



Cheadle Battery Storage System

SMD/2023/0263: Condition 3

Construction Environment Management Plan

Prepared for



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APPENDICES

Appendix 1 PR575_CEMP-01 Rev E

Appendix 2 Construction Traffic Management Plan (standalone document)



1.0 CONSTRUCTION ENVIRONMENT MANAGEMENT PLAN

1.1 Introduction

- 1.1.1 This Construction Environment Management Plan (CEMP) has been prepared on behalf of Balance Power Project Limited pursuant to the discharge of Condition 3 attached to planning permission reference: SMD/2023/0263. The permission relates to the development of a Battery Storage System, associated infrastructure and access on land off Dray Cross Road, Brook Houses, Cheadle. Figure 1 below illustrates the location of the development.

Figure 1: Location Plan



- 1.1.2 Following on from this introduction this CEMP sets out the full wording of Condition 3 and thereafter seeks to address each of the points.



1.2 Condition 3

1.2.1 Condition 3 states that: *“No development shall take place until a Construction Environment Management Plan (CEMP), which shall include the following, has been submitted to, and approved in writing by the Local Planning Authority:*

- a) A site compound with associated temporary buildings;*
- b) The parking of vehicles of site operatives and visitors;*
- c) Loading and unloading of plant and materials;*
- d) Storage of plant and materials used in constructing the development;*
- e) Wheel wash facilities;*
- f) Mechanical road sweeper for existing carriageway;*
- g) Measures to control the emission of dust and dirt during construction; and, Construction Traffic Management Plan;*
- h) the hours of work, which shall not exceed the following: Construction and associated deliveries to the site shall not take place outside 08:00 to 18:00 hours Mondays to Fridays, and 08:00 to 13:00 hours on Saturdays, nor at any time on Sundays or Bank Holiday;*
- i) the method and duration of any pile driving operations (including expected starting date and completion date);*
- j) pile driving shall not take place outside 09:00 to 16:00 hours Mondays to Fridays, nor at any time on Saturdays, Sundays or Bank Holidays;*
- k) the arrangements for prior notification to the occupiers of potentially affected properties;*
- l) the responsible person (e.g. site manager / office) who could be contacted in the event of complaint;*
- m) a scheme to minimise dust emissions arising from earth moving and construction activities on the site;*
- n) a scheme for recycling/disposal of waste resulting from the construction works;*
- o) details of measures to protect the public footpaths and amenity of users of the public footpaths crossing the site during the construction works;*
- p) any waste material associated with the demolition or construction shall not be burnt on site but shall be kept securely for removal to prevent escape into the environment. All waste transfer records shall be retained for inspection by officers of the Local Planning Authority.”*

- 1.2.2 Please note that for ease of reference the original bullet points contained on the decision notice have been replaced with letters ('a'-'p') in the following sub-sections to aid clarity on which part of the condition is being addressed.

1.3 Parts A-D: Site Compound

- 1.3.1 Drawing reference: PR575_CEMP-01 Rev E, appended to this CEMP, illustrates the:
- a) A site compound with associated temporary buildings;
 - b) The parking of vehicles of site operatives and visitors;
 - c) Loading and unloading of plant and materials; and
 - d) Storage of plant and materials used in constructing the development.
- 1.3.2 As illustrated on the referenced plan the construction compound will be located on the western edge of the field. It will provide space for a variety of important elements, including: a turning area for delivery vehicles; a laydown area; office and welfare unit(s); skip / water area; storage / container area; and parking area. The exact configuration of the compound would be set out on the site, alongside the associated temporary portakabin style buildings.
- 1.3.3 As illustrated through the details pursuant to the discharge of Condition 6 (Turning Area), vehicle swept path has been considered to ensure that HGV delivery vehicles as well as personal cars have sufficient turning space in the interest of highway safety. The turning area is designed in such a way that no reversing is necessary, and all HGV's will be able to enter and exit the site in forward gear. Upon completion of construction, it is anticipated that the temporary access widening will be removed.

1.4 Part E: Wheel Wash Facilities

- 1.4.1 Drawing reference: PR575_CEMP-01 Rev E, appended to this CEMP, also illustrates the location of wheel washing facilities. This is located in close proximity to the site entrance / exit to ensure that detritus is not trafficked onto the public highway. The infrastructure is anticipated to comprise a water bowser and pressure washer.



1.5 Part F: Mechanical Sweeper

- 1.5.1 In addition to the wheel wash facilities, a mechanical road sweeper would be employed to ensure that the existing carriageway is kept clear of any potential detritus. The sweeper would regularly visit the site to carry out activities. Should the construction site manager's regular inspections of Draycott Cross Road note the need for more regular visits, this would be undertaken.

1.6 Part G & M: Emissions (Dust & Dirt) / Construction Traffic Management Plan

- 1.6.1 A Construction Traffic Management Plan has been appended to this CEMP.
- 1.6.2 While the project is unlikely to result in significant amounts of dust and dirt, construction works will be carefully controlled and monitored to mitigate and minimise any impacts of airborne dust and pollution. Where dust is potentially generated, this would be mitigated through the damping down of surfaces, activities, on site speed limit (5mph) and the careful placement of stockpiles to reduce any potential for dust. Should stock piles be noted as emitting dust they would be sheeted or damped down.
- 1.6.3 In the interest of safety measures will be taken to minimise dirt on local highways via the movement of HGV's and other vehicles to and from the site. As identified previously, wheel cleaning facilities will be used by vehicles prior to exiting the order limits onto the public highway if there are mud or debris from the construction site on the vehicles. This will be enforced through the monitoring of site entrances to ensure no debris is taken onto the local road network. Where any loads on vehicles entering the site have the potential to generate dust or debris such as crushed hardcore, vehicles will be covered to minimise dust.

1.7 Part H: Construction Hours

- 1.7.1 In line with the condition the construction and associated deliveries to the site shall not take place outside 08:00 to 18:00 hours Mondays to Fridays, and 08:00 to 13:00 hours on Saturdays, nor at any time on Sundays or Bank Holiday.



1.8 Parts I - J: Pile Driving and Hours

- 1.8.1 At this moment in time the method of piling has not been confirmed. However, it is currently not anticipated that driven, bored or CFA piles would be necessary during the construction of the development. Should this not be the case, then an addendum to this CEMP would be provided outlining the method, duration and date which this activity is proposed to occur.
- 1.8.2 There may be the need for screw piles which are simply steel shafts with helical plates that are screwed into the ground. These would be installed using a rig or attachment to an excavator. The piles would be installed during the main construction phase of the development, which is anticipated to occur for circa twenty-two weeks, as set out in the planning application. At this moment in time the date this activity is anticipated to occur has not been confirmed. However this would be confirmed through the notification (see Part K below).
- 1.8.3 In line with the condition piling activities shall not take place outside 09:00 to 16:00 hours Mondays to Fridays, nor at any time on Saturdays, Sundays or Bank Holidays.

1.9 Part K: Notification

- 1.9.1 Prior to the commencement of construction activities the owner / occupiers consulted during the determination of the planning application would be notified, via letter. For the avoidance of doubt this includes:
- Haden House Farm, Delphouse Road, Cheadle, ST10 2NN
 - Arbour Tree Farm, The Green, Cheadle, ST10 1XS
 - Occupiers of Brookhouse Industrial Estate, Huntley Lane, Huntley, Cheadle, ST10 1UF
 - Businesses off Draycott Cross Road (adjacent to the site), Brook Houses, Cheadle, ST10 1PN
 - Occupiers of Hillside Industrial Park, Draycott Cross Road, Brook Houses, Cheadle, ST10 2NP
 - Vale Works, New Haden Road, Cheadle, ST10 1UF
 - Draycott Cross, Draycott Cross Road, Brook Houses, Cheadle, ST10 1PN



- 1.9.2 As part of this notification, confirmation on the duration and dates of piling work would be set out.

1.10 Part L: Responsible Person

- 1.10.1 The responsible person who can be contacted in the event of complaint is the site manager located within the site office. At the present time the details of the manager are not available, but these would be provided at the site entrance throughout the construction process. These details would also be provided in the notification set out in Part K of this CEMP.

1.11 Part N & P: Recycling and Waste Management

- 1.11.1 To control the waste generated during site preparation and construction, contractor(s) will separate the main waste streams on-site (within dedicated areas, skips or containers), prior to transport to an approved, licensed third party waste facility for recycling or disposal. This approach would waste is kept securely for removal to prevent escape into the environment. General industry standard mitigation set out in the Guidance for Pollution Prevention (GPP) series would be always complied with. This include, but is not limited to: GPP 8: Safe storage and disposal of used Oils; GPP 13: Vehicle washing and cleaning; GPP 21: Pollution incidence response planning; GPP 22: Dealing with Spills; and GPP 26: Safe storage – drums and intermediate bulk containers.
- 1.11.2 All waste to be removed from the site will be undertaken by licensed waste carriers and taken to licensed waste facilities. Furthermore, all waste transfer records shall be retained for inspection by officers of the Local Planning Authority, upon request.
- 1.11.3 There would be no burning of waste or other materials at the site.

1.12 Part O: Public Footpath Protection

- 1.12.1 The public right of way which traverses through the field retained on its legal alignment, however it is acknowledged that there may be a requirement for a temporary restriction order to facilitate the construction of the access road and to



enable the installation of the kissing gate, rather than styal at the field boundary with Draycott Cross Road. This is a separate matter which will be discussed with the public rights of way team.

- 1.12.2 In line with the approved drawings a wide corridor is proposed between the compounds and the attenuation basin. This would be maintained during the construction of the development via heras fencing which would demarcate the route of the public right of way. It is also proposed to erect warning signage at both points where the public right of way enters the field to warn users of the construction works.
- 1.12.3 In addition, during the induction of contractors, the presence of the public right of way and its importance would be set out. This would include, where relevant, the requirement for banks men to warn operatives of the presence of users of the right of way. Where this occurs activities would stop to enable the user a safe passage through the field.

Appendices



