

CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN (CEMP)

Old Town Dock Development

Land on the south-west side of East Dock Road, Newport

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Project Information

Site address:

Land on the south-west side of East Dock Road, Newport

Planning reference:

20/122

Project Team

Client / Developer: Tai Hedyd Ltd

Principal Contractor: TBC

Prepared by: Andrew Payne

CEMP Responsibility Statement

The Principal Contractor, is responsible for implementing, monitoring and maintaining this Construction Environmental Management Plan for the duration of the construction works and for ensuring compliance by all subcontractors, suppliers and visitors to the site.

Project Team

Developer: Tai Hedyd Ltd

Principal Contractor: TBC

Architect / Principal Designer: Roberts Limbrick

Structural Engineer: PHG Consulting Engineers Ltd

Ecologist: TBC
Environmental Consultant: TBC

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1. Introduction

1.1 Purpose

This Construction Environmental Management Plan (CEMP) sets out environmental protection, mitigation and monitoring measures for the Old Town Dock Development. It explains how environmental risks will be managed to protect people, property and the environment, and to ensure compliance with planning conditions, Welsh legislation and best practice.

1.2 Scope

This CEMP applies to all activities from mobilisation to demobilisation, covering enabling works, groundworks, foundations, superstructure, fit-out, drainage/external works and landscaping. It applies to all contractors, subcontractors, suppliers and visitors to site.

1.3 Compliance with Welsh Legislation and NRW Requirements

This project will comply with, and demonstrate alignment to, the following Wales-specific requirements:

- Environment (Wales) Act 2016 – including the duty to maintain and enhance biodiversity (Section 6).
- Well-being of Future Generations (Wales) Act 2015 – sustainable development principle applied to decision-making and long-term impacts.
- SuDS Approval Body (SAB) requirements – construction-phase drainage and permanent SuDS to be delivered in accordance with approved SAB consent (or confirmation not required), with pollution pathway protection to the River Usk.
- Natural Resources Wales (NRW) Guidance for Pollution Prevention (GPPs) – including GPP1–GPP6, GPP5 (works near water) and GPP21/22 (incident response).
- UK regulations applicable in Wales (e.g., Control of Pollution (Oil Storage) (Wales) Regulations where relevant).

1.4 Project Contacts and Responsibilities

The following roles and responsibilities apply for the implementation of this CEMP. Contact details will be updated prior to commencement and displayed at the site entrance.

Role	Organisation	Responsibilities	Contact Details
Principal Contractor – Site Manager	TBC	Overall responsibility for site operations, environmental management, compliance with CEMP, emergency response coordination	[Name] – Tel: [Number]

Environmental Site Officer	TBC	Daily inspections, monitoring, reporting, pollution prevention checks, liaison with ECoW	[Name] – Tel: [Number]
Ecological Clerk of Works (ECoW)	TBC	Ecological supervision, pre-start surveys, nesting bird checks, lighting review, reptile receptor protection	[Name] – Tel: [Number]
Developer Representative	Tai Hedy Ltd	Oversight, reporting to LPA, contractor management	Peter Page – Tel: 07817176643
24/7 Emergency Contact	TBC	Out-of-hours emergencies, incidents and urgent notifications	[Name] – Tel: [Number]

This table will be maintained as a live document and issued to all subcontractors and suppliers.

2. Development and Construction Programme

2.1 Overview of Proposed Development

Residential-led scheme with associated access, drainage infrastructure, external works and landscaping on land formerly occupied by Old Town Dock.

2.2 Construction Programme

The construction programme will extend over approximately 3–4 years.

Each phase will generate different levels of traffic and workforce demand:

- Enabling works: low traffic volumes and workforce
- Groundworks: moderate HGV movements and workforce increase
- Superstructure: peak workforce and delivery activity
- Fit-out: reduced HGVs but continued workforce presence

Construction logistics (including parking, storage and unloading areas) will be adjusted between phases and are illustrated on the Construction Logistics Plans included in Appendix B.

3. Environmental Risk Analysis

3.1 Air Quality (Dust and Exhaust Emissions)

Risks: dust emissions from excavation, vehicle movements and material handling; exhaust emissions from plant, generators and deliveries. Sensitive receptors include residential and commercial properties along East Dock Road and users of the local highway network.

Controls are detailed in Section 5.2, including real-time monitoring and action levels, wheel wash, suppression, and housekeeping.

3.2 Noise and Vibration

Risks arise from piling/foundation works, operation of construction plant and HGV movements. Receptors include houses/flats along East Dock Road and nearby commercial premises including Costa Coffee. Controls in Section 5.3 and working hours in Section 7 apply.

3.3 Ecology and Sensitive Designations

The site lies in proximity to the River Usk SAC (Special Area of Conservation) and SSSI (Site of Special Scientific Interest). Risks include pollution incidents or uncontrolled runoff reaching the water environment, disturbance to protected species, and habitat damage from vegetation clearance and site operations.

3.3.1 Reptiles

Reptile mitigation and translocation have been completed in accordance with the approved Reptile Mitigation Strategy and Translocation Report. Residual risks relate to the protection of designated receptor areas and buffers. These will be clearly demarcated with no plant, storage, refuelling or waste activities within these areas.

3.3.2 Invasive Non-Native Species (Japanese Knotweed)

Japanese Knotweed has been recorded. All activities will comply with the approved Japanese Knotweed Management Plan. Infested areas will be demarcated with exclusion zones. Soils from affected areas will be treated as contaminated and managed under controlled conditions with biosecurity measures and designated wash-down away from drains/watercourses. Any unexpected finds will trigger stop-work and plan update.

3.3.3 Breeding Birds

Vegetation clearance will occur outside March–September where practicable. If clearance during nesting season is required, a pre-works nesting bird check by a suitably qualified ecologist will be undertaken. Active nests will be protected by exclusion zones until fledging.

3.4 Cultural Heritage and Archaeology

The site comprises the former Old Town Dock, constructed in the late 19th century and subsequently infilled during the mid-20th century. While no designated archaeological assets are known to be present, the historic dockland, railway and industrial uses increase

the potential for buried structures, foundations and artefacts to be encountered during groundworks.

The principal risk relates to disturbance or damage to previously unrecorded remains during piling, excavation and foundation works. An unexpected finds procedure will be implemented. Should any archaeological remains or artefacts be encountered, works will cease immediately in the affected area, the find will be protected from damage, and the Local Planning Authority will be consulted. Works will only recommence following agreement of appropriate mitigation or recording measures.

3.5 Ground Conditions

The site is underlain by contaminated Made Ground (ash, clinker, slag, coal, reworked alluvium, demolition arisings) with potential for metals, hydrocarbons, PAHs and asbestos. Buried obstructions (e.g., dock walls) are likely. Controls in Sections 5.10 and 6 cover soil management, waste classification and validation.

3.6 Traffic, Transportation and Access

Construction traffic may cause congestion on East Dock Road, conflicts with pedestrians/cyclists, mud tracking, and nuisance. Controls in Section 5.1 set out booking, routing, timing, and interface management measures.

3.7 Landscape and Visual

Temporary landscape and visual impacts will arise during the construction phase due to the presence of hoarding, plant, materials storage, cranes, temporary lighting and site compounds. Visual receptors include nearby residential properties along East Dock Road, commercial premises and users of the adjacent highway network.

The most significant visual impacts are anticipated during early enabling works and peak construction activity. While impacts are temporary, poor site management could exacerbate visual intrusion. These risks will be managed through good housekeeping, appropriate enclosure and screening, and bat sensitive lighting.(Section 5.5).

4. Site Context, Facilities and Phasing

4.1 Location of Facilities

The site compound will include welfare, offices, materials storage, segregated waste areas, spill kits and wheel wash. Layout will minimise vehicle movements and pollution risk. Locations will be shown on the Construction Layout Plan (Appendix A1).

4.1a Temporary Construction Drainage Strategy

A temporary construction phase drainage system will be implemented to prevent uncontrolled runoff, silt mobilisation, or pollution from entering surface drains or pathways

connecting to the River Usk SAC/SSSI. The system will operate independently of the permanent SuDS scheme until the completion of major groundworks.

Key Components

- Perimeter silt fencing: Installed downslope of all excavations, soil stockpiles and haul routes to intercept sediment-laden runoff.
- Bunded working areas: Earth bunds or proprietary barriers will surround high-risk zones (material storage, concrete washout, refuelling).
- Temporary swales and settlement points: Shallow swales will slow runoff and promote settlement prior to discharge to controlled points.
- Drain protection: All existing surface drains within or adjacent to the working area will be fitted with drain mats, filter socks, or sediment bags.
- Pump & treat controls (if required): Any dewatering effluent will be passed through sediment control (e.g., settlement tanks or filtration units) before controlled discharge.

Maintenance and Inspection

- Daily inspection during groundworks and post-rainfall events (>5 mm in 24 hrs).
- Silt controls will be maintained or replaced immediately if damaged, overtopped, or ineffective.
- Records will be kept as part of the environmental inspection log.

Buffer Zones to Water Environment

A minimum 10-metre buffer will be maintained between any material storage, spoil heaps, refuelling, chemical storage, or concrete washout areas and any surface drainage channel, surface water inlet or pathway leading toward the River Usk.

4.1b Buffer Zones and Storage area controls

To reduce pollution pathways and protect sensitive receptors, the following buffer zones will be implemented:

- 10 m buffer between all storage zones (spoil, fuels, oils, chemicals, and concrete washout) and any drain or water-bearing feature.
- 5 m buffer between general material storage and the site boundary unless otherwise shown on the Construction Layout Plan.
- Protected ecological buffer around reptile receptor areas and Japanese Knotweed demarcation, with no tracking, storage or refuelling allowed within these zones.

All buffer zones will be indicated on the site layout plan and physically demarcated with fencing or barrier tape.

4.2 Construction Exclusion Zone – Usk Way Boundary

A Construction Exclusion Zone (CEZ) will be established along the site boundary adjacent to Usk Way. The CEZ has been designed to:

- Protect the adjacent highway corridor
- Prevent pollution pathways toward the River Usk SAC/SSSI
- Safeguard the *Acer saccharinum* identified for removal under controlled conditions

Controls

- The CEZ will be enclosed using Heras fencing or barrier fencing with clear signage stating “No Access – Exclusion Zone”.
- No plant, storage, refuelling, concrete washout, waste, or vehicle movements will occur inside the CEZ.
- Prior to its removal, the *Acer saccharinum* will be inspected by a qualified arboricultural consultant, with safe felling undertaken outside bird nesting season unless checked by the ECoW.
- The position and width of the CEZ will be shown on the Construction Layout Plan and verified through weekly inspections.

4.3 Historic Site Use and Ground Risk Context

Old Town Dock was constructed in the late 1800s and infilled between the 1930s and early 1960s following redundancy after the construction of Alexandra Dock. The site was historically used for dock infrastructure, railway sidings and a timber yard.

The dock void was infilled to depths exceeding 9 m in places using ash, clinker, slag, coal, reworked alluvium, railway sleepers and demolition arisings. Original dock wall masonry remains buried within the Made Ground. This historic context explains variable ground conditions, contamination hotspots, asbestos occurrence and the potential for buried obstructions to be encountered during construction.

4.4 Phasing of Works

Phasing will limit exposed ground, reduce dust, manage runoff risks, coordinate high-risk activities and maintain safe access/egress.

5. Mitigation Measures

5.1 Traffic Management

A Traffic Management Plan (TMP) will be implemented. Measures include delivery booking, marshalling for reversing, wheel wash and road sweeping to prevent mud tracking, anti-idling policy, and safe interface with pedestrians/cyclists. A Delivery Safety Information Sheet will be issued to all suppliers (Appendix B).

A Vehicle Routing Plan (Appendix C) will define approved access routes from the strategic network, no-go routes, delivery time windows to avoid peak periods, abnormal load procedures, and swept path analysis for key maneuvers.

5.1.2 Contractor Parking and Vehicle Management

To avoid off-site parking impacts on East Dock Road and neighbouring property, a designated contractor parking zone will be provided within the main site compound.

Construction workforce numbers will vary by phase. Estimated workforce levels are as follows:

Phase	Activity	Average Workforce	Peak workforce
Enabling Works	Clearance & setup	10	15
Groundworks	Foundations & drainage	20	30
Superstructure	Frame & build	40	60
Fit-out & externals	Finishing works	30	45

A maximum of 60 operatives is anticipated during peak construction.

To accommodate this demand:

- A minimum of 60 on-site parking spaces will be provided during peak phases.
- Parking areas will be located within the site boundary as shown on the Construction Logistics Plan.
- Parking provision will be reviewed and adjusted in line with each construction phase.

No worker parking will be permitted on East Dock Road, Usk Way, or surrounding streets at any time.

Where workforce numbers exceed on-site capacity, a satellite parking location will be identified, with shuttle transport or supervised pedestrian access to the site.

The Principal Contractor will brief all staff via induction and enforce compliance through daily monitoring.

5.1.3 Delivery Management and Unloading Areas

All deliveries will be managed through a coordinated booking system operated by the Principal Contractor.

- Designated unloading bays will be provided within the site boundary.
- Unloading areas are shown on the Construction Logistics Plan.
- No loading or unloading will take place on the public highway.
- Deliveries will be scheduled to avoid peak traffic periods where practicable.
- Banksman will supervise all delivery and unloading operations.

Sufficient internal space will be maintained to allow vehicles to wait, unload, and exit without impacting the public highway.

5.1.4 Site Access and Gate Management

The site access point will be actively managed during working hours.

- A trained banksman will control all vehicle movements at the site entrance.
- The site gate will be set back sufficiently to allow vehicles to enter and wait within the site boundary.
- No vehicles will queue on the public highway.
- Deliveries will be pre-booked to prevent congestion.
- Vehicles arriving early will be instructed to wait off-site until their allocated delivery slot.

Clear signage will be installed to direct all construction traffic.

5.1.5 Construction Traffic and Vehicle Types

The following vehicle types are expected:

- Light goods vehicles (vans)
- 7.5 tonne rigid HGVs
- 18 tonne rigid HGVs
- Occasional articulated vehicles for bulk deliveries

All vehicles will:

- Enter, turn, and exit the site in a forward gear
- Use designated turning areas within the site boundary
- Not reverse onto or from the public highway

Vehicle tracking and swept path analysis have informed the site layout and will be reflected in the Construction Logistics Plan.

5.2 Dust Suppression and Air Quality

- Adopt dust suppression: damping, misting, sealed loads, covered skips, and wet cutting where practicable.
- Provide wheel wash at egress; implement a hardstanding cleaning regime and road sweeping as required.
- Erect solid hoarding/dust screens at sensitive boundaries (minimum 2.4 m where practicable).
- Implement materials handling controls, including minimising drop heights and covering stockpiles during dry/windy conditions.
- Enforce no-idling policy for plant and deliveries; specify Stage V plant where practicable.

5.3 Noise and Vibration

Apply Best Practicable Means under BS 5228. Measures include selection of quieter plant, acoustic enclosures where effective, sequencing to avoid concurrent noisy tasks, and advance notification for disruptive works (e.g., piling).

Monitoring and thresholds:

Parameter	Indicative Action Level	Response
Noise LAeq,T at nearest receptor	As per baseline + agreed limit (project-specific)	Investigate, adjust methodology/plant, reschedule, additional screening
Vibration PPV at nearest building	0.3–1.0 mm/s (cosmetic damage risk managed per BS 7385 / BS 5228)	Reduce energy, increase distance, change technique, pause works
Out-of-hours works	Only by prior approval	Stakeholder notification and LPA consent

5.4 Water Management and Pollution Control

The principal contractor will implement the pollution prevention measures and Incident Response Plan requirements described in this section and ensure spill response equipment is maintained and available. A standalone Incident Response Plan is provided at **Appendix**

D and will be issued to site teams and included within the Construction Phase Plan documentation set. The Plan sets out the required actions for pollution incidents, including spills (fuel/oil/chemicals), contaminated runoff, flooding/extreme rainfall events, concrete washout, and the unexpected discovery of contaminated materials (including suspect asbestos), together with escalation and notification procedures.

In the event of an incident, the minimum response sequence will be **Stop work (if safe), Contain, protect drainage pathways, Notify, Record, and Review**. Spill kits and pollution prevention equipment (e.g., drain mats, absorbents/booms and sandbags where required) will be maintained on site and located in higher-risk areas. The principal contractor will ensure incidents, actions taken, and any required notifications to the relevant authorities are recorded, and that work does not recommence in the affected area until the incident is made safe and any corrective measures are implemented.

Pollution prevention measures will include designated refuelling areas, drip trays, secure storage of fuels and chemicals and controlled concrete washout. An Incident Response Plan is included in Appendix D.

5.5 Temporary Lighting (Bat-Sensitive)

Limit lighting to the minimum required for safety and security; direct inwards and shroud; use warm spectrum where practicable and avoid light spill to potential bat foraging/commuting routes. Curfew non-essential lighting outside working hours.

5.6 Enclosure of Working Areas

Provide secure hoarding and fencing to define the site, prevent unauthorised access and contain dust/debris. Maintain in good condition, repair promptly and keep clear of footways/highways.

5.7 Waste and Materials Management

Apply the waste hierarchy (prevention, reduction, reuse, recycling, recovery, disposal). Provide clearly labelled segregated skips. Use licensed carriers and permitted facilities. Retain duty-of-care records (waste transfer notes/consignment notes).

If reusing site-won materials, confirm applicability of CL:AIRE DoWCoP and maintain a Materials Management Plan (where used).

5.8 Dilapidations

Undertake pre-start photographic survey of highways and surrounding infrastructure (roads, footways, kerbs, drainage) adjacent to the site and nearby receptors. Repeat post-works and address any damage attributable to the works.

5.9 Community Engagement (Bilingual)

Maintain effective communication with residents, businesses and stakeholders. Provide bilingual (Welsh/English) notifications for disruptive works, abnormal deliveries or changes to access. Display site contact details at the entrance (24/7 number).

Operate a complaints procedure with logging, investigation within 24 hours, response to the complainant, and corrective action where necessary.

5.10 Soil Management and Contaminated Land

Treat excavated material as potentially contaminated unless proven otherwise by investigation/verification. General stripping, stockpiling and reuse will not be undertaken unless suitability is confirmed. Manage soils to minimise dust, tracking and cross-contamination.

Asbestos-in-soil: implement a CAR-SOIL compliant protocol including trained personnel, air monitoring where required, stop-work and specialist assessment upon discovery of suspect materials. Segregate and consign hazardous waste appropriately.

Reuse on site will only occur where material is confirmed suitable and placed beneath a certified clean capping/cover system per the remediation strategy. Install marker layers and separation measures as required. Retain verification and waste documentation.

5.11 Resource use: Water, Washwater and Energy

Water Consumption

- Mains and bowser water use will be minimised through controlled filling points, automatic shut-off valves and leak-free fittings.
- Water used for dust suppression will be managed to avoid excessive consumption and will be recorded weekly.
- Opportunities for using collected rainwater (where practicable) will be reviewed during the construction period.

Wastewater and Wash-down Water

- All wash-down water (including wheel wash discharge) will be directed to a bunded containment area or settlement unit.
- No wash-water or contaminated runoff will be discharged to surface drains without sediment control and approval from the Principal Contractor's Environmental Manager.
- Concrete washout will be directed to a dedicated, impermeable washout point with sufficient capacity to prevent overflow.

Energy Use

- Site energy use will be minimised by:
 - o Selecting Stage V compliant plant where available
 - o Using hybrid or electric equipment where feasible
 - o Automatic shut-off for generators during idle periods
 - o Use of efficient LED lighting and smart timers for temporary lighting
- Energy consumption (fuel deliveries, generator hours) will be recorded monthly.

6. Ecology and Biodiversity

An Ecological Consultant will be appointed to oversee pre-commencement checks, method statements, toolbox talks, supervision of sensitive works and compliance reporting. The ECoW will approve lighting positions and any vegetation clearance during sensitive seasons.

Provide buffer zones to any watercourses and sensitive habitats. Protect trees and retained vegetation with fencing to BS 5837 where applicable. Include biodiversity enhancement measures such as integrated bat/bird boxes and native planting, to meet the biodiversity duty under legislation.

6.1 Tree protection

During the construction period, approximately 60% of the trees within the site curtilage will be retained until the landscaping phase. All retained trees will be protected throughout construction in accordance with the approved Arboricultural Report (Ref: ArbTS_870.5_Old Town Dock).

7. Construction Programme and Working Hours

Anticipated construction period: approximately four (3) years, subject to programme updates and approvals.

Working Hours (Mon–Fri)	08:00 – 18:00
Working Hours (Saturday)	08:00 – 13:00
Sundays and Bank Holidays	No works
Out-of-hours works	By prior approval only, with stakeholder notification

8. Monitoring, Inspection and Reporting

The Principal Contractor will appoint an Environmental Site Officer to oversee inspections, monitoring, corrective actions and record keeping. Monitoring will be undertaken to the frequencies below.

Aspect	What is monitored	Frequency	Action/Reporting
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Dust / PM10	Boundary PM10 levels; visual dust; wheel wash operation	Daily (visual); continuous (PM10)	Action on exceedance, record in log, escalate to Site Manager
Noise	LAeq,T at agreed positions; complaints	Weekly + during high risk works	Adjust method/plant; notify stakeholders if required
Vibration	PPV during piling/compaction at nearest receptor	During works	Pause/modify works if limits approached/exceeded
Water/Runoff	Condition of silt controls, drain protection, discharge clarity	Daily and post-rain events	Maintain/replace controls; stop-work during events as needed
Traffic	Mud tracking; signage; marshal presence	Daily	Clean highway; amend routing or timing
Waste	Segregation; skip capacity; documentation	Weekly	Rectify non-conformances; update records
Ecology	ECoW checks; buffer/exclusion integrity; lighting positions	As scheduled by ECoW	Implement ECoW instructions; record
Incidents	Spills/near misses and corrective actions	As occur; monthly review	Report to authorities where required; lessons learned

9. Emergency Response and Incident Management

An Incident Response Plan (Appendix D) sets out required actions for spills (fuel/oil/chemicals), contaminated runoff, flooding/extreme rainfall events, concrete washout failures, and unexpected contamination (including asbestos). Minimum response sequence:

- Stop work (if safe to do so)
- Contain source and protect drains/water
- Notify Site Manager and deploy spill kit/drain blockers
- Record incident, take photos, collect witness details
- Notify authorities (NRW/LA/EA) where required
- Review, implement corrective and preventive actions before recommencement

10. Complementary Plans and Supporting Documents

Requirements of supporting technical documents will be incorporated into inductions, method statements and task briefings. Key documents include: Reptile Mitigation & Translocation Reports, Japanese Knotweed Management Plan, Remediation Strategy, CTMP, SAB consent and detailed drainage design, Archaeological WSI (if required).

11. Conclusions

This Construction Environmental Management Plan (CEMP) sets out a comprehensive, sitespecific framework for managing and mitigating the potential environmental impacts associated with the construction of the Old Town Dock Development.

The measures described within this CEMP reflect the environmental risks identified for the site, including contaminated ground conditions, proximity to sensitive ecological receptors, construction traffic impacts and potential disturbance to neighbouring residential and commercial properties. The mitigation measures proposed are proportionate, practical and aligned with current best practice and relevant legislation.

The Principal Contractor, will be responsible for implementing, monitoring and maintaining the controls set out in this CEMP and for ensuring compliance by all subcontractors, suppliers and site personnel. The CEMP will remain a live document and will be reviewed and updated as necessary to reflect changes in programme, methodology or site conditions.

Through the implementation of this CEMP and the associated supporting technical documents, construction works will be carried out in a manner that minimises environmental risk, protects local receptors and ensures compliance with planning conditions and regulatory requirements.

Appendices

Appendix A – Guidance

This Construction Environmental Management Plan has been prepared with reference to current best practice guidance and relevant legislation. The following documents have informed the approach to environmental control measures and site management during construction:

Noise and Vibration

BS 5228:2009+A1:2014 – Code of practice for noise and vibration control on construction and open sites

Air Quality and Dust

BRE – Control of Dust from Construction and Demolition Activities

Institute of Air Quality Management (IAQM) – Guidance on the assessment of dust from demolition and construction

Water Environment and Pollution Prevention

CIRIA C532 – Control of Water Pollution from Construction Sites

CIRIA C741 – Environmental Good Practice on Site

Natural Resources Wales – Pollution prevention and environmental management guidance

Waste and Contaminated Land

Waste Classification: Guidance on the classification and assessment of waste (WM3)

Environmental Protection Act 1990

Ecology and Nature Conservation

Wildlife and Countryside Act 1981

Conservation of Habitats and Species Regulations 2017 (as amended)

These documents provide the framework for the control of dust, noise, vibration, surface water management, pollution risk, waste handling and ecological protection measures described within this CEMP. The mitigation measures set out in this document reflect the principles and recommendations contained within the above guidance.

Appendix B – Traffic Management Plan and Site Welfare Layout.

Appendix C – Delivery Safety Information Sheet.

Appendix D – Incident Response Plan (detailed).