<br>▪ 4 new jet washes<br>▪ Relocation of existing interceptor<br>▪ New wash interceptor<br>▪ Removal of 2 existing jet washes<br><br>Electric Vehicle Charging<br>▪ 3 x 400 HYC Alphitronic charger installations providing 6 charging bays.<br>▪ EV canopy covering bays<br>▪ Associated installation of EV infrastructure including new substation and LV GRP.<br><br>Retail Extension<br>▪ Extension to existing sales building, matching the existing. | |
| 1.1.1 | Planned Commencement Date | TBC |
| 1.1.2 | Planned Completion Date | TBC |
| 1.1.3 | Other Key Dates | As per programme |
| 1.1.4 | Time allowed by Client for the Principal Contractor to plan and prepare | 3 Weeks + |
| 1.1.5 | F10 Notifiable Project | Yes |
| 1.1.6 | Project Location | Morrisons Baglan Moors,<br>Christchurch Road,<br>Baglan Industrial Estate,<br>Port Talbot,<br>SA12 7DA |

Project Working Hours

Monday – Friday 07:30 – 18:00. No noisy activities before 08:00

1.2 Details of Duty Holders

| | Duty Holder | Address | Contact Name | Contact Details |
|---|---|---|---|---|
| 1.2.1 | Client<br><br>MFG | 10 Bricket Road,<br>St Albans<br>Hertfordshire<br>AL1 3JX | Graham Wilson | Tel 07860 910 814<br>Email: graham.wilson@motorfuelgroup.com |
| 1.2.2 | Principal Designer<br><br>Landevo | The Maltings Buisiness Centre, 16 The Maltings,<br>Roydon Road,<br>Stanstead Abbotts,<br>Hertfordshire,<br>SG12 8UU | Phil Brown | Tel 07584 437 427<br><br>Email: phil.brown@landevo.co.uk |
| 1.2.3 | Project Management<br><br>Landevo | | | |
| 1.2.4 | Designer<br><br>Jennings | 8 Fields Field<br>Horsforth<br>Leeds<br>LS18 4TJ | | Tel<br>Email |
| 1.2.5 | Structural Engineer<br><br>Dudleys | Tithe House<br>35 Town Street<br>Horsforth<br>Leeds,<br>LS18 5LJ | | Tel<br>Email |
| 1.2.6 | Other Project Consultants | | | Tel<br>Mob<br>Email |
| 1.2.7 | Principal Contractor | Premier Forecourts and Construction Limited<br>Endeavour House,<br>Viking Way, Swansea<br>SA1 7DA | Shane Fairburn | Tel 01792 310 600<br>Mob 07834 521 824<br>Email shane.fairburn@premierfcltd.co.uk |

## 1.3 Project Details and Scope of Work

The scope of work is split into three areas of development to include:

Valeting – redevelopment of the existing valeting car washing facilities to include:

- 4 new jet washes
- Relocation of existing interceptor
- New wash interceptor
- Removal of 2 existing jet washes

Electric Vehicle Charging

- 3 x 400 HYC Alphitronic charger installations providing 6 charging bays.
- EV canopy covering bays
- Associated installation of EV infrastructure including new substation and LV GRP.

Retail Extension

- Extension to existing sales building, matching the existing.

| 1.4 | Roles and Responsibilities |
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| | Client:<br>▪ To ensure that other duty holders i.e. designers' direct contractors and sub-contractors are promptly supplied with sustainability information relevant to their purposes.<br>▪ Other duty holders are appointed as appropriate.<br>▪ All the above are given sufficient time and resources are allocated to undertake the project as required.<br>▪ The principal designer and principal contractor carry out their duties.<br>▪ Adequate welfare facilities are provided throughout the duration of the project.<br><br>The Design Team:<br>▪ Ensuring the design meets the Clients requirements.<br>▪ Ensure the design follows the requirements of sustainable sourcing.<br>▪ Design to minimise waste and use materials that can be easily reused and recycled and have recycled content.<br><br>Contract / Project Managers – Principal Contractor:<br>▪ Ensure that the CEMP and associated documents and control methods are effectively implemented on site on a day-to-day basis.<br>▪ Fully investigate and act on any environmental incidents and report findings to the Site Manager.<br>▪ Conduct and document weekly environmental inspections where required.<br>▪ Ensure that environmentally orientated briefings and "Toolbox Talks" are being delivered to the site workforce.<br>▪ Implement and maintain environmental controls on site.<br>▪ Ensure action is taken on any spills/incidents that occur on site.<br>▪ Report any activity that has potential to have an environmental effect immediately to the site manager.<br>▪ Compliance with the direction given in the site induction.<br>▪ Proactively approach environmental issues whilst on site.<br>▪ Ensure that all construction activities are carried out in line with the procedures detailed in the CEMP.<br>▪ Report any environmental incident to the Site Manager (see Environmental Incidents section). |

The Principal Contractor - Site Manager:

- Ensure that personnel with particular skill sets are in place in order to implement and deliver the various aspects of the Construction Environmental Management Plan.
- To lead by example and champion all areas of environmental management.
- Review the CEMP throughout the construction process to ensure it remains relevant and effective in identifying and managing environmental risks.
- Ensure that all legal requirements are identified and met.
- Implement the use of an accurate Site Waste Management Plan (SWMP) and ensure its applicability to the site operations.
- Ensure that the site is safe and that hazards are identified and secured.
- Undertake (or nominate others) to undertake audits, (Both daily by site manager and periodically by Project Manager's)
- Monitor Performance of the Project against requirements, objectives, and targets.
- Ensure the accurate recording of resource usage, e.g., energy and water.
- Ensure that all documentation referencing environmental procedures and policy are relevant and up-to-date and included within the CEMP.
- Identify necessary levels of environmental competence in staff and ensure necessary training is delivered to personal.
- Ensure correct procedures are followed in case of an environmental incident.

## 2. Environmental Controls

| 2.1 | General Site Information & Controls |
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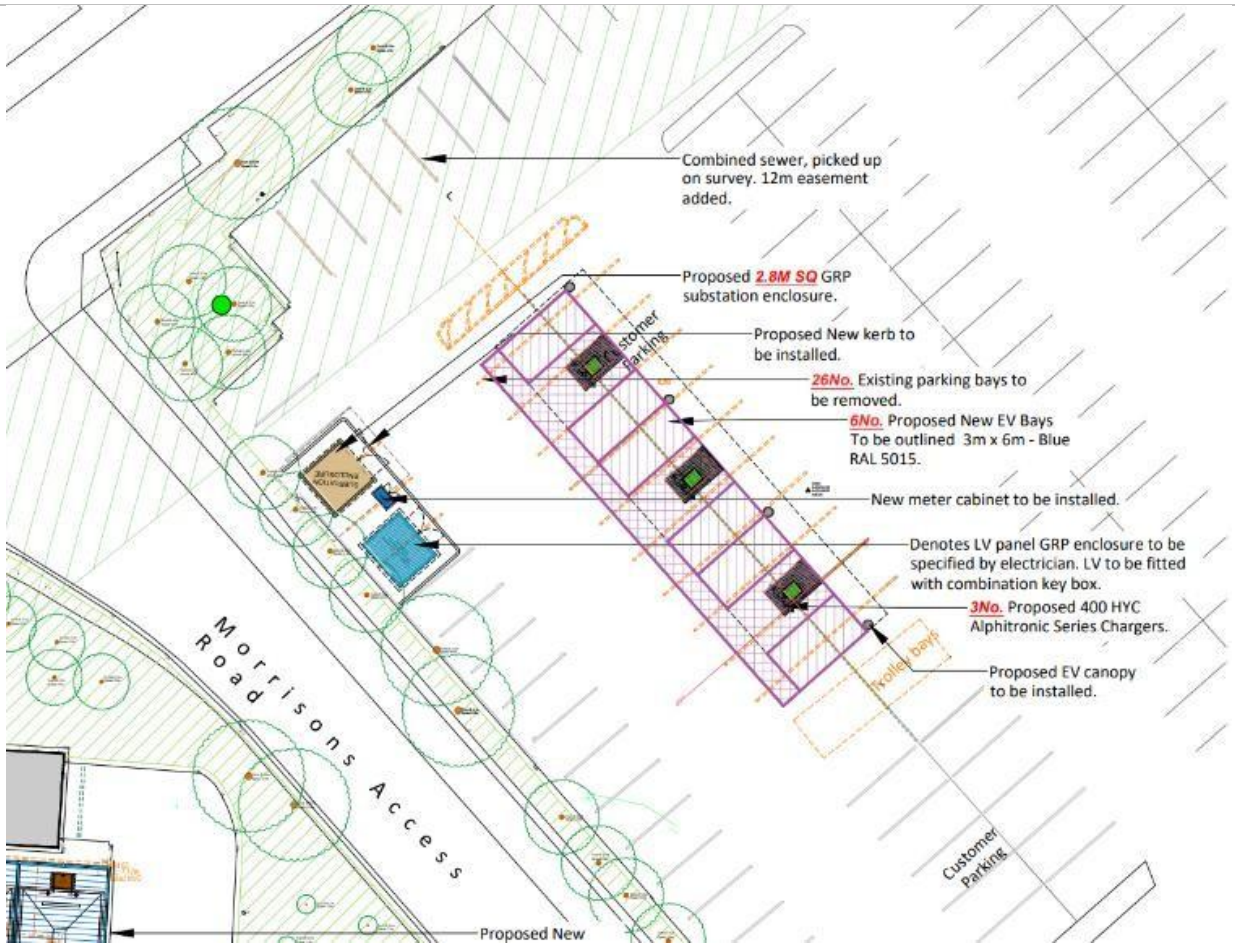
| | Layout<br>As far as reasonably practicable and appropriate, the site layout and appearance will be designed using the following principles:<br>a) The project is to be phased for different elements of the programme. The work areas are to be agreed and marked as a construction site and are to be barricaded off by way Heras fencing, netted and high-visibility strips added.<br>b) All working areas along with sterile compound to be fully secured<br>c) Storage units, fixed plant and machinery equipment and temporary offices will be located to limit environmental impacts, as far as reasonably practicable, and having due regard to neighbouring accommodation, as far as allowed by the constraints of the site.<br>d) Site lighting will be located and directed so as not to intrude into occupied residential properties, on sensitive areas or constitute a road hazard.<br>e) Site plant and facilities will be powered directly from existing site power.<br>f) Notices will be displayed on all site boundaries, to warn of hazards on site such as excavations, construction access, noise etc.<br>g) Appropriate sight lines/visibility splays will be maintained to ensure safety of both vehicles and pedestrians is preserved.<br>h) Temporary fences may be used in certain areas, such as for short term occupation of areas. |

Image above: covering the valeting and extension works on the main petrol filling station.




Above: Electric vehicle charging area located in the main car park.

## Site Access & Haul Roads

The location of haul routes & site access leading into and within the perimeters of the Premier Forecourts and Construction site set up will be clearly identified by use of appropriate signage. For deliveries, times of usage to site will be sympathetic to adjoining properties. The in-site location will also be considered in terms of impact regarding noise and disturbance of the local community and the impact on the store customers users along with local highway routes. The only access/egress point is Christchurch Road whose main access is via Afan Way.

Deliveries / Compounds:

a) Details of the routing of construction vehicles and visitors to the site will be agreed with the client and be considerate to the logistics of the site.
b) All construction traffic entering and leaving Site will be closely controlled.
c) Vehicles making deliveries to the Construction Site or removing spoil material will travel via the main
d) Measures will be taken to review and reduce where possible the numbers of construction vehicles accessing the site during peak hours, by adopting such measures as 'just in time' deliveries when required.
e) Details of the proposed compound and storage areas and car parking arrangements for the contractor's employees and visitors will be provided.

## 2.2 Overall Project Management Actions

Premier Forecourts and Construction are aware that proposed development will be subject to environmental controls and requirements. Measures will have been developed through the consultation process with statutory bodies such as Client, Local Planning Authorities, project consultants, neighbours etc.

Where practicable, we will openly engage with residents to keep them up to date as the project develops and inform them of the hazards and control measures being implemented. We propose to undertake a letter drop to all neighbours within the immediate vicinity to site as well as developing good links and regular communication.

An Ecological Clerk of Works will be appointed to oversee the ground preparation for any tree or vegetation removal.

All environmental documentation shall be always kept on site and be available for inspection by both internal and external regulators, as well as the client and management.

Site personnel shall be made aware immediately if any significant changes in work procedures are implemented.

Relevant documentation shall include the following:

- Daily Site Checklists
- Periodic (duration set by Client) Project Reports
- Environmental / Task Risk Assessments included within site risk assessments
- Construction Environmental Management Plan
- Site Waste Management Plan, where applicable
- Emergency Arrangements and Response
- Environmental Aspects and Impacts Register

Weekly environmental inspections shall take place on site by the Premier Forecourts and Construction Project Manager and/or Site Manager. These inspections are incorporated within the health, safety and environmental inspections.

The findings of these inspections and any associated actions shall be appropriately documented on the Audit Reports.

The Site Emergency Response information will be found within the control of work documentation, located within the site office. Contact details shall be clearly displayed on site and information explained to all site personnel with the site induction.

All necessary control of work documentation is to be displayed within the site office and adhered to by way of process and updated when necessary.

Regular site audits will be undertaken by Premier whereby all control of work documentation will be checked as part of the auditing process.

As highlighted, the Construction Environment Management Plan will form part of the information within the control of works documentation to avoid and manage any construction effects on the environment, existing surrounding communities, and client's customers.

Inclement Weather
The weather reports will be utilised as part of planning ahead for different activities to ensure any inclement weather is considered as part of the risk assessment process.

Sensitive Receptors
Residential Areas
The Baglan Moors housing estate is directly adjacent from site.

Schools
There are two comprehensive schools approximately 1 mile away, directly adjacent from each other.

Care Homes
There is a care home accessed from Moor Road and is approximately 150m away from site.

Hospitals
Neath Port Talbot is the closest hospital which also houses a minor injuries unit, not accident and emergency. This is situated 0.7m away.

Environmental Receptors
Watercourses
There are no watercourses within the vicinity to site, the River Avon is 2km away from the proposed work areas. There are however receptors on site which lead to the watercourses.

The existing site drainage will remain in place with the existing interceptor remaining operational until a new interceptor is installed.

Agricultural
There is no farmland in proximity to site. There are allotments over 300m away from site, situated off Moor Road.

Biodiversity
The Biodiversity Enhancement Plan is available undertaken by the Ecology Practice dated 29th May 2025 has been considered within the development of this CEMP. The plan identifies the site does not lie within or adjacent to any designated statutory site and the nearest site, Crymlyn Burrows (SSSI) is circa 2.9km away. There are no records of known European Protected Species Licences within a 1km AoS. The plan concludes due to the scale and nature of the development, no impact on any specifies is envisaged.

Bats
Bat boxes will be installed, to be positioned at least 4 metres where it receives full/partial sunlight, ideally southernly orientation. They will be placed in an area that is not subject to disturbance from people and positioned away from artificial light sources. At least 1 metre below the entrance should be free from obstruction.

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| | Birds<br>Nest boxes will be installed which are suitable for smaller passerine species and should ideally be positioned facing east to southeast.<br><br>Invasive Species<br>Not applicable. |
| | |
| 2.3 | Construction Methods |
| | All materials selected shall be sympathetic to the current site and the existing surroundings. This includes matching the bricks as best as possible to the existing sales building.<br><br>There is no piling works planned as part of the programme and there shall be no significant vibration works throughout the programme. Any vibration will be typically low and would include tasks such as breaking concrete/tarmac, cutting lines etc.<br><br>Any waste generated shall be managed considering the Waste Hierarchy.<br><br>Material Storage<br>There shall be dedicated areas for materials storage. |
| | |
| 2.4 | Resource Management |
| | Fuel, Oil & Chemical Storage<br>Any refuelling will be undertaken on the petrol station. There should be no requirement to store fuel on site. Should there be a need it will be done using approved bunded storage which is 110% of the total volume stored. Chemical storage will only be in low quantities during construction and shall be stored within a locked CoSHH store. The MSDS and CoSHH assessment must be available. There is containment already in place as part of the design of the petrol filling station.<br><br>Water & Drainage<br>The existing site drainage will be utilised during construction where there are interceptors already in position. Whilst the River Avon is a considerable distance form site, it is noted there are receptors on site which lead to this watercourse. This will be covered in the site induction to ensure all contractors are familiar with the site drainage, receptors and their locations along with the environmental risks.<br><br>Water will be used for dust suppression methods and wheel washing, where applicable. There shall also be water used as part of the welfare facilities. The welfare facilities shall be a self-contained unit which has a regular cleaning and maintenance regime in place, including removal of sewerage. |

| 2.5 | Dust |
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| | All Dust control procedures will be implemented to avoid as far as is reasonably practicable the emission of dust and other particulates that would adversely affect the air quality to ensure there is no significant deterioration of current air quality because of the works.<br><br>The emission of dust and other particulates will be controlled by implementing the following measures can be found:<br><br>Measures controlling the emissions from dust from worksites:<br>▪ ensure no burning of waste materials takes place on site<br>▪ ensure an adequate water supply on the site<br>▪ ensure disposal of run-off water from dust suppression activities, in accordance with the appropriate legal requirements<br>▪ maintain all dust control equipment in good condition and record maintenance activities<br>▪ keep site fencing, barriers clean using wet methods<br>▪ provide easily cleaned hardstanding for vehicles<br>▪ ensure regular cleaning of hard standings using wet sweeping methods<br>▪ not allow dry sweeping of large areas<br>▪ provide and ensure the use of wheel-wash facilities near the site exit wherever there is a potential for carrying dust or mud off the proposed Sites<br>▪ ensure vehicles working on site have exhausts positioned such that the risk of resuspension of ground dust is minimised (exhausts should preferably point upwards),<br>▪ ensure all vehicles carrying loose or potentially dusty material to or from the Site are fully sheeted<br>▪ ensure bulk cement and other fine powder materials are delivered in enclosed tankers and stored in silos with suitable emission control systems to prevent escape of material and overfilling during delivery.<br>▪ minimise the amount of excavated material held on site<br>▪ routinely clean public roads and access routes using wet sweeping methods<br>▪ sheet, seal or damp down unavoidable stockpiles of excavated material held on site, where required avoid double handling of material wherever reasonably practicable<br>▪ ensure water suppression is used during demolition operations<br>▪ only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction<br>▪ carry out site inspections regularly to monitor compliance with dust control procedures set out above and record the results of the inspections, including nil returns, in the site diary logbook<br>▪ increase the frequency of site inspections when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions<br>▪ record any exceptional incidents causing dust episodes on or off the site and the action taken to resolve the situation in the diary logbook |

- ensure slopes on stockpiles are no steeper than the natural angle of repose of the material and maintain a smooth profile
- ensure equipment is readily available on site to clean any spillages and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods
- all muck away / stone loads entering and leaving site will be covered
- use *Just in time* deliveries outside of peak periods when possible

## 2.6 Noise & Vibration

The objectives are, as far as reasonably practicable, to control and limit noise and vibration levels so that affected properties and other sensitive receptors are protected from excessive noise and vibration levels associated with construction activities.

It is noted that there are numerous residential properties round all work areas and that suitable consideration is given when undertaking tasks. i.e. Disc Cutting early morning.

With regards to general construction activities, it is assumed that the contractor will follow best practicable means to reduce the noise effect on the local community, including some [or all the following]:

- Materials will be handled with care e.g. material such as shoring piles & steelwork will be placed rather than dropped.
- Drop heights of materials from lorries and other plant will be kept to a minimum.
- Fixed and semi-fixed ancillary plant such as generators, compressors and pumps liable to create noise and/or vibration whilst in operation will, as far as reasonably practicable, be located away from sensitive receptors.
- The use of barriers to absorb and/or deflect noise away from noise sensitive areas will be employed if required and reasonably practicable.
- All plant used on site, paying particular attention to the integrity of silencers and acoustic enclosures will be maintained in good and efficient working order and operated such that noise emissions are minimised as far as reasonably practicable.
- As far as reasonably practicable, any plant, equipment or items fitted with noise control equipment found to be defective will not be operated until repaired.
- Machines in intermittent use should be shut down or throttled down to a minimum during periods between work.
- Occupiers of nearby properties will be informed in advance of the works taking place, including the duration and likely noise and vibration impacts. This is to be communicated via a pre-start letter drop which will outline accessible
- The construction site layout will be designed to limit and where reasonably practicable, avoid the need for the reversing of vehicles. Drivers will be familiar with the worksite layout.
- Banksmen will be utilised to avoid, as far as reasonably practicable, the use of reversing alarms.
- Reversing alarms will be set to the minimum output noise level required for health and safety compliance.

There are no significant vibration works planned throughout this project.

## 2.7 Light Disturbance / Pollution

The objectives are to provide adequate lighting on construction sites ensuring a safe and secure worksite but avoiding incorrectly positioned site lighting which may cause nuisance or may unnecessarily interfere with residents or passing motorists.

In determining the lighting arrangements for the worksite, consideration will be given to residents and other sensitive receptors that may experience a nuisance by the light. Where appropriate measures will be implemented to reduce obtrusive light (including consideration of hours of lighting, provisions for dimming or switching off light, equipment to be used and lighting position).

Where possible, a daylight only construction schedule will be adopted to minimise adverse lighting effects as different phases are completed. It is unavoidable that construction work may require work during the hours of darkness in consideration of shorter daylight availability during winter months.

- Where appropriate the following measures will be considered for implementation:
- do not "over" light
- dim or switch / shroud of lights where possible
- use specifically designed equipment keep glare to a minimum, and position lighting equipment sensibly.

## 3.0 Operational Protocols

### 3.1 Waste Management

Where required a site waste management plan (SWMP) will commit the project to sustainability through appropriate management of the excavation and construction phase.

Surplus or waste may arise from materials imported to site or from those generated on site. However, there are other considerations to waste management such as waste reduction, segregation of waste, disposal of waste, financial impacts of waste disposal, recording & monitoring which Premier Forecourts and Construction will control for the duration of the project.

Waste is to be separated for possible recycling, inclusive of that generated by the site welfare.
All excavated spoil waste generated will be collected via suitably licenced carriers and transferred to suitably licenced waste disposal sites / tips etc.

In accordance with best practice where unexpected contamination is encountered work in the concerned will be halted until further information can be clarified by the suitably qualified specialists. Any temporary onsite storage of contaminate material that should arise as the result from the watching brief should be on stored on impermeable sheeting, covered and with adequate perimeter leachate collection drains to minimise any water run-off from stockpile.

Additional protocols will be adopted for the handling and disposal of any contaminated materials should they be encountered; This would include the appointment of a suitable waste carrier for hazardous waste, sealed containments for hauling and classifications for Hazardous Disposal.

Soil Management
The nature of the design will see a very low volume of soil management.

## 3.2 Traffic Management Arrangements

All construction traffic entering and leaving the Site will be closely controlled.

Vehicles making deliveries to the Site or removing spoil material will travel via designated routes, which will have been previously agreed with (routes to minimise local disruption).

Measures will also be taken to review and reduce where possible the numbers of construction vehicles accessing the site during peak hours, by adopting such measures as 'just in time' deliveries.

Details of the contractor's compound and storage areas and car parking arrangements for the contractor's employees and visitors will be provided so that site set-up is familiar beforehand.

A Site Layout Drawing will be available and outline where applicable any specific traffic management arrangements.

Vehicle Numbers, Type and Routing.
Typical vehicle numbers during construction will be around 4 increasing to up to around 12 during the peak period. During the peak period, vehicles will either park on site or park in designated areas and arrangements made to attend site. All vehicles shall access and exit from the designated vehicle gates in a one-way format.

Access Arrangements to Site
There will be a gateman in place to open and close gates upon anyone attending site. The site manager will be notified in advance of any attendance to be able to coordinate with the gateman.

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| | Traffic Management Requirements<br>A site layout plan will be maintained as the construction programme progresses. There will be a separate entrance and exit for vehicles, controlled via lockable gates, the same layout which is currently in place for the current site use.<br><br>HGV routes will be segregated from pedestrian routes as the welfare and pedestrian areas will be fenced off and within a sterile area. (White Fencing on CEMP drawing). Deliveries will be planned for 9am-10am to limit any disruption to the residents.<br><br>No road or emergency exits will be blocked during this construction project so there will not be a requirement for any traffic management on the public highway. |

Construction and Storage Compounds
There will be a sterile area established where the office and welfare arrangements will be housed. An area will be identified for car parking; this area is subject to change as the project progresses. The same applies for storage/laydown area.

Any changes will be reflected in the site layout plan.
The site set up will be organised to maintain a one-way system for vehicles to access through the site entrance and exit through the exit.

Wheel Washing Facilities
The hardstanding on site shall remain which shall limit the requirement for wheel washing. However, there shall be wheel washing facilities on site to ensure all vehicles leaving site are clean. The existing site drainage shall be utilised. The gate man will be responsible for wheel washing to ensure no vehicle leaves site without being cleaned.

Site Cleaning
The site shall be regularly cleaned to prevent sediment build up and ensure no debris, silt etc. leaves site on to the public footpath and adjacent highway.

Construction Activities – Timing
Consideration will be made to the deliveries and collection of construction related items to site to avoid peak periods such as normal working hours, school start and finish times.

Post Construction – Restoration & Reinstatement
All areas will be reinstated to the highest standards with an emphasis on ensuring all access to the public highway is clean, tidy and prevents any issues.

All works shall be conducted within the site boundary.

## 3.3 Communication

Premier Forecourts and Construction Limited are to issue letters to all the surrounding properties of the site, outlining the works to be undertaken, the likely timescales and the relevant contact numbers to call should an issue arise during the construction period of the works.

An effective working relationship will be established with appropriate staff members / project managers to ensure they are kept up to date with progress of the project and ensures any issues are dealt with in a timely manner.

Communication with the local community and Local Planning Authority if required will be undertaken at an appropriate level and frequency. This will include distribution of information relating to relevant aspects of construction as requested.

Premier Forecourts and Construction Limited will ensure that there are appropriate arrangements for monitoring and responding to complaints relating to all aspects of the construction phase of the work, ensuring also that any such complaints are escalated in the appropriate manner to the client whilst keeping the complainant informed.

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| 3.4 | Programme / Phasing Snapshot |
| | Programme of work to be available upon the confirmation of the start date.<br><br>The project is intended to be split into three different phases covering the valeting, retail extension and EV works. This will allow the site to continue trading and minimise disruption to the site, visitors and surrounding neighbours. |
| | |
| 3.5 | Emergency Procedures |
| | A set of standardised emergency response procedures will govern the management of environmental incidents. Construction contractors will be required to adhere to and implement these procedures and ensure that site operatives are familiar with the emergency arrangements. All incidents shall be reported to the Site Manager immediately. Any environmental incident such as discolouration/sedimentation or potential for pollution of the watercourse (River Avon), work must stop immediately and NRW notified by contacting 0300 065 3000. Work should not resume until work practices have been reviewed.<br><br>The emergency procedures held within the site office will contain emergency phone numbers and the method of notifying local authorities and statutory authorities. Contact numbers for key personnel will also be included.<br><br>The key contacts are contained within the duty holder's section.<br><br>Adler & Allan will be utilised for any emergencies – 0800 592 827.<br><br>Natural Resources Wales (NRW) contact: 0300 065 3000.<br><br>Online: Natural Resources Wales / Report an environmental incident |
| | |
| 3.6 | Spills |
| | Spill kits will be kept on site with the precise contents and capacity of the spill kits will depend on the detailed inventory of products that will be stored are likely to contain:<br>Oil-absorbent granules;<br>▪ String;<br>▪ Floating "booms" or "sausages";<br>▪ Gloves;<br>▪ Absorbent mats;<br>▪ Knives;<br>▪ Drain covers;<br>▪ Shovels;<br>▪ Polythene sheeting and bags<br><br>Spill kits will be clearly marked, sign posted and held close to the area where materials are stored and handled (i.e. Double skinned fuel bowser for plant). |

Premier Forecourts and Construction specialise in the Petroleum Sector and are both competent and specialists do deal with such an occurrence. Premier will have access to specialist spill response companies.

In the event a spill occurs the following actions will be taken:

- When a spill occurs the site manager will be informed immediately.
- In dealing with the spillage the personal safety of the site-workers and the general public will not be compromised.
- Where required to stop or contain the spillage work will be halted.
- The cause of the spillage will be stopped.
- The spill will be contained. Particularly pathways to any drains and water courses will be blocked as soon as possible.
- The spilled materials will be removed and disposed of in accordance with the waste regulations.

Adler & Allan will be utilised for any emergencies – 0800 592 827

## 4.0 Monitoring and Reporting

Contractors will be required to operate an induction scheme to ensure all employees are aware of the site rules and their environmental responsibilities, to identify training needs for personnel and to provide appropriate training.

The training will include toolbox talks for site operatives to maintain an appropriate level of awareness of environmental issues.

Weekly progress updates relating to both the site activities together with progress will be recorded and a weekly report uploaded to a shared client team database.

Photographic evidence will be kept throughout the whole duration of the project together with site diaries.

Overview of Morrisons Baglan Moors

Above: the locations for the Bird and Bat boxes.

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