

## APPENDIX D

### Health and Safety at Asda Petrol-Filling Stations:

- The petrol station shall be for fuel supply for transportation needs and its operation will involve the two primary activities including unloading of Unleaded and Diesel fuel from delivery tanker vehicles to underground storage tanks (UST) and fuel dispensing on the forecourt by member self-service. In approaching the design of ASDA's petrol stations, the guidance in the Association of Petroleum and Explosives Administration (APEA) publication "Guidance for the Design, Construction, Modification and Maintenance of Petrol Filling Stations" has been followed.
- All dispensers are limited, and therefore the pump will cut out at a spend of £99. Fuel **cannot** be obtained from the pump until the relevant payment card details have been authorised by the bank.
- The petrol filling station is located within full visibility of the ASDA store enabling distance monitoring by staff, in addition to the staff member present on the forecourt at all times during trading hours. **CCTV will be installed covering every filling position and the fuel delivery area.** This CCTV system is remotely monitored. In addition, all vehicles entering and exiting the petrol filling station will have their number plates monitored and recorded. At night, outside the trading hours for the PFS, lighting will be dimmed but kept on deterring antisocial behaviour and provide a base level of lighting for the operation of CCTV.
- There will be a trained person available at all trading times (known as a 'competent person' in the guidance). Their role is to assist customers and to deal with any issues. They are also responsible for general forecourt housekeeping, safety and reporting of any equipment faults/failures, and are able to accept attended deliveries in the unlikely event of the Driver Controlled Delivery unit failing. They can be summoned to the petrol station through either the activation of the disabled call system (see section 10), the customer help phone, or via the remote monitoring service. There is signage within the PFS which directs customers to contact the competent person in the event of an incident.
- Disabled members will be assisted by a number of features on a designated fuel dispenser which will be signed to be visible on approach to the facility. This pump will have a marked call point to attract the attention of the forecourt attendant. Regular customers can be given a fob for use within the car. The attendant can assist with the dispensing of fuel into the customer vehicle, while the customer remains in their vehicle. This system is known as 'myhailo' and more details can be found at [www.myhailo.co.uk](http://www.myhailo.co.uk).
- The station has been designed to afford the highest standards of environmental protection available in relation to both groundwater and air pollution. The storage and management of Hazardous Materials on site will be subject to a series of Control Measures including compliance with:
  - The "Design, construction, modification, maintenance and decommissioning of filling stations" produced by the APEA and Energy Institute.
  - DSEAR (Dangerous Substances & Explosive Atmospheres Regulations) 2002.
  - Environment Agency guidance on drainage and use of interceptors.
- The USTs will be double skinned and constructed to BS EN 12285 – 1 2003 with the interstitial space between the inner and outer lining continuously monitored by a state of the art Veeder-Root TLS 450 leak detection system (Class 1 Leak Detection in compliance with Clause 11.2 of the APEA Guidance Blue Book). The tanks will be coated in Endoprene paint, carrying a 30 year warranty.
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- Product distribution from the unloading fill point to the underground tanks and tank to the dispensers shall be polyethylene fusion welded pipework compliant with BS EN14125. Joints are fusion welded on site removing possible defects associated with mechanical fittings.
- Fuel distribution from the tanks to pumps shall via fusion welded pipework, with fuel drawn up from tanks by suction pumps.
- Air quality is protected by the implementation of stage 1B and stage 2 vapour recovery positions at the point of fuel delivery and at the point of fuel dispensing respectively. These systems capture vapours displaced by petrol entering tanks and prevents their release to the atmosphere. The stage 2 system is regulated by the local authority, and an application will be made at the proper time.
- Directive 2014/99/EU on Stage II PVR Operators shall ensure that the petrol vapour capture efficiency of the stage II petrol vapour recovery system is equal or greater than 85% as certified by the manufacturer in accordance with standard EN 16321-1:2016.