

# Outline Construction Environmental Management Plan

## Bishops Dal Energy Storage

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Ref	05389-8396570
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### Revision History

Issue	Date	Name	Latest changes
01	05/12/2024	Antonis Poulakis	First Created

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# 1 Introduction

This Outline Construction Environmental Management Plan (OCEMP) is submitted with the principal objective of providing information on the general methodologies to construct and decommission the Proposed Development.

As the OCEMP is being prepared as part of the planning application, contractors are yet to be appointed to undertake the electrical or civil engineering works. The contractor(s) appointed to construct the Proposed Development will prepare detailed method statements to construct the works which will incorporate the details outlined in this OCEMP.

This OCEMP sets out the overarching construction management philosophy for the Proposed Development and provides further details on specific activities that will be undertaken on the Proposed Development.

## 1.1 Description of the Site

The Proposed Development will consist of the installation of several battery enclosures, associated foundations, transformers, power conversion systems, electrical infrastructure, security infrastructure, access tracks, crane hardstanding, storage containers and Sustainable Drainage Systems (SuDS) infrastructure elements.

The site is located on agricultural land, adjacent to A967 and approximately 5 km northwest of Coldstream. The location of the Proposed Development is within Scottish Borders council boundaries and is shown in *Figure 1*.

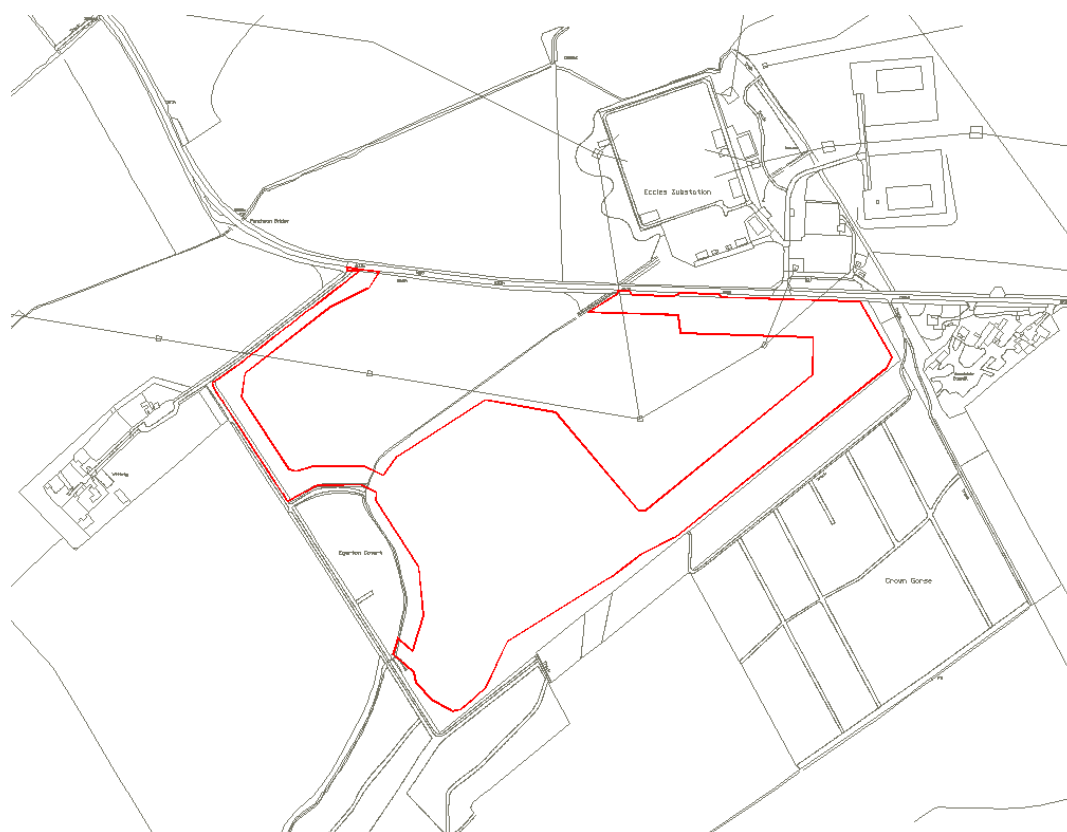


Figure 1: Site Location

During construction and commissioning temporary works would include a construction compound with car parking and welfare facilities.

## 1.2 Scope of the Assessment

The purpose of this OCEMP is to provide an overview of potential environmental impacts of the Proposed Development, during its construction phase, and describe the management and mitigation measures that will be implemented to minimise those impacts and to protect the environment and sensitive receptors both on-site and off-site.

In particular, the OCEMP describes how noise, vibration, dust and other airborne pollutants, smoke, and odour from construction work will be controlled and mitigated. The plan shall also include monitoring, recording and reporting requirements. The construction of the Proposed Development shall be completed in accordance with the approved plan.

This OCEMP will consider the effects from the traffic movements to and from site and the onsite construction activities, however, further detail on construction traffic is provided within the Construction Traffic Management Plan which is provided as a separate document.

Prior to construction commencing, a Principal Contractor will be appointed, who will be responsible for the construction phase of the Proposed Development. The Principal Contractor will produce an updated CEMP to ensure that all measures and mitigation identified within this OCEMP are considered and implemented during the construction phase. The Principal Contractor will be responsible for preparing detailed method statements for the construction works.

## 1.3 Community Liaison

Throughout the construction period of the Proposed Development, an open dialogue will be maintained with local residents, stakeholders and all other interested parties. The local community will be provided with regular updates on construction progress and upcoming activities through appropriate channels.

A member of staff will be appointed for responsibility of key contact between project team and the community. This person will be the nominated point of contact for local residents in connection with any issues that may be raised during construction, operation and decommissioning of the Proposed Development.

Any change to the appointed person shall be communicated to the planning authority and the local community representatives as required.

## 2 Construction Traffic Management

### 2.1 Transport Route

It is proposed that all equipment and construction material deliveries may approach the site from either the northwest or southeast via the A697 and the wider trunk road network beyond. Vehicles will approach the proposed main site entrance travelling in either direction along the A697, turning right or left into the site, as appropriate.

In the event of any road closures on the proposed delivery route, all vehicles will follow the designated diversion route.

The secondary site entrance is reserved for use by emergency services only and shall not be used for construction vehicle access.

Further information on the transport route can be found in the Construction Traffic Management Plan.

### 2.2 Vehicle Movements

Throughout the construction phase there will be a combination of HGVs (for the component and material deliveries) and cars/vans (for construction staff), attending site. The grid transformer shall be delivered in several parts due to its size and then assembled on site and may require abnormal loads being delivered subject to supplier confirmation. Should the need for an abnormal load or STGO vehicle(s) be identified during the development of the final delivery solution and confirmation of the final supplier, the route will be fully assessed, and suitable measures implemented e.g. the use of escort vehicles, as required by law.

HGV movements are expected to be most intense throughout the first few weeks of construction. Car/van movements are expected to be constant throughout the construction period. Estimated numbers of deliveries and traffic movements for the main infrastructure can be found in the Construction Traffic Management Plan submitted as part of this application; The numbers provided should be treated as a guideline only as these are based on broad assumptions and subject to factors such as detailed design, construction planning and site / weather conditions encountered.

The daily commute of workers in cars, vans and small trucks will form a large proportion of the site traffic. However, all subcontractors, labours and tradespeople will be encouraged to car / van share for their journeys to and from the site to reduce the number of vehicle movements involved. Parking for the workforce will be fully accommodated on site. Parking on, or near to, the adopted highway will not be required or permitted.

Vehicles will drive into the site forwards, turn around on site and exit forwards. Measures shall be in place to manage the timing of the delivery of material and plant to the site; if the site has insufficient space to accommodate a delivery (e.g., due to an ongoing delivery or obstructive site works), the delivery vehicle will be instructed to wait in a safe location, remote from site, if necessary, until suitable space is available.

It is proposed that temporary signage would be used to highlight the entrance to the site from both directions to direct construction traffic to the site via the local and regional roads.

Sufficient time will be provided between deliveries to allow for any delays (such as loading / unloading taking longer than expected) and to avoid any vehicles waiting.

## 2.3 Working Hours

The proposed normal construction working hours, including traffic movements, are anticipated to be prescribed as part of the planning conditions, however as a guide the following times are suggested for audible activities:

- Monday to Friday: 08:00 to 18:00 inclusive; and
- Saturday: 08:00 to 16:00 inclusive.

There are no works and traffic movement anticipated on Sundays or Bank or National Holidays unless otherwise agreed in advance with Scottish Borders Council.

## 2.4 Mud Prevention Measures

During the works, measures shall be in place to ensure that mud and debris is not spread onto the adjacent public highway. The public highway will be regularly inspected, and any deposited debris or mud will be dealt with immediately by means of a road sweeper.

## 3 Pollution Prevention

### 3.1 Best Practice

This OCEMP identifies elements of the development which are potentially capable of giving rise to pollution and identifies pollution prevention and mitigation measures.

The associated infrastructure will require earthworks, including the foundation construction for the accompanying electrical infrastructure and trench excavation for cables.

SuDS will be constructed prior to or at the same time as the access tracks and the site compound. Interim measures such as the placement of silt fences around works areas will be installed prior to relevant works proceeding. Refer to section 3.2 for more details.

Protection measures will include:

- Plant and equipment will be stored on dedicated hardstanding within the construction compound. This will minimise the risk of pollution caused by leakages occurring out of hours. Drip trays will be used where appropriate.
- All plant and equipment will utilise biodegradable hydraulic oil where available.
- Spill kits will be readily available to all personnel. The spill kits will be of an appropriate size and type for the materials held on site.
- Diesel fuel will be stored in a bunded diesel bowser which will be located within a fenced off area in the construction compound.
- Refuelling and maintenance of vehicles and plant will take place in designated areas of hardstanding.
- All other chemicals will be stored within a storage container with accompanying COSHH datasheets.
- Wastewater from the temporary staff toilets and washing facilities will be discharged to sealed containment systems and removed from site via licensed contractors.
- Toolbox talks on specialised topics shall take place at regular intervals. The toolbox talks shall be used to highlight issues of concerns, new information or responsibilities. They will also be used as a tool to provide basic environmental training to the staff.

### 3.2 Surface and Ground Water Management

The Scottish Environment Protection Agency (SEPA) flood maps have been reviewed for the Application Site and the outputs are described below.

- **Fluvial Flooding Risk:** the site is not at risk of fluvial flooding, except for a localized area where the proposed secondary access track crosses an existing culvert. SEPA mapping indicates a high flood risk

zone around this culvert. Refer to Flood Risk Screening and Drainage Management Plan for further details and mitigation measurements.

- **Coastal Flooding Risk:** The site is located significantly above sea level and approximately 20km inland from the coast, confirming that it is not at risk of coastal flooding.
- **Surface Water Flooding Risk:** the site has a very low likelihood of surface water flooding. Only a small section of the proposed secondary access track falls within an area identified as at risk of surface water flooding. Refer to Flood Risk Screening and Drainage Management Plan for further details and mitigation measurements.

Overall, the site is assessed to have a very low risk of flooding from all sources.

A Sustainable Drainage System (SuDS) will be implemented to provide surface water management techniques to mitigate any adverse impact on the hydrology within the Proposed Development Area. The SuDS will be constructed prior to or at the same time as the access tracks and the site compound. Interim measures include the placement of silt fences across the site around areas likely to have runoff with high silt loads (i.e spoil heaps, excavations and engineered fill). Interim measures will be retained in place until after the completion of high silt generating activities (eg track and hardstanding construction) and until the SuDS are established and providing sufficient silt removal. The SuDS water pollution principles will be followed as described below.

- Reduce the generation of pollutants by managing potential sources.
- Slow water flow to allow sediments and pollutants to settle before discharge.
- Ensure runoff is cleaned before it enters natural water bodies.
- Prevent soil erosion to reduce sediment transport.
- Ensure proper use, regular inspections, and maintenance of SuDS to sustain functionality.

A Flood Risk Screening and Drainage Management Plan has been submitted as part of this application where more details of drainage strategy and SuDS can be found.

### 3.3 Noise and Vibration

Operating plant noise and vibration will be kept within the working hours and time periods noted in section 2.3. Any noncomplying plant will be stopped and stood down until it can be rectified or removed from the site.

The British Standard which gives guidance on noise and vibration from construction and mineral working sites is BS 5228 'Code of practice for noise and vibration control on construction and open sites'. This document provides guidance on appropriate construction noise and vibration levels as well as the steps that can be taken to minimise potential noise and vibration effects.

The noise criteria to be met will be that of the noise levels specified in the ABC Methodology in Annex E of BS 5228-1:2009+A1:2014.

Reasonable mitigating measures are as follows:



- Consideration shall be given to noise emissions when selecting or modifying the plant and equipment used on site with quieter variants given preference;
- Plant shall be used and maintained in accordance with the manufacturer's instructions;
- Vehicles and machinery shall be switched off when not in use;
- Avoiding revving of engines;
- Vehicles shall not wait or queue with engines idling;
- All personnel shall be instructed on best practice measures to reduce noise and vibration as part of their induction training and followed up by 'toolbox' talks;
- Excavation, cutting and compaction activities will be staggered in time;
- Standard drop heights of materials from lorries and other plant will be used;

Traffic movements shall be limited to the working hours defined in section 2.3.

It is not currently expected that activities such as piling will be required.

Should it be considered necessary to further reduce noise levels, mitigation measures would be considered, and appropriate measures will be undertaken.

### 3.4 Scheme for Ongoing Monitoring of Construction Noise

The following measures shall be in place throughout the construction period:

- Noise sensitive receptors adjacent to the site shall be notified in writing with details of the outline of the proposed works, the approximate duration of the works, and contact details to raise concerns or complaints;
- Site contact details shall be displayed at prominent locations at various points around the site boundary;
- A written record shall be made of any complaints including details of the complaint, details of subsequent investigation and details of any action taken.

A written logbook will be kept and maintained up to date on site. The logbook must include all details of the above and be made available to the Local Planning Authority upon request.

Any noise complaints shall immediately be directed to the Site Manager. Depending on the nature of the complaint, the initial response could be to immediately cease the activity until suitable mitigation measures have been put in place and agreed with the affected individual.

## 3.5 Dust and Other Airborne Pollutants

Good practice measures will be adopted during construction to control the generation and dispersion of dust such that significant impacts on neighbouring residents and roads will not occur. The hierarchy for mitigation will be prevention, suppression then containment. The following measures will be implemented to restrict and control the movement of dust and other airborne pollutants within the site:

- Excavation and earthworks areas will be stripped as required in order to minimise exposed areas;
- During excavation works, drop heights from buckets will be minimised to control the fall of materials reducing dust escape;
- Temporary sheeting may be used to cover for earthworks if necessary, and completed earthworks, stockpiles and other exposed areas will be covered with topsoil and re-vegetated as soon as it is practical in order to stabilise surfaces.;
- During stockpiling of loose materials, stockpiles shall exist for the shortest possible time;
- Temporary material stockpiles will be sited to account for the predominant wind direction and the location of sensitive receptors;
- Water bowsers will be available on-site and utilised for dust suppression when and where required;
- Where dust is mobilised, it will pass through and will be contained within the water quality and treatment system serving the tracks and hardstands;
- Regular visual inspections will be undertaken to assess need for use of water bowsers;
- Regular visual inspections will be undertaken to assess the condition of the junction of the site track with A697;
- During windy conditions, any dust generating activities will be avoided or minimised, where practical;
- Drivers will adopt driving practices that minimise dust generation including an appropriate internal site speed limit;
- Excessive exhaust emissions will be controlled by ensuring that all plant is correctly adjusted and checked as being in good working order prior to use and is adequately maintained.

Water needed for dust suppression on the site during periods of dry weather will be clean water. Clean water may be obtained from re-circulated clean or treated drainage waters.

## 3.6 Smoke and Odour

Measures will be taken to avoid causing nuisance from smoke, odours and other air emissions, including the following:

- Burning of materials are not permitted on site;

- Waste will be managed and removed from site regularly from a licensed carrier to avoid excess accumulation;
- Vehicles and plant will be maintained in accordance with manufacturer's guidance. Weekly inspections from competent persons must be carried out.

## 4 Site Security

### 4.1 Security Fencing

The compound will not be accessible by the public. The compound will be secured with fencing and a locked gate for the duration of the operation until decommissioning. During construction, until the permanent fence is erected, temporary “Heras” type fencing will secure the active parts of the site. Statutory health and safety signage shall be displayed at the site entrance together with the contact details of the Principal Contractor. No decorative displays will be used during the construction phase and there shall be no viewing areas for the general public.

### 4.2 Temporary Lighting

Temporary flood lighting may be used during the construction process, to deal with hours of reduced light in the winter months. All temporary lighting installations will be downward facing, and all lights will be switched off during daylight hours.

### 4.3 Safety and Health Management

A Construction Phase Plan shall be prepared by the Principal Contractor and shall be implemented and followed during construction of the development. All works will be carried out in accordance with the plan.

## 5 Monitoring, Recording and Reporting

It shall be the responsibility of the Site and visiting Managers to monitor and control the Construction Environmental Management Plan and ensure its implementation. However, all Contractors must ensure that they are familiar with and observe this plan. Communication methods will include site inductions, toolbox talks, daily briefings and regular review meetings.

All personnel must report an environmental incident to the Site Manager immediately. Any incident will be assessed to determine if it has the potential for environmental contamination of surface water, groundwater or poses an environmental threat to land or air. The cause of the incident will be investigated, and any corrective or preventative action will be taken as necessary. The implementation of any measures will be monitored to ensure it is being carried out fully and working successfully.

A log of any incidents and associated monitoring will be kept on site.

## 6 Other Standard Mitigation

The impact of the development has been identified as temporary in nature and associated with short construction and decommissioning stages only. It is still important that any impact is minimised as far as possible and, in light of this, the following mitigation measures have been considered:

- A dedicated person will be appointed for the management of deliveries. It will be this person's duty to make sure haulage companies use the chosen haul route;
- During the construction phase, clear construction warning signs and junction proximity signage will be implemented in accordance with Chapter 8 of the Traffic Signs Manual. The site entrance will also be appropriately signed. Access to the construction site will be controlled by onsite personnel and all visitors will be asked to sign in and out of the site by security/site personnel. Site visitors will receive a suitable Safety and Health site induction and Personal Protective Equipment ("PPE") will be worn when necessary;
- Once construction of the development is completed, all temporary cabins, machinery and equipment will be removed from site;
- Consultation with relevant roads authority on all transport issues to ensure that deliveries do not conflict with other public road activities.

The following checks will be carried out pre-construction:

- An assessment of overhead lines to ensure there is adequate height clearance;
- An assessment of overhanging vegetation to ensure there is an adequate delivery corridor. If obstructions are found, then vegetation trimming should be undertaken in consultation with the relevant roads authority; and
- An assessment of weight limits along the proposed route to ensure there are no restrictions for the heavier components.