

Construction & Environmental Management Plan

For the works to be carried out for the proposed

Proposed Days Rental, Seven Stiles
Avenue, Newport Retail Park.

Rev F

On behalf of

Days Rental

August 2025



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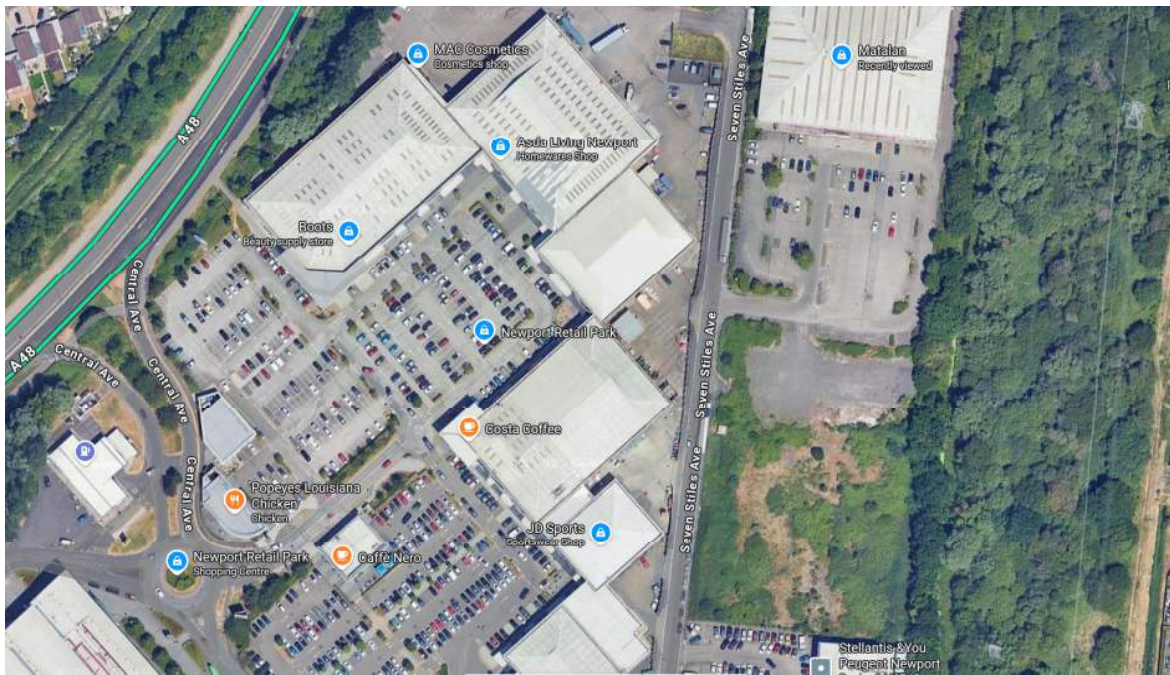
1. Site Location & Description

This document has been prepared to outline the various processes and methodology involved in the works to be undertaken during the construction of a new Days Rental vehicle rental depot adjacent to Seven Stiles Avenue, Newport.

Site Location

The project is located adjacent to Seven Stiles Avenue to the eastern extent of Newport Retail Park and directly to the south of a Matalan retail outlet

Location Plan



Site Description

The site occupies an area of scrubland situated directly off Seven Stiles Ave to the south of Matalan.

The development works comprise of the construction of a Days Rental unit, with associated access roads and car parking

The works will also include the installation of new foul and surface water drainage within the development site and the provision of new incoming water, electricity and BT services.

The duration of the works is approximately 20 weeks from commencement.

Proposed Site Plan



2. Scope of Works

Construction Activities

- Reinforced concrete foundations, including holding down bolts cast into tapered sleeves to facilitate the erection of the steel structure.
- The construction of a ground bearing reinforced concrete floor slab.
- The erection of a prefabricated steel, pitched roof, rolled steel section portal frame, with gable columns and cold rolled cladding rails.
- The erection of Kingspan cladding panels to the building except where doors and glazing occurs.
- Feature timber effect cladding to partial external elevations.
- Feature brickwork to partial external elevations.
- The installation of single ply membrane and insulated roofing system.
- The construction of the glazed shop front and main entrance feature.
- External works: comprising the re-modelling of the existing site levels utilising any existing fill material located on site and imported materials.
- Construction of new access roads, and parking areas together with the paved surround to the building.
- The construction of foul and surface water drainage and connections to existing foul and storm within the site demise.
- Client's Direct Sign Contractor will install signs around the car park and access road areas.
- Full details of the phasing of the works have been developed in consultation with the clients' representatives and forms the basis of the Construction Programme.
- All works will be carried out in accordance with the approved current site layout.
- Car Park lighting to be installed to comply with planning requirements for lighting levels.

3. Site Establishment & Procedures

- The site welfare and associated facilities will be wholly sited within the Contractors Compound located within the development site area.
- The compound will be suitably arranged and secured, in order that it causes minimum disruption to the adjacent business properties.
- Herras fencing will be used to secure all boundaries. This will be inspected weekly and repairs/damaged panels replaced/ undertaken as required.
- The site access and egress points will be from the existing bell mouth from Seven Stiles Avenue.
- Site Personnel, Operatives and visitors will not be permitted to park on the public highway or estate roads and should ensure that their vehicles are contained within the curtilage of the site compound at all times.

- A full time, suitably trained Traffic Marshall will be in attendance during site operating hours.
- The Traffic Marshal will ensure that the highway and adjacent units car parking/loading areas outside the Days Rental site demise are kept clear of site personnel's vehicles, materials, tools, and equipment at all times.
- The Traffic Marshall will ensure that access to the contractor's compound always remains free from obstruction to ensure free movement of delivery vehicles in and out of the site at all times. For security and safety reasons the gate will be kept closed when not in
- A logistics plan detailing site traffic management procedure is included in section 9 of this document.
- A photographic record of the working and adjacent areas will be taken before works commence, otherwise any damage will be made good at the contractor's expense. Local highways will be invited, with one weeks notice, to attend this inspection prior to commencement.
- At the completion of the project, Local Highways will again be invited to review the work and adjacent areas and any remedials agreed at this point and then inspected again once complete. Again, one week notice will be given.

Statutory Services and Water Authority Drainage.

- All services providers to be consulted to ascertain existing services locations and requirements for new development.
- Statutory services providers will be consulted and appointed to deal with any existing services requiring disconnection or diversion.

Storm and Foul Drainage Connections and Statutory Services Installations

- Storm and foul drainage connections and Incoming Services installations will be carried out within the site demise.

Incoming Services

- Any services work that may require a temporary shutdown of the surrounding businesses supplies will be programmed and resourced in such a way as to ensure no disruption to the occupiers is encountered.
- Careful consultation with Statutory Authorities will be undertaken and their intentions communicated to the affected business as necessary.
- Any works requiring shutdown of services will be carried out during non-business hours and/or temporary plant provided to ensure uninterrupted supplies are maintained.

4. Hours of Work, Site Access, Deliveries, Materials Storage & Travel Plan.

Site Hours will be as follows:

- 7.30am – 6.00pm Monday to Friday,
- 7.30am – 4.00pm Saturday
- 8.00am -1.00pm Sunday.
- Limited deliveries will take place on a Saturday morning, occasionally concrete
- No deliveries on a Sunday.

Site Access Arrangements and Deliveries.

- Access and egress point will use the existing Bellmouth from Seven Styles Avenue.
- All suppliers and sub-contractors will inform the site manager in advance of their deliveries, so he can ensure that clear access into the site is provided. This will avoid delivery vehicles waiting on the car park area or public highway.
- No offloading/loading will be undertaken on the public highway at any time.
- No storage of materials or plant will be permitted on the public highway at any time. The site compound storage area shall be used at all times.
- Large deliveries such as plant and equipment, structural steel, cladding, etc. shall be timed to minimise disruption during peak times, however, as the only access required beyond our entrance on Seven Stiles Road is for Matalan, and the delivery yard of Newport Retail Park, we don't envisage our construction hours impacting on the usual peak travel time of school pick ups etc etc. . Our experience of retail is Saturdays and Sundays are the peak periods, and evenings on a Thursday Friday following closely.
- Timing of deliveries and removal of waste from site will be timed to minimise disruption during peak times wherever possible.
- It is estimated that up to 20no 8-wheel (20 tonne) lorry loads of excavated material per day will be exiting site during 1 week of muck shift operations. These will be timed (to the best of our ability) at one every 20 minutes to ensure we aren't overrun. Where this isn't possible there is sufficient space on site to allow these wagons to park and wait and not obstruct the highway.

- In the unlikely event that there are more than 5 wagons waiting to enter site they will be directed to travel north to the delivery yard entrance at the end of Seven Stiles Way turnaround and wait in the layby to the north of the Matalan entrance.
- A similar number will be entering and exiting the site for a similar duration while upfilling with aggregates.
- Larger volumes of concrete deliveries will be frequent throughout the one-day duration of the foundation pour, and subsequently one day slab pour. Concrete wagon deliveries are always scheduled to arrive
- Smaller quantities of concrete and aggregate deliveries will be ongoing during external works operations. These deliveries will be accommodated throughout the working day without disruption to surrounding businesses.
- Towards the end of the project there will be a 3-day period where tarmacking operations will be undertaken. During this period there will be approximately 10 number, 20 tonne lorry loads of tarmac delivered per day.
- Larger deliveries of structural steel and cladding materials will be limited to approx. 3 number articulated vehicles over a 3-day period.
- The proposed access road and car park area will be capped with stone to allow clean and clear access and egress for site deliveries.
- Suitable traffic management/separation of working area along the vehicle routes will be provided to allow a safe segregated working zone.
- A suitably trained, clearly visible and identifiable Gate Person will be present to manage all vehicular movement to and from the site.
- The suitably trained, clearly visible and identifiable Traffic Marshall will ensure that as far as reasonably practicable, Seven Styles Ave, car park and public highway outside the Days Rental demise is kept clear of site personnel's vehicles, materials, tools and equipment at all times.
- In possible circumstances where instructions are ignored the suppliers or contractors involved will be reported to site management and not be allowed on site and replacements sought.
- Where possible deliveries will be restricted to off peak times. We will aim to limit our muck shifting and stone deliveries to Monday, Tuesday and Wednesday. Thursdays and Fridays we will aim to restrict these traffic movements after 1530.
- Occasional concrete deliveries on a Saturday morning will likely be necessary, however this will be limited to two wagons over a period of 4 hours.

Site Operatives & Staff Transport/Travel arrangements.

- Construction operatives and staff will, where possible, share means of transport to and from site.

- Locally employed staff/operatives will be encouraged to use public transport and environmentally friendly means of transport, e.g., cycle to and from site.
- Accommodation for operatives staying away from home will be provided within the site or within a 2-mile radius of the site as necessary.
- All staff and operative's vehicle parking will be confined to the allocated area within the site demise.
- Due to the nature of the project we don't envisage more than 10 people on site at any one time. We will however provide parking for 15 vehicles to allow for visitors and any extra operatives.

5. Site Operations & Control Measures

Temporary lighting for the works

- Where temporary site lighting is required, it will be sited as to not interfere with or distract vehicles on the adjacent highway, or occupiers of nearby buildings.
- Lighting will be arranged as to ensure that visual intrusion and light spillage are kept to a minimum, particularly in close proximity to surrounding properties and busy roads, where it may cause nuisance or distraction.
- Where necessary, lighting should be provided to site boundaries to ensure the safety of passing pedestrians. We don't expect this to be necessary on this project.

Vehicle Wheel Cleaning

- Roads will be always kept clean and free from debris and detritus material. As per the details below.
- During site strip and ground works operations, vehicles exiting the site may inadvertently carry deposits of clay or wet concrete, trapped on their tyres, out on to the surrounding roads.
- To ensure that this does not occur, a wheel-cleaning regime will be implemented throughout the duration of the contract.
- The wheel-cleaning operation will be carried out as follows by an operative wearing appropriate Personal Protective Equipment:
- A suitable area will be allocated close the exit point of the site.
- A filter bed of large single size granular material will be placed into an excavation over an area of approximately 3m by 10m by 0.3m deep. If any larger vehicle need to their wheels cleaning this will be phased. The front wheel cleaned first and then the vehicle will move forward and the rear wheels then cleaned.

- The excavated area will be lined with a filter membrane prior to single size stone being placed.
- The granular fill area will allow water from the cleaning operation to filter into the substrate and not migrate off site.
- Before exiting the site area, all vehicles will stop within the clearly defined and signed area and turn off the engine.
- If necessary, any heavy deposits will be removed manually prior to accessing the area of granular fill. This will prevent excess mud deposits entering the soakaway area.
- The vehicle will move forward onto the granular fill area where the wheels will be washed using a high-pressure jet wash lance, ensuring that any residual deposits lodged in the tyres are removed.
- The vehicle will move forward during the cleaning process to ensure that the complete circumference of the wheel is clean.
- For larger vehicles the front wheel will be cleaned first. Once complete the vehicle will move forward and the rear wheels be cleaned.
- On completion wheels will be inspected and confirmed that the vehicle is fit to leave site.
- In the unlikely event that muck is shed on to the highway then cleansing will be undertaken by means of a lorry mounted mechanical sweeper periodically throughout the project duration as necessary. Our Site Manager and Traffic Marshall will inspect every 2-3 hours daily to ensure the road is clean.
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6. ACM's, Noise, Dust, COSHH, Sediment Control, Waste Monitoring, Ecological Control/Tree Protection Measures and Management, Vibration Monitoring:

ACM's (Asbestos Containing Materials)

The following HSE guidance will be followed if ACM's are encountered during excavation works:

Where material that is suspected of containing ACM's is encountered, we will:

- Stop work.
- Notify Site Management and project team.
- Keep the spoil and excavation damp.
- Wash down the excavation equipment.
- Collect all run-off water and prevent water from entering watercourses or drainage channels/gullies, etc.
- Note: ACMs material could be 'friable' and extreme caution should be taken by all persons working within the area.

- The affected area will be fenced off and the area should be classed as a “Respirator Zone”. Only persons wearing the correct RPE and PPE should enter and only then on a ‘must do basis’.
- If ACM’s are encountered arrangements will be made for a UKAS-accredited surveyor or testing laboratory to take samples.
- During excavation works, should any suspected ground contaminants/asbestos be observed, work will cease, and a sample will be taken by a competent person for analysis.
- Should the sample results confirm that asbestos containing materials (ACM’s) has been identified, it would then need to be established if the work would be ‘Licensable’ or ‘Non-Licensable’. Control measures would be developed accordingly by a competent contractor.
- It will be identified if an HSE-licensed asbestos contractor is required by consulting with an approved asbestos surveyor/consultant.
- Spoil that contains ACM’s will be disposed to an appropriately licensed tip.
- Back-filling of excavations should not be undertaken with asbestos containing material.
- Good standards of hygiene will be implemented during all external works/groundwork operations.

Noise

The proposed construction site is located adjacent to a busy road and adjacent retail units. It is highly unlikely that noise generated within the construction site will exceed the levels of the general background noise associated with the existing area and its uses beyond the site boundary.

During the works all activities will be assessed to alleviate the potential for noise pollution.

- Noise monitoring will be undertaken by site management throughout the project to ensure that any operations that may result in novel noise audible beyond the site boundary are kept within the legal parameters for the site, i.e., not exceeding 69dBA max.
- Where unavoidable, noise generating activities will be planned to ensure that they are located away from sensitive receptors and are undertaken at times which minimise disruption and disturbance where possible.
- All plant, equipment and small tools will be in good working order to ensure that optimum performance in terms of sound reduction is achieved.
- Acoustic barriers such as “Acoustic Shield” will be erected around any items of plant or small tools where there is a risk of their use exceeding the specified noise levels at the site boundary. These barriers will absorb up to 30dB.

All operations will be carried out in compliance with the following legislation:

The Control of Noise at Work Regulations 2005

The Noise Regulations 2005 require employers to prevent or reduce risks to health and safety from exposure to noise at work.

The regulations require employers to:

- Assess the risks to your employees from noise at work.
- Take action to reduce the noise exposure that produces those risks.
- Provide employees with hearing protection.

If noise exposure cannot be reduced adequately by using other methods, we will:

- Ensure Legal Limits of noise exposure are not exceeded.
- Provide employees with information, instruction, and training.
- Carry out Health Surveillance where there is a risk to health.

Control of Dust

The methods utilised to control dust pollution during normal demolition and construction activities will eliminate as far as practicable, the movement of airborne dust particles and have been chosen to ensure minimal exposure of the occupants of the adjacent units and operatives on site.

Monitoring of the weather conditions and their resultant effects on the level of dust pollution will be undertaken by site management. Methods such as water sprays for damping down and dust suppression using water tanks on cutting equipment will be utilised.

Site operatives will use suitable dust masks to prevent inhalation of particles that may lead to respiratory diseases.

COSHH

The following materials will be used on site:

- Diesel and petrol (associated with the operation of plant and machinery).
- Cement (predominantly pre-mixed concrete and mortars).
- Brick cleaner.
- Plaster.
- Paints and solvents.
- Sealers, sealants and fillers.
- Glues and adhesives.

All chemicals to be stored, used and waste disposed of in accordance with the materials COSHH data sheets, certificates, and Site Waste Management Plan.

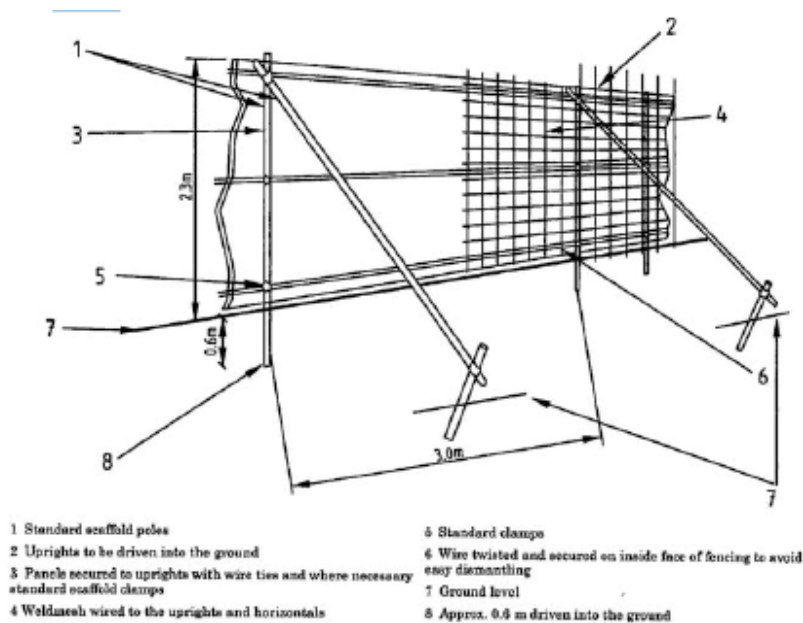
Ecological Protection Measures

Due to the potential for Great Crested Newts the and other reptiles and animals to be breeding in the brook to the east of the site and clearance will be carried out under the supervision of an ecologist, ideally when reptiles are most active (typically April – September/October). If any evidence of wildlife is identified, site clearance will stop and suitable protection measures will be installed before continuing.

Tree Protection Measures

Protection measures will be implemented to protect the existing tree line to the eastern boundary of the site, protecting the line of trees here which are suitable for supporting a range of protected/priority species.

All tree protection shall be erected in accordance with BS 5837 (See below), and in accordance with approved plan D0467_002, prior to commencement of any ground works or activity on site.



The barriers shall be maintained throughout the construction period and retained until all development activity is complete.

The area within the barrier shall remain sacrosanct and any excavation within to be carried out by hand tools.

Site Waste Management & Emission Control:

- A site waste management plan will be implemented on site and monitored throughout the project.
- All waste arising from the demolition process, ground clearance and construction processes to be recycled, or removed from the site subject to agreement with the Local Planning Authority and other relevant agencies.
- All waste resulting from the works that cannot be recycled on site will be transferred to a waste transfer station and will be segregated for recycling or be segregated on site prior to removal.
- No materials produced as a result of the site development or clearance shall be burned on site
- Wheel wash facilities shall be implemented prior to vehicles exiting the site to avoid sediment being deposited on public highway.
- Any sediment deposited on public highways shall be removed by mechanical vacuuming or sweeping with all material deposited on site for subsequent disposal.
- All vehicles to use designated access routes on site and to access the site.
- All bulk carrying vehicles accessing the site shall be suitably sheeted to prevent nuisance from dust in transit.
- All reasonable steps, including damping down site roads, shall be taken to minimise dust and litter emissions from the site whilst works of construction and demolition are in progress.

Vibration Monitoring During Ground Improvement works:

- If Vibro-compaction ground improvement works are to be undertaken in lieu of driven piles to mitigate impact on surrounding residential and business premises.
- The vibro compaction works will take 3 days to complete.
- A letter drop will be carried out giving all surrounding residences prior notification that the vibro works are due to be carried out. This will be done at least 7 days ahead of the works proceeding in order to give residents the opportunity to raise any queries with our site management team. Contact details will be provided within the communication.
- During the vibro-compaction works vibration monitoring will be carried out by the specialist contractor.
- The monitoring device is setup prior to works commencing with 3 trigger levels

normally set at 5mm/s, 10mm/s & 15mm/s. BS 5228 advises a PPV level of 20 - 50mm/s potentially causing cosmetic damage. The trigger levels will be set well below this PPV level to ensure work ceases before reaching levels where damage could be caused.

- Normal procedures are to set the monitoring device in close proximity to the structure in question and start the vibro work at the furthest point away working towards the monitor while actively checking levels that are notified via text and email.
- The proposed monitoring device trigger levels will be capped at 2-3 mm as per the below guidance from BS5228.

Table B.1 Guidance on effects of vibration levels

Vibration level	Effect
0.14 mm·s ⁻¹	Vibration might be just perceptible in the most sensitive situations for most vibration frequencies associated with construction. At lower frequencies, people are less sensitive to vibration.
0.3 mm·s ⁻¹	Vibration might be just perceptible in residential environments.
1.0 mm·s ⁻¹	It is likely that vibration of this level in residential environments will cause complaint, but can be tolerated if prior warning and explanation has been given to residents.
10 mm·s ⁻¹	Vibration is likely to be intolerable for any more than a very brief exposure to this level.

- If the vibration levels start to exceed the threshold we will cease work and look at other avenues to mitigate the vibration levels. i.e. isolation trench or pre-augering.

7. Contractor Monitoring & Training

Sub-Contractor Orders:

- This Construction & Environmental Management Plan will form part of all enquiries to all sub-contractors and material suppliers and will form part of the sub-contractor's contract.

Details of Staff/Contractor Training:

- All personnel including visitors involved with the project will undergo a site induction, which will include a section on complying with this Construction & Environmental Management Plan.
- All contractors who come onto site are required to provide the manager with copies of any relevant documents to ensure he has been adequately trained to do the job. Copies of the documents are kept on site with the operative's site

induction.

- Further onsite training and awareness will be undertaken through toolbox talks etc. as works proceed.
- Any Health and Safety requirements specific to the project, will be communicated to all operatives, staff, and visitors during the site inductions.

8. Emergency Procedures

In the event of an emergency or upon discovery of a fire, the Site Manager or his deputy will follow the following procedure:

- Sound the alarm by shouting “Fire, Fire”.
- Ensure that all personnel immediately evacuate the site and assemble at the muster point situated at the main gate to the site area.
- If it is safe to do so, establish the precise location, type, and extent of the fire or emergency situation.
- If necessary, call the emergency services, giving the following information as appropriate:
 - Full address of site
 - Type and extent of emergency
 - Missing persons
 - Presence and location of hazardous, flammable, or explosive substances
- The person who telephones the emergency services will remain on the line until the operator specifically instructs that all necessary information has been received and understood
- Ensure that a responsible person is designated to meet the emergency services on their arrival in order to direct them to the emergency and provide any other requested information, such as the location of service isolation points and last known location of any missing persons

A schedule of all local Emergency services contacts will be displayed on the site notice board.

9. Logistics & Site Set Up Plan

Phase 1. Site Strip with towable, mobile welfare unit.



Phase 2. Main Construction Period.



Phase 3. Completion period.

