

Construction Environmental Management Plan

Stonehill Battery Energy Storage System

On behalf of BW ESS Development UK Limited

Land at Stonehill, Minety, Wiltshire SN16 9DX

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Abbreviations and Definitions

The following abbreviations and definitions shall be referenced to within this document:

Construction Environmental Management Plan (CEMP) – A document that outlines, identifies and manage potential environmental impacts related to construction related activities on the local environment.

Battery Energy Storage System (BESS) – A system that stores electrical energy for future use, while providing supply of energy should there be an increase in demand or providing stability should disruption to the energy grid occur.

Local Planning Authority (LPA) – The authority for managing and deciding developments within an area.

Heavy Goods Vehicle (HGV) – A large vehicle, typically over 3.5 tonnes, that provides specific uses, whether that be the transport of material or specialised plant machinery.

Control Measures (CM) – Actions that mitigate potential harm or risk to the local environment.

Living Document – A document that is reviewed and revised, should there be changes to site context or from external factors.

Operator – The body that will oversee the development once construction has been completed.

Developer – The body responsible for the development of the project.

Main Contractor – The body responsible for managing and overseeing the construction of the development.

Contractor – The body this is hired to complete specified works and/or services during construction.

Sub-contractor – The body hired by the contractor to conduct specific works and/or services.

Site Manager – The person responsible for daily operations for the construction of the development on-site.

1 Introduction

1.1 Introduction

Encon Associates has been instructed to complete a Construction Environmental Management Plan (CEMP) on behalf of BW ESS Development UK Limited, for the approved development of a Battery Energy Storage System (BESS), including ancillary works and access arrangements on land west of the existing Minety Substation, Malmesbury, Minety, Wiltshire SN16 9DX (See Figure 1 for site location).

- 1.2 This CEMP is in relation to Condition 11, under appeal reference APP/Y3940/W/24/3357286, which states:

'No development shall commence on site until a Construction and Environment Management Plan (CEMP) has been submitted to and approved in writing by the local planning authority. The CEMP shall include details of the following relevant measures:

- 1. An introduction consisting of construction phase environmental management plan, definitions and abbreviations and project description and location;*
- 2. A description of management responsibilities;*
- 3. A description of the construction programme;*
- 4. Site working hours and a named person for residents to contact;*
- 5. Details of vehicle routing to the site;*
- 6. Detailed site logistics arrangements*
- 7. Details regarding parking, deliveries, and storage*
- 8. Details of the measures to control the emission of dust, dirt and noise during construction;*
- 9. Details of the hours of works and other measures to mitigate the impact of construction on the amenity of the area and safety of the highway network;*
- 10. Communication procedures with the LPA and local community regarding key construction issues;*

11. Details of the programme of works to secure the mitigation measures to improve visibility at the site access as recommended within the Transport Statement (November 2024 by Miles White Transport; and

12. A pre-commencement and post-construction condition survey of the adjoining highway.'

1.3 The purpose of the CEMP is to outline the management and mitigation measures of the construction process, as stipulated in Condition 11, to limit any adverse or potentially harmful impact on the local highway and the local environment, with reference to relevant legislation and best/good practice measures.

1.4 Therefore, this CEMP is considered a Living document, whereby the construction of development is managed and monitored to mitigate any environmental risk; ensuring appropriate precautionary and mitigation action are taken to consider environmental safeguarding, accounting for local consideration and site-specific conditions.

1.5 **Construction Environmental Management Plan Scope**

The CEMP outlines measures to mitigate the development's environmental impact during construction and specifies actions to prevent pollution from the development, thereby safeguarding the local environment. Therefore, the scope of this CEMP is to:

- Establish the roles and responsibilities during the construction process, committing to the measures outlined within this document and other framework regulations.
- Identify the person(s) responsible for ensuring the environmental protection measures, working practices and long-term plans are implemented.
- Identify key local considerations and constraints, with particular reference to how these local factors need to be considered during the construction process.
- Identify construction activity risks to environmental features during construction.
- Identify pollution risks from the proposed construction works.
- Detail protection/mitigation measures and/or working practices to ensure compliance with relevant legislation, while protecting the local environment, safeguarding the local community and preventing long-term pollution.

1.6 Project Description

As per the application, the development is for the:

‘installation of a Battery Energy Storage System (BESS) together with associated ancillary infrastructure, equipment and access arrangements’

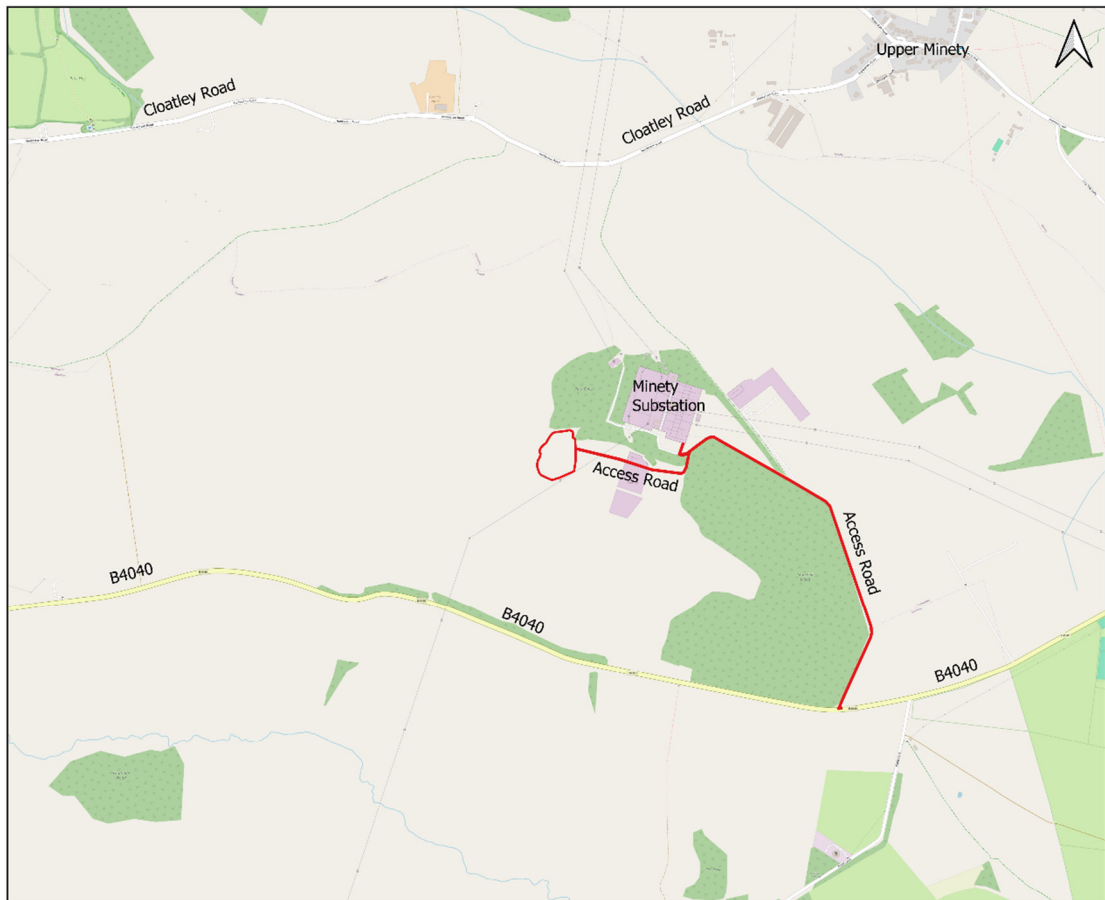
1.7 As per the Design and Access Statement (Lewis, 2022) by Renplan Planning Consultants, the BESS development involves:

- 32 Battery Containers and 16 Inverters
- DNO Control Room
- 132kV Substation and Customer Transformer
- Customer Switchgear
- Auxiliary Transformer
- Spare Parts and Welfare Containers
- 11 Security Lighting Posts
- 3m high fencing surrounding the compound
- Access track

1.8 Site Location

The site is located on arable land, adjacent to Minety Substation. The site is bounded north of the B4040, approximately 4.8km west of Minety. B4040 Lane runs east to west and is well connected to the wider local and regional area, as travelling eastbound on B4040 intersects Minety village, while travelling westbound provides access to Charlton village. The predominant land-use surrounding the site is arable land. Figure 1 shows the location of the site.

Figure 1: 1:20,000 Site location map. Site highlighted in red. OpenStreetMap® contributors, licensed under the ODbL by the OpenStreetMap Foundation (OSMF).



2 Implementation and Management Responsibilities

2.1 Operator

The Operator will be responsible for the implementation of this CEMP. They will ensure that any contractors/subcontractors are aware of the CEMP and their roles and responsibilities in its implementation.

2.2 Main Contractor/Site Manager

The Site Manager appointed by the Main Contractor will oversee the implementation of all the protection measures detailed within this document. This will include supervision of subcontractors and will be responsible for managing all detailed activities and risks. The Main Contractor/Site Manager will investigate any infringement that could arise during the construction process and take suitable action where required, following discussions with the relevant consultant/contact.

The Site Manager will also be responsible for briefing the CEMP to construction staff; fulfilling environmental obligations on site; attending to any on-site environmental incidents or concerns; reporting and monitoring any environmental incidents and ensuring waste management procedures are followed.

Regular toolbox talks and inspection/log reports will be undertaken regarding environmental issues within the workforce and on site. A copy of the CEMP will be made available at all times on site, and where applicable, staff, contractors and sub-contractors will be notified of its contents through a formal site induction or will be given a copy.

2.3 Management and Record Keeping

The Main Contractor, headed by the Site Manager, shall conduct a site-specific induction for all new contractor/sub-contractor employees based on the Control Measures (CM) outlined within this CEMP. The induction should also include other construction management methods in other documents. All induction procedures/talks will require sign-off by the Site Manager to ensure that the relevant information has been conveyed.

The implementation of measures to protect the local environment will be monitored and recorded.

- The name and contact details of a suitably responsible person (i.e. the Site Manager) are displayed within the site and on the site boundary.
- The head or regional office contact information will be displayed on the site boundary.
- Complaints will be recorded, causes identified, and appropriate measures taken to address identified issues in a timely manner. Measures taken will be recorded.
- The complaints log will be made available to the local authority when asked.
- Any exceptional incidents that cause potential failure to implement measures to manage working hours, noise, dust, waste and adherence to designated routes will be recorded.
- Regular on-site and off-site inspections will be undertaken to monitor compliance with Control Measures, inspection results will be recorded, and the inspection log will be made available to the local authority when asked.

2.4 **Commitment and Enforcement**

To ensure visibility and adherence to the measures outlined within this CEMP, the developer and all contractors will attend a pre-start meeting to review the CEMP as well as the other specific considerations.

- 2.5 The CM and other considerations outlined within this CEMP will be implemented throughout the construction process and will be constantly reviewed via a site log. Additionally, any infringement or issue during the construction process, with reference to the measures within this document, will be appropriately corrected.

3 Consideration, Liaison and Communication

3.1 Local Highway Network

The Transport Statement (CDM & RJW, 2022) produced by Miles White Transport provides existing conditions of the local highway network of the proposed vehicle routes, which this CEMP expands upon.

3.2 B4040

The site is accessed via a private access road owned by the National Grid, which links to the B4040. The site bounds north of the B4040, connecting the settlements of Minety, Charlton and Cricklade running west to east. The B4040 intersects A429 to the west and A419 to the east.

The speed limit on the B4040 carriageway varies, depending on local conditions; ranging from 60mph (National Speed limit) from the A429 and A419 strategic roads to Minety and Charleton villages; 30mph within the boundary of Minety and Charleton; 20-30mph within the boundary of Cricklade; and 50mph between Minety and Charleton.

B4040 carriageway measures approximately 5.5 - 6m throughout to facilitate the movement of vehicles. The B4040 contains warning signs to indicate difficult road layouts to facilitate motorised vehicles across the carriageway. B4040 only contains footways with street lighting within the boundary of Minety and Charlton, with pedestrian crossings present within the boundary of Cricklade. Additionally, this highway contains signs to warn motorised users of pedestrians and vulnerable road users.

B4040 does not contain signage, markings or cycling infrastructure to facilitate and indicate the movement of cyclists. Therefore, cyclists will utilise the highway carriageway for travel, which may conflict with other road users.

B4040 is not subject to any vehicle weight or height restrictions.

3.3 **B4696**

The B4696 bounds east of the site, which runs north to south and is intersected by the B4040. The B44696 intersects the B4042 to the south. The speed on the carriageway is restricted to 60mph (National Speed Limit).

B4040 carriageway measures approximately 5.5 - 6m throughout to facilitate the movement of vehicles. The B4696 contains warning signs to indicate difficult road layouts to facilitate motorised vehicles across the carriageway. B4696 does not contain footways or street lighting to facilitate the movement of pedestrians. A signalised junction is located at the intersection between B4696 and B4040.

B4696 does not contain signage, markings or cycling infrastructure to facilitate and indicate the movement of cyclists. Therefore, cyclists will utilise the highway carriageway for travel, which may conflict with other road users.

B4696 is not subject to any vehicle weight or height restrictions.

3.4 **B4042**

The B4042 bounds south of the site, which runs southeast to west and is intersected by the B4696 and forms a roundabout junction with the A3102. The B4042 intersects the town of Royal Wootton Bassett. The speed limit on the B4042 carriageway varies, depending on local conditions; 40mph within the boundary of Royal Wootton Basset and 60mph (National Speed limit) outside the boundary of Royal Wootton Basset.

B4042 carriageway measures approximately 5.5 – 6.5m throughout to facilitate the movement of vehicles. The B4042 contains warning signs to indicate difficult road layouts to facilitate motorised vehicles across the carriageway. B4042 only contains footways with street lighting within the boundary of Royal Wootton Basset, with signalised pedestrian crossings present within the boundary of Royal Wootton Basset.

B4042 does not contain signage, markings or cycling infrastructure to facilitate and indicate the movement of cyclists. Therefore, cyclists will utilise the highway carriageway for travel, which may conflict with other road users.

B4042 is not subject to any vehicle weight or height restrictions.

3.5 **A3102**

The A3102 bounds southeast of the site, which runs southeast to northwest and forms a roundabout junction with B4042 to the west and to the east with the M4 (Junction 16). The A3102 also intersects the town of Royal Wootton Bassett. The speed limit on the A3102 carriageway varies, depending on local conditions; 40mph within the boundary of Royal Wootton Bassett and 60mph (National Speed limit) outside the boundary of Royal Wootton Bassett.

A3102 carriageway measures approximately 5.5 – 6.5m throughout to facilitate the movement of vehicles. B3102 only contains footways with street lighting within the boundary of Royal Wootton Bassett, with signalised pedestrian crossings present within the boundary of Royal Wootton Bassett.

A3102 does not contain signage, markings or cycling infrastructure to facilitate and indicate the movement of cyclists. Therefore, cyclists will utilise the highway carriageway for travel, which may conflict with other road users.

A3102 is not subject to any vehicle weight or height restrictions.

3.6 **Access Arrangements**

As per Section 3.3, the site is accessed via a private access road off the B4040.

- 3.7 As per the Transport Statement produced by Miles White Transport (CDM & RJW, 2022), the access road is a 5.5m tarmac carriageway with localised carriageway widening at bends and suitable forward visibility at bends. The site access road is gated at the entrance, set back 2.4m from the B4040 to allow large construction/delivery vehicles to wait clear of the B4040 carriageway, should the gate be closed at the time of entry.

- 3.8 A priority junction is provided with large corner radii and taper, offering an accommodating bellmouth for larger vehicles.

3.9 **Visibility and Visibility Splays**

The section of highway where the site access road meets the B4040 is subject to a 50mph speed limit, based on the design speed limit and local and national guidance. A visibility splay length of 160m is suitable. However, as discussed within the Transport Statement (CDM & RJW, 2022), visibility splays must be taken within context, as the B4040 experiences low daily traffic flows.

- 3.10 The Transport Statement (CDM & RJW, 2022) notes that the visibility from the site access junction onto the B4040 could be further enhanced by cutting back vegetation to the adjacent fence line, which is at least 3m back from the edge of the carriageway. CM9 outlines the programme of works to secure the mitigation measures to improve the visibility at the site access junction.

3.11 **Community Considerations**

The development site is located north of B4040, adjacent to the existing National Grid substation. There are also several local dwellings and businesses within a 2km radius of the development site, with the nearest residential dwellings located approximately 500m south of the site boundary. As such, considerations must be made to local residents and businesses to mitigate the harmful environmental impact of the development and retain environmental amenity within the area.

- 3.12 A pre-commencement and post-construction survey of the highway and environmental conditions on the local highway conditions will be undertaken by the Highways/Transport Consultant, which will be provided under a separate cover. Additionally, any damage caused by the development should be consulted with the local authority. The construction phase will be monitored and under no circumstances should the development of the site adversely impact on the identified sensitive receptors.

3.13 **Local Residents and Businesses**

Residents and businesses within proximity to the development will be made aware of any potential environmental disturbance that could arise during the construction phase, should the need arise. However, adherence to the management methods outlined within this document should mitigate environmental disturbance and safeguard residential/business amenities.

3.14 **Environment**

Construction activities can generate potentially harmful impact on the local environment, mitigation measures and strategies must be secured to safeguard the local environment and retain local amenity.

3.15 **Liaison**

The Developer and Main Contractor will liaise with the local community, the LPA and other interested parties, managing the construction process with careful consideration for the local environment and residents. Clear and effective communication will help maintain transparent relationships. While engagement will take place only when needed, the team will remain available at all times should local residents or occupiers have any concerns. Should a complaint arise or if a significant event requires community liaison, appropriate strategies will be in place to ensure the construction works are managed effectively.

3.16 The Site Manager will liaise with the following:

- Contractors and visitors
- Statutory Consultees
- Local Planning Authority
- Consultants
- Emergency Services
- Local Residents and Business (Should the need arise)

3.17 If it is anticipated that any part of the work would cause disruption or a significant event occurs, advance notice/liaison with the local community shall be conducted to ensure effective communication and transparency.

3.18 The data collected via liaisons will be reported back to the Developer and will be kept on file for continuous monitoring throughout the project.

3.19 **Communication**

To ensure effective communication and that contact with the Site Manager is maintained throughout the construction phase, a display board should be placed in a prominent and accessible location at the site access entrance and within the site that details:

- The scope and nature of works (Development description);
- Site Working Hours;
- Details of the Main Contractor;
- Emergency services contact;
- Contact name, number and email address of the Site Manager; and
- Details of the Developer.

3.20 The Main Contractor, headed by the Site Manager, shall conduct a site-specific induction for all new contractor/sub-contractor employees based on the construction management measures outlined within this CEMP. All induction procedures/talks will require sign off by the Site Manager to ensure that the relevant information has been conveyed.

3.21 Visitors are required to also undertake site-specific induction training, with respect to health and safety practices.

3.22 Internal Communication should remain frequent and clear (Regular meetings or audit reports) to ensure that the environmental management measures, as described within this CEMP, are maintained to ensure environmental and residential/business safeguarding.

3.23 Channels for external communication (local residents and the LPA) are discussed in Section 5, under CM8.

4 Indicative Construction Programme

- 4.1 The Transport Statement (CDM & RJW, 2022) produced by Miles White Transport outlines that a total of 308 two-way trips will be generated as a result of the construction of the development. As outlined within the Transport Statement (CDM & RJW, 2022), this averages 10 delivery trips per week, though weekly variations will occur due to the nature of the material/construction phase.
- 4.2 This could result in a construction programme lasting 16 weeks (CDM & RJW, 2022), with the following indicative breakdown:
- Set up (1 week)
 - Construction (14 weeks)
 - Completion (1 weeks)
- 4.3 Refer to the Transport Statement (CDM & RJW, 2022) produced by Miles White Transport for the full summary of the predicted vehicle movements and indicative construction programme.

5 Control Measures

5.1 Introduction

Control measures (CM) to minimise logistical concerns and mitigate environmental risk are identified, with the following measures proposed.

- CM1: Site working hours and named contact
- CM2: Vehicle routes
- CM3: Site logistics arrangements
- CM4: Parking, deliveries and storage
- CM5: Dust and dirt suppression
- CM6: Noise suppression
- CM7: Details of the hours of works and other measures
- CM8: Communication procedures with the LPA and local community
- CM9: Programme of works to secure mitigation measures for visibility
- CM10: Pre-commencement and post-construction condition survey
- CM11: Monitoring arrangements

CM1: Site Working Hours and Named Contact

5.2 Purpose

To ensure the general amenity of residents and businesses. Measure to control working hours shall be required to mitigate damage towards the environment.

5.3 Method

The working hours related to the construction and the loading/unloading of materials, plant and equipment shall take place during the following specified hours:

- 08:00 – 18:00 on Monday to Friday
- 08:00 – 13:00 on Saturday
- No working on Sundays and Bank Holidays

5.4 The proposed vehicle routes to and from the site, as per CM2, are via the M4 onto B4696 via B4042 and A3102 northbound, then onto the B4040 through Minety. This route passes through school routes and as such deliveries should be restricted to 09:00 – 15:00 on Monday to Friday during term time. Additionally, all deliveries to and from the site should commit to a 09:30 – 15:00 timeframe to avoid morning and evening peak times to reduce congestion and improve air quality.

5.5 The stated working hours cover construction and delivery/loading/unloading operations that are likely audible or visible at the site boundary.

5.6 Named Contact

As discussed in Section 3, a display board should be installed at the site access entrance, detailing the name, work phone number and email address of the Site Manager, who will be the main point of contact for external communication to local residents and local businesses.

5.7 Timing

All contractor employees and suppliers should be notified of the working hours before construction and delivery operations, typically via a pre-start meeting.

5.8 Monitoring of working hours will be conducted regularly to ensure adherence to the measures outlined within this CEMP. The Contractor/Site Manager will log and audit adherence to the stipulated working hours and delivery of material on-site.

5.9 **Responsibilities**

It will be the responsibility of the Main contractor to log and maintain the working hours. Delivery of the Site Induction will be the responsibility of the Site Manager.

CM2: Vehicle Routes

5.10 Purpose

Adherence to designated construction traffic routes ensures efficient supply, increases public and contractor safety, compliance with local restrictions and reduced environmental impact.

5.11 Method

Vehicle routing for HGVs will follow the routes outlined within the Transport Statement (CDM & RJW, 2022) produced by Miles White Transport. For clarity, this CEMP will outline the ingress and egress routes as specified within the Transport Statement (CDM & RJW, 2022) produced by Miles White Transport.

- 5.12 It is anticipated that the majority of construction materials will be manufactured remotely and be brought onto site via construction/delivery vehicles. However, stone for the access track will be delivered from local sources and may not utilise the proposed routes specified within the Transport Statement and within this CEMP.

5.13 Proposed Vehicle Routes

As per the Transport Statement (CDM & RJW, 2022) produced by Miles White Transport:

'The route initially follows the A3102 Swindon Road running west away from the Motorway junction. At a roundabout just north of Royal Wootton Bassett town centre, the route continues west via the B4042 towards Malmesbury before passing under the Motorway. It then turns right off the B4042 to head north via the B4696 signposted towards Cirencester.

The B4696 meets the B4040 at a traffic signal controlled junction approximately 2.5 km east of Minety at which delivery vehicles will turn left and proceed to the site access. Departures from the site will use the same route but in the opposite direction.

*It is understood that this delivery route was followed and considered appropriate for the three previous Battery Storage Facilities at the Minety Substation site. No significant highway or safety issues were reported during their construction and there is no reason to believe that the route will not remain suitable for the latest proposals.'*¹

¹ Pages 14 – 15, Transport Statement (CDM & RJW, 2022) produced by Miles White Transport

5.14 While Section 5.13 only outlines the proposed ingress routes, the CEMP also proposes that the egress routes follow the same route to access the M4 motorway.

5.15 Therefore, as outlined by Miles White Transport, Appendix A provides the proposed ingress and egress routes for construction vehicles.

5.16 **Timings**

These measures will be implemented throughout the construction programme. This should be monitored via the Site Manager and should be reviewed regularly.

5.17 Monitoring designated routes and parking of construction vehicles will be conducted regularly to ensure adherence to CM2.

5.18 **Responsibilities**

It will be the responsibility of the Main contractor to adherence to the designated vehicle routes, with measures introduced via induction talks, pre-start meetings and circulation of the CEMP.

CM3: Site Logistics Arrangements

5.19 Purpose

To prevent construction vehicle or delivery vehicle overspill onto the local highway network, thereby maintaining effective operations, while mitigating congestion issues, safety issues and impact to residents and businesses.

5.20 Method

The Transport Statement (CDM & RJW, 2022) produced by Miles White Transport provides site logistics arrangements to reduce the impacts of construction/delivery vehicles on the local highway network, which include:

- *'The Site Manager will advise all haulage contractors and their drivers of the access route to follow when approaching the site, and in particular, provide advice on any local width and weight restrictions that may impact on the size of vehicle used.'*
- *'Appropriate temporary 'contractor' directional signage will be erected on the approach to and at the B4040 / National Grid access road junction to advise delivery drivers of the access location.'*
- *'Appropriate 'CAUTION SITE ACCESS' temporary signage will be erected on both B4040 approaches to the main access road junction to advise approaching drivers to expect additional turning movements.'*
- *'A speed limit of 10mph will be imposed on the National Grid access road linking the B4040 and the site with this being appropriately signed and enforced.'*
- *'A Banksman will be available at the access to the site itself to 'manage' the movement of HGVs. This will include supervising reversing movements, moving signs and temporary barriers as required, temporarily holding back other vehicles/pedestrians should the need arise, and similar.'*
- *'Sufficient space will be provided within the site area to accommodate the movement and turning of vehicles such that they enter and depart the site in a forward gear.'*

- *'All loading, unloading and storage of materials will be kept wholly within the site boundaries.'*
- *'All materials delivered to the site will be consolidated as far as possible to minimise the overall number of lorry movements required.'*²

5.21 In addition to the CM as outlined within the Transport Statement, the following site logistics arrangements CM should also be implemented:

- Given the scale, context of the site and in the event that delivery arrivals outpace loading/unloading operations, vehicle holding areas should occur entirely on site within the site boundary.
- Schedule deliveries through a management system / booking system to ensure efficient operations and mitigate excessive movement of construction/delivery vehicles at any given time.

5.22 **Timings**

These measures will be implemented throughout the construction programme. This should be monitored via the Site Manager/Main Contractor and should be reviewed regularly.

5.23 **Responsibilities**

It will be the responsibility of the Main Contractor to ensure adherence Site Logistics Arrangements. The Site Manager shall introduce CM via induction talks and pre-start meetings with contractors, sub-contractors and suppliers, and regular inspections of the site.

² Pages 15 – 16, Transport Statement (CDM & RJW, 2022) produced by Miles White Transport

CM4: Parking, Deliveries and Storage

5.24 Purpose

To prevent environmental damage to the local environment and safeguard local amenity as a result of the movement of construction vehicles and the storage of material.

5.25 Parking

There is parking available for operators, visitors and construction vehicles on-site, via the site access road and adjoining track road, with sufficient turning space to accommodate the egress of vehicles in a forward gear. As such, parking for operators, visitors and construction vehicles should occur wholly within the site boundary; on-street parking on the local highway network should not be observed.

5.26 Banksman should be available within the site to facilitate parking and turning maneuvers of construction vehicles, maximising the area that vehicles can be parked and to ensure operative safety.

5.27 Deliveries

To avoid the build-up of construction vehicles and limit the use of holding areas, utilisation of an online 'just in time' booking system shall be implemented, mitigating excessive movement of construction/delivery vehicles at any given time and ensuring that there is no overspill parking.

5.28 This system will work by defining the number of 'resources' on site and thus how many deliveries can be serviced at specific intervals. It then limits the number of delivery bookings to this defined capacity.

5.29 Contractors, sub-contractors and haulers must be booked at a minimum of 48 hours in advance to allow the request to be reviewed and subsequently approved/declined. Accounts will be created for all suppliers through co-ordination with the logistics and deliveries manager on the site.

5.30 Additionally, deliveries should be restricted to 09:00 – 15:00 on Monday to Friday during term time, to avoid morning (07.00 -11.00) and evening (16.00-19.00) peak times as well as school peak times, as per CM1.

5.31 **Storage**

It is considered that there is ample space for the storage of material within the site. As such, all material and waste shall be stored wholly within the site boundary.

5.32 The unsuitable storage of waste or material on site can lead to pollution of the local environment through contamination of nearby land or run-off of these materials into the environment. To ensure that the pollution of these materials is prevented and controlled, the construction of the development shall follow good practice guides, as stipulated within the Pollution Prevention Guidance (PPG) documents:

- PPG 2: Above-ground oil storage – Provides guidance on storing oil above ground, for commercial use. This guidance further outlines how above-ground oil storage tanks should be installed and maintained, as well as how to manage leaks or spills.
- PPG 3: Use and design of oil separators in surface water drainage systems – Outlines that oil separators in surface water drainage systems prevent pollution in terms of surface water run-off.
- PPG 5: Works and maintenance in or near water – Highlights that, should works occur near water bodies, considerations and actions need to be conducted to prevent pollution of water bodies.
- PPG 21: Pollution incident response planning – Encourages the production of an Incident Response Plan to outline the measures that should be taken when an incident occurs, with good practice recommendations on responses to incidents and production of said plans.
- PPG 22: Dealing with spills – Outlines good practice methodology when a spill incident occurs either on-site or off-site during the transportation of material. This document identifies responses to specific scenarios, as well as highlighting the importance of predicting pollution pathways to receptors.

- PPG 26: Drums and intermediate bulk containers – Describe good practice when storing potential contaminants within drums or intermediate bulk containers (IBCs). This document further advises designated storage areas, delivery and maintenance of drums and IBCs. Special attention should be given regarding the delivery of batteries to the site and the storage of batteries on-site prior to installation.

5.33 All contractors/sub-contractors shall read and understand the PPGs and implement good practice measures as outlined within the PPGs, where applicable. To further control and prevent pollution of the local environment as a result of the development, the following measures, as highlighted by good practice measures and as per Pollution Prevention for Businesses, shall be implemented:

- Ensure that all material and plant storage areas are clearly signed, demarked and contained/enclosed on impermeable surfaces. Keep a site log of all hazardous materials to ensure consistent maintenance and inspections.
- A secondary containment structure (drip trays or bunds with impermeable base and walls) must be constructed around storage areas, fuel tanks, IBCs and other containers. With a minimum of 25% of the capacity of storage containers up to 205 litres or a minimum of 110% of the capacity of storage containers over 205 litres. This should be maintained regularly; no other material shall be stored within the secondary containment structure, and water must be removed regularly.
- Regular checks and maintenance of storage areas, machinery, plant and equipment to identify leaks or spills. Site logs shall detail the amounts, scheduled checks and other relevant information.
- Any potential contaminants (fuel, oils, chemicals and solvents, etc.) used during construction and any batteries prior to installation will be stored in designated compounds on an impermeable surface and will be securely locked away when not in use. These shall be located a minimum 10m away from watercourses and drains.
- Hazardous and non-hazardous material and waste shall be stored separately. Potential spills should not mix.
- Where applicable, waste shall be segregated to maintain proper disposal of waste. Regular checks shall be conducted to ensure waste is segregated appropriately.

- Spill kits must be kept on site with sand, earth or commercial products for the containment of fuel and other material spillages. All staff will receive appropriate training in the use of these kits and are to be made aware of where the kit is stored.
- Risk Assessments shall be produced for each hazardous COSHH material, with appropriate storage and secondary containment, signage and necessary precautions provided (Personal Protective Equipment, etc). Site logs or COSHH assessment sheets must be available and up to date
- Used spill kits, absorbent material and catchment trays/sheets must be disposed of, as per COSHH regulations and by a registered waste carrier.
- All material, especially hazardous waste, should be disposed of according to legal requirements via a licensed waste carrier.
- Loading/Unloading on the public highways is not permitted under any circumstances.
- All material and plant to be loaded/unloaded shall be kept within the site boundary, within designated storage areas as per CM5.

5.34 All material brought on-site specified as hazardous by the Control of Substances Hazardous to Health (COSHH) regulation is clearly marked as such and must be accompanied by an information logbook/sheet. Risk Assessments shall be produced for each hazardous COSHH material, with appropriate storage and secondary containment, signage and necessary precautions provided (Personal Protective Equipment, etc). Site logs or COSHH assessment sheets must be available and up to date.

5.35 **Timings**

Adherence to parking, deliveries and storage CM outlined within the report will remain in place for the duration of the construction programme.

5.36 **Responsibilities**

It will be the responsibility of the Main Contractor to ensure adherence to parking, delivery and storage CM. The Site Manager shall introduce CM via induction talks and pre-start meetings with contractors, sub-contractors and suppliers and regular inspections of the site and adjoining highway network.

CM5: Dust and Dirt Suppression

5.37 Purpose

To prevent environmental damage to local habitats and safeguard residents/businesses' amenity as a result of wind-blown dust, dirt from vehicles and operations related to construction activities.

5.38 Method

Measures to reduce dust generation and emissions from construction activities include:

- A Banksman will be in attendance on site at all times, who will direct the use of water to monitor dust and dirt release.
- Removal from the site of any material that has the potential to produce dust as soon as possible, or be covered over to prevent being blown around by the wind.
- Any material that is transported via open-top vehicles shall be covered and secured appropriately to prevent debris on the local highway.
- Damping down of working areas may occur in dry conditions using water cannons.
- Use of dust mitigation screens if required.
- Minimising drop heights from loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate.
- Ensuring equipment is readily available on site to clean any dry spillages and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods.
- Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems.
- No bonfires or burning of waste materials.
- No idling policy for on-site plant and equipment, including HGVs.

- Record all dust and air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner, and record the measures taken.
- Make the complaints log available to the local authority when asked.
- Record any exceptional incidents that cause dust and/or air emissions, either on- or off-site, and the action taken to resolve the situation in the logbook.
- Increase the frequency of site inspections by the person accountable for air quality and dust issues on site when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions.
- Ensure adequate water supply on the site for effective dust/particulate matter suppression/mitigation, using non-potable water where possible.
- Undertake daily on and off-site inspection, where receptors are nearby, to monitor dust, record inspection results, and make the log available when asked. This should include regular dust soiling checks of surfaces such as street furniture, cars and windowsills within 100m of the site boundary and cleaning provided if necessary.
- A suitably designated and prepared area 50m away from watercourses and drains for wheel/vehicle washing shall be implemented to avoid surface run-off and contamination. Waste to be treated or disposed of by a suitable, qualified individual/body.
- Impose and signpost a 10-mph max speed limit on surfaced haul roads and work areas.

5.39 **Timings**

These measures will be implemented throughout the construction programme. This should be monitored for the duration of the construction programme.

5.40 **Responsibilities**

It will be the responsibility of the Main Contractor to ensure adherence to dust and dirt suppression CM. The Site Manager shall introduce CM via induction talks and pre-start meetings with contractors, sub-contractors and suppliers, and regular inspections of the site and adjoining highway network.

CM6: Noise Suppression

5.41 Purpose

To ensure that people within the vicinity of the works are affected minimally by noise and vibrations as a result of construction works.

5.42 Method

All noise and vibration generated by vehicles, plant, machinery and equipment associated with the construction of the development will be maintained in accordance with British Standards (BS) BS 5228-1: + A1: 2014 and BS 5228-2:2009. Therefore, guidance within the BS is utilised to inform the best practice for noise control in relation to the construction site.

5.43 BS 5228 outlines that, should noise thresholds be exceeded, this could constitute a 'Significant effect'. BS5228 provides the "ABC method" and the "5dB(A) method"; these methods are used to determine when construction noise would be significant at a noise-sensitive receptor. Community Liaison is important to make residents/building users aware of nearby works. Should construction noise be classified as significant at noise-sensitive receptors, the contractor and responsible parties should employ best practicable means to reduce construction noise. These measures should include, but not be limited to:

- No idling of plant, machinery or equipment that would lead to intermittent use and should be switched off between works.
- Reduce drop heights of materials.
- Use rubber linings in chutes, hoppers and dumpers.
- All vehicles will be maintained and checked to ensure efficient operations.
- Avoid unnecessary revving and idling of vehicles, and switch off vehicles when not in use.
- Maintain internal haul roads to avoid uneven surfaces that could produce noise.
- Plant, machinery, equipment and vehicles shall be started sequentially.

- If applicable, locate noisy plant or equipment away from the site boundary and away from neighbouring buildings and habitats.
- Use of the most environmentally acceptable and quietly operating plant and equipment appropriate to the works, with emission levels limited to relevant EC Directive/UK Statutory Instrument levels and levels quoted in BS5228.
- Site staff will be asked to avoid all unnecessary noise due to misuse of tools and equipment, unnecessary shouting and radios
- All plant, machinery and equipment will be maintained and checked to ensure good working order.
- Use of modern methods, which lower vibration emissions.
- Isolate vibration at the source, which can be achieved by installing equipment on anti-vibration mounts where appropriate; and
- Position vibrating equipment far from sensitive receptors, when possible.
- Plant, machinery, equipment and vehicles shall be started sequentially.
- Have materials cut off site and delivered.

5.44 Should construction vibration be classified as significant at sensitive receptors, the contractor and responsible parties should employ best practicable means to reduce construction noise. These measures should include, but not be limited to:

- Use of modern methods, which lower vibration emissions;
- Isolate vibration at the source, this can be achieved by installing equipment on anti-vibration mounts where appropriate; and
- Position vibrating equipment far from sensitive receptors, when possible.

5.45 **Timing**

These measures will be implemented throughout the construction programme. This should be monitored via site logs that shall be reviewed regularly.

5.46 Monitoring of vehicles, plant, machinery and equipment will be conducted regularly to ensure adherence to the measures outlined within CM6. The Contractor will also log prefabricated/premanufactured material arriving on-site to limit on-site fabrication and manufacture, where applicable.

5.47 **Responsibilities**

The Main Contractor shall be responsible for ensuring appropriate dust suppression measures are implemented. The Site Manager shall introduce CM via induction talks and toolbox talks.

5.48 Refer to the Noise Impact Assessment carried out by Inacoustic Ltd (Morgan & Valeron, 2022) identifies the closest noise-sensitive receptors and details the ambient noise levels at these locations.

CM7: Details of the Hours of Works and Other Measures

5.49 Purpose

To ensure the general amenity of residents, businesses and environmental landscape. Measures to control working hours and other measures to limit the impact of construction shall be required to mitigate damage towards the environment.

5.50 Hours of Work

As per CM1, the working hours related to the construction, the delivery of materials, the loading/unloading of materials, plant and equipment shall take place during the following specified hours:

- 08:00 – 18:00 on Monday to Friday
- 08:00 – 13:00 on Saturday
- No working on Sundays or Bank Holidays

5.51 Additionally:

- All deliveries to and from the site should commit to a 09:30 – 15:00 timeframe to avoid morning (07.00 -09.00) and evening (16.00-18.00) peak hours.
- The contractor should commit to re-timing construction deliveries and traffic out-of-school peak times (07.00 – 9.00) and (15,00 – 16.00) to reduce the risk to vulnerable road users.

5.52 The stated working hours cover construction and delivery/loading/unloading operations that are likely audible or visible at the site boundary. Any required deviation from the stated working hours within this document must be agreed with by the Local Planning Authority via written approval.

5.53 Site-wide noticeboards should be installed to include the details of the hours of work, to ensure maximum visibility for all operatives.

5.54 Other Measures

To further limit the impact of construction on the local environment and to retain the amenity of the local environment, the following CM are identified and should be implemented:

- Construction Waste Disposal
 - Storage measures shall be adhered to, as outlined in CM4.
 - Waste disposal shall be conducted by suitable licensed and qualified waste contractors.
 - Waste Transfer Notes for all waste shall be produced and exchanged.
 - Load waste on suitable places, with reference to the local environment and open drains, as well as to other road users.
 - Ensure regular waste disposal to prevent overspill of waste.
 - Supervise the collection of construction waste to ensure no spillage or leaks occur. Ensure waste disposal vehicles are covered to avoid overspill on the highway.
- Lighting
 - All lighting shall be situated and faced inwards in locations that will mitigate light disturbance to neighbouring dwellings/properties.
 - External lighting should only provide the luminance for relevant operations and be limited to working hours stated in CM1 during hours of darkness.
 - Lighting to be mounted lower than fences and boundary features or as low as possible, to avoid spill onto neighbouring residential and business/commercial areas.
 - When selecting the type of lighting, it is important to use the lowest lux levels possible to conform to industry-standard guidelines and best practices regarding health, safety and legislation compliance.

- It is also advised that warm colour temperatures be used, i.e. a 2700K correlated colour temperature (CCT) option, which supports visual comfort and low-impact lighting in eco-sensitive environments.
- A specialist downward directional luminaire should be used.
- Directional lighting bulbs and angle the light fully downward to avoid an upward tilt.
- A hood should also be installed to avoid any upward light distribution

5.55 **Timings**

All contractor employees and suppliers should be notified of the working hours prior to construction and delivery operations, typically via a pre-start meeting.

- 5.56 Adherence to other CM outlined within CM6 will remain in place for the duration of the construction programme.

5.57 **Responsibilities**

It will be the responsibility of the Main Contractor to ensure adherence to CM7. The Site Manager will log and maintain the working hours and ensure visibility of the working hours via a site induction and site wide noticeboards.

- 5.58 The Main Contractor shall be responsible for ensuring the hours of work and other measures, as outlined within these measures, are implemented. The Site Manager shall introduce CM via pre-start meetings, site logs and regular checks of relevant areas.

CM8: Communication Procedures with the LPA and Local Community

5.59 Purpose

To ensure effective external communication with the local authority and local residents on the progress of the construction of the development and key construction issues.

5.60 Method

As outlined in Section 3, the Developer and Main Contractor will commit to liaising with the local authority, LPA and other interested parties. This CM will outline the external communication methods between the Developer/Main Contractor and local residents/LPA.

5.61 Channels for external communication and liaison with local residents shall be conducted via noticeboard at the site entrance, with contact details of the site manager, developer details and contractor details. Channels for external communication and liaison shall remain open through a nominated representative (Site Manager) and include details as described above. Additionally, leaflet/letter drops shall be conducted should the need arise or as a result of a significant event/issue.

5.62 Channels for external communication and liaison with the LPA shall be conducted via regular email communication with the LPA and, if required, statutory consultees when potential disturbance caused by the works, scheduled updates or when significant events occur. Additionally, if required, the Developer/Main Contractor shall commit to producing a complaints log and inspection log to be made available to the LPA on request, as outlined in Section 2. Similarly, should a potential disturbance be caused by construction or a significant event occurs, the Developer/Main Contractor shall commit to corresponding with the LPA.

5.63 Timings

CM will remain in place for the duration of the construction programme.

5.64 Site Logs, risk assessments and audit reports where relevant, shall be conducted to ensure consistent logs of the construction phase and be presented to the LPA if required. Site Logs should also note weather conditions, placement of material and other considerations to identify potential patterns or concerns.

5.65 Responsibilities

It will be the responsibility of the Developer and Main Contractor to ensure adherence to CM7, liaise with the LPA and local residents and help ensure transparency between all parties. Adherence to all conditions and best/good practice construction, where relevant, and provide inspection/site logs to the LPA if required.

CM9: Programme of Works to Secure Mitigation Measure for Visibility

5.66 Purpose

To ensure the safety of all road users on the local highway network when vehicles emerge from the site access junction.

5.67 Method

The Transport Statement (CDM & RJW, 2022) produced by Miles White Transport outlines that:

'Site measurements have been taken with the visibility splays identified as being approximately 80m to the left and 68m to the right measured from a 2.4m setback along the centre of the access road...

The B4040 is subject to a 50mph speed limit in the vicinity of the access junction where the relevant design standards identify a normal splay length requirement of 160m. Visibility is below the required value but this needs to be seen in the context of the low daily traffic flows on the B4040, the very low daily traffic flows associated with the access road, and the temporary nature of the construction traffic associated with the development proposals, all as discussed later in this report. A mirror is also provided on the verge opposite the access which serves to enhance the levels of visibility available...

Site observations identify that the visibility could be further enhanced through the cutting back of new growth vegetation to the adjacent fence lines which are at least 3m back from the edge of the carriageway'³

- 5.68 As outlined within the Transport Statement, new growth vegetation shall be cut back at least 3m from the carriageway, in line with the adjacent fence lines, at a maximum of 160m on both sides from the site access junction.

³ Page 5, Transport Statement (CDM & RJW, 2022) produced by Miles White Transport

5.69 The following programme of works shall be implemented, as per the mitigation measures to improve visibility as outlined within the Transport Statement (CDM & RJW, 2022) produced by Miles White Transport:

- A. Utilise the Transport Statement (CDM & RJW, 2022) produced by Miles White Transport to establish existing conditions.
- B. If applicable, produce a visibility splay drawing, in accordance with Manual for Streets, Manual for Streets 2 and other Local authority Guidance on visibility splays, with context from the Transport Statement (CDM & RJW, 2022) and Sections 5.67 - 5.68 within this CEMP to help inform the Local Highway Authority.
- C. Formal consultation with the Local Highway Authority and other consultees. Establish Visibility splays, scope of works and legal agreements (if applicable). Once confirmed, a pre-start meeting to ensure compliance and implement the mitigation measure.

5.70 **Timings**

Mitigation measures to improve visibility shall be secured before construction of the development begins.

5.71 **Responsibilities**

It will be the responsibility of the Developer to ensure adherence to CM9, liaising with the local highway authority to secure the mitigation measures to improve visibility.

CM10: Pre-commencement and Post-Construction Condition Survey

5.72 Purpose

To ensure the condition of the local highway and maintain highway safety for all road users.

5.73 Method

A pre-commencement and post-construction survey of the highway and environmental conditions on the local highway conditions will be undertaken by the Highways/Transport Consultant, which will be provided under a separate cover. Additionally, any damage caused by the development should be consulted with the local authority. The construction phase will be monitored and under no circumstances should the development of the site adversely impact on the identified sensitive receptors.

5.74 Any damage caused by the development or the movement of material to the site should be repaired with the local highway authority.

5.75 Timings

Pre-commencement and Post-Construction surveys shall be secured before construction of the development begins.

5.76 Responsibilities

It will be the responsibility of the Developer to ensure adherence to CM10, liaising with the local highway authority and Transport Consultant to secure the pre-commencement and post-construction surveys.

CM11: Monitoring Arrangements

5.77 Purpose

To ensure consistent and efficient checks of all matters related to the construction process. The monitoring process can be utilised to identify potential risks to the local environment.

5.78 Method

This CEMP is considered a 'living document' whereby the construction of the development is managed and monitored to mitigate any environmental risk; ensuring appropriate precautionary and mitigation actions are taken to consider environmental safeguarding, accounting for local considerations and site-specific conditions.

5.79 The following logs and monitoring systems/reports will be conducted (Not exhaustive) throughout the construction of the development:

- Risk assessments
- Audit reports
- Inspection/Site log
- On-site/online progress meetings
- Complaint log
- Toolbox Talks and Inductions

5.80 It is considered that monitoring should occur regularly on a timed basis. Scheduled monitoring of the environment surrounding the site, with respect to the above stated CM, throughout the construction process will determine whether the committed measures to preserve the environment and protect resident/business amenity are effective, this will allow analysis of potential patterns or underperformance of prevention/mitigation measures, whereby remedial measures can be identified and acted upon should a shortcoming be realized

- 5.81 Following any significant event (Significant weather events, receipt of a complaint, audit non-compliance or spill incident) or commissioning/arrival of hazardous material, inspections such as risk assessments, audit reports, and meetings are to be conducted detailing the results of findings that require actioning. This may require specialised consultant visits and reports, or visits from relevant governing bodies.

5.82 **Timings**

The monitoring period will last throughout the construction of the development.

5.83 **Responsibilities**

It will be the responsibility of the Main contractor to ensure the monitoring processes as outlined within this CEMP are maintained. A pre-start meeting should be conducted with all relevant contractors/sub-contractors and other relevant parties to ensure adherence to the CEMP.

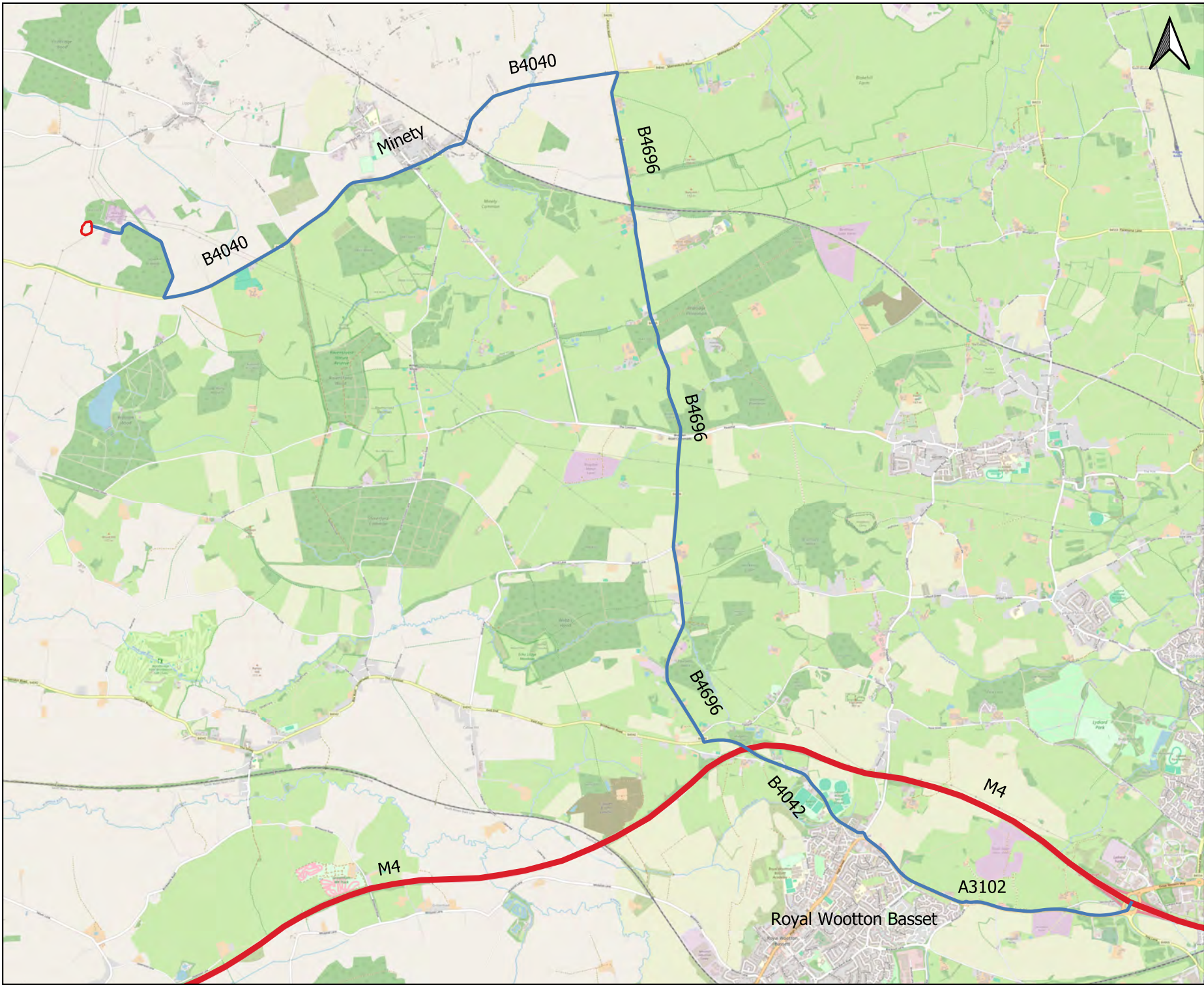
References

CDM & RJW, 2022. *Proposed Battery Storage Facility Minety Electricity Substation - Transport Statement*, s.l.: Miles White Transport.

Lewis, B., 2022. *Planning Statement Including Design and Access Statement*, s.l.: Renplan Planning Consultants.

Morgan, N. & Valeron, V., 2022. *Minety Sub Station - Energy Storage Facility - Phase 4 Noise Assessment for Planning Application*, s.l.: inacoustic.

Appendix A – Proposed Vehicle Routes



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Notes:

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Key

- Red line boundary 
- Ingress Route 
- Strategic Road 

Rev	Date	Description	Drawn	Checked
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Client
BW ESS Development UK Limited

Project
Land at Stonehill, Minety, Wiltshire SN16 9DX

Title
Ingress Route

Drawing Status
FOR CONDITION APPROVAL

Drawn	TS	Checked	MB
Date	08.01.25	Scale	1:80,000



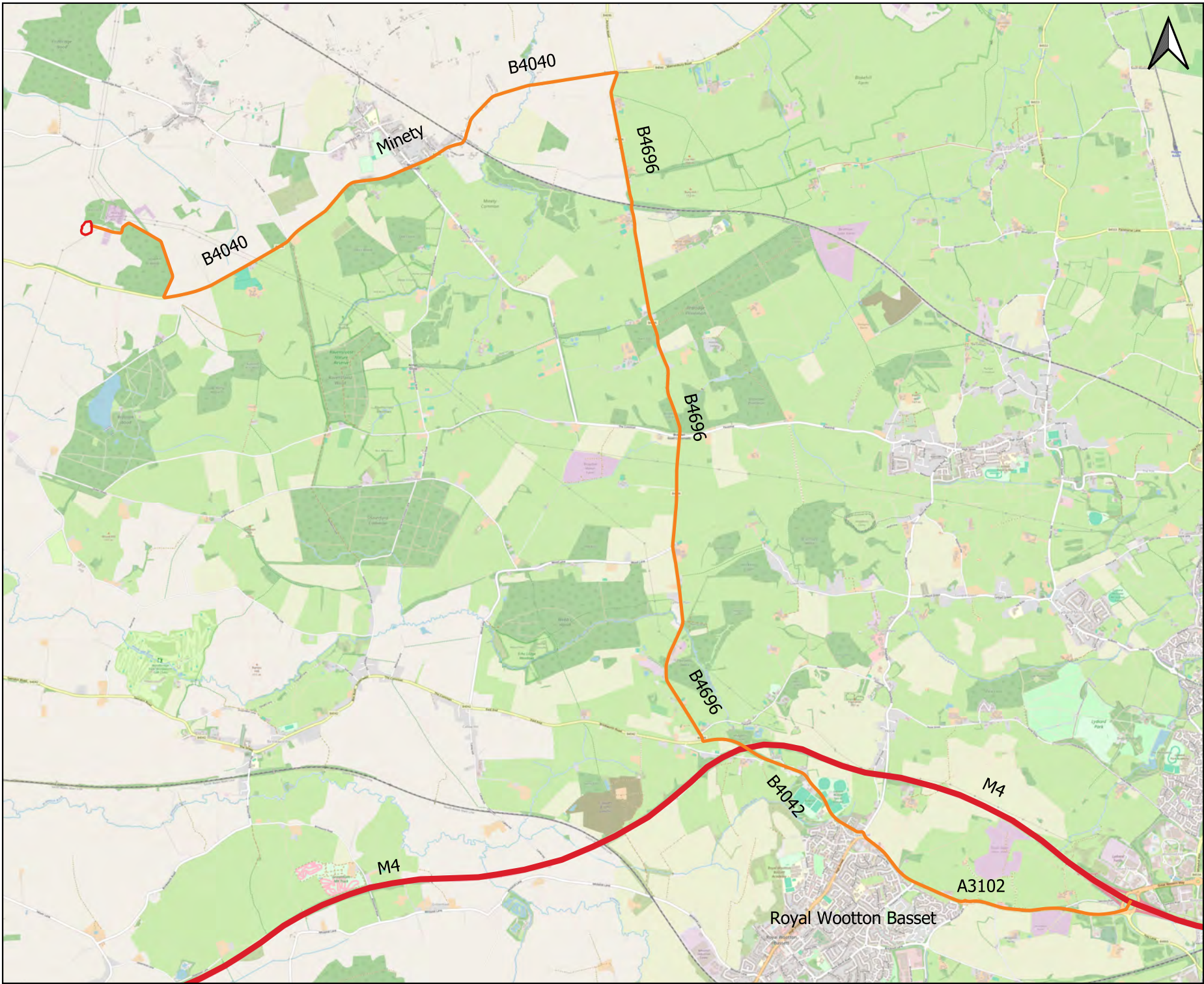
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ASSOCIATES

10 Chapel Lane
Nottingham
NG5 7DR

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ISO 9001:2015
ISO 14001:2015
ISO 45001:2018

Job Number	Drawing Number	Rev
A7573	01	



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Key

Red line boundary 

Egress Route 

Strategic Road 

Rev	Date	Description	Drawn	Checked
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Client
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Title
Egress Route

Drawing Status
FOR CONDITION APPROVAL

Drawn	TS	Checked	MB
Date	08.01.25	Scale	1:80,000



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ASSOCIATES

10 Chapel Lane
Nottingham
NG5 7DR

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Job Number	Drawing Number	Rev
A7573	02	