The French Horn, Marlborough Road Prospect, Pewsey, Wiltshire, SN9 5NT

Construction Method Statement

This statement looks to address the following points

i. specify the type and number of vehicles;
ii. specify point of construction access and access route to the site;
iii. provide for the parking of vehicles of site operatives and visitors;
iv. provide for the loading and unloading of plant and materials;
v. provide for the storage of plant and materials used in constructing the development;
vi. specify the intended hours of construction operations;
vii. measures to control the emission of dust and dirt during construction
viii. measure for the protection of the natural environment

Reason: To reduce the potential impact on the public highways during the site preparation and construction phase(s) of development.

Measures to be adhered to throughout the construction period:

i. The vehicles during the construction of the new dwelling will range from contractors cars & small vans to larger delivery lorries. The exact number of vehicles is like to vary on a daily basis although the number of tradesperson (contractors) will remain relatively constant throughout the build. It will be our intention to utilise the full width of the site to provide sufficient manoeuvrability to ensure that all vehicles are able to enter and exit the site in a forward manner. There will be a very small amount of spoil to be removed from site so envisage a maximum of 15 x 20 tonne lorry loads to be removed over the course of the first month. After this there should be no more than 1 large lorry delivering to site every other day, we will plan to reduce the movements by only ordering when a full load is required rather than lots of part loads.

ii. As detailed within drawings included in this planning application, there will be one vehicular access in and out of the site. All vehicles (drivers) will be asked to ensure all vehicles wherever practicably possible enter and exit the site in a forward gear.

iii. It is planned that the trades vehicles will park along one side of the site (Rear of the Site) as highlighted on the drawing.

iv. The central part of the site to the rear will mainly be kept free of any goods so that loading and unloading can take place with relative easily.

v. Storage or materials and welfare facilities will be found to the east side of the site to the parked vehicles, as per item iv this will allow the central areas to remain free.

vi. Intended hours of construction operations will be in line with council guidelines of 5 work days 8am to 6pm and Saturdays 8am to 1pm with no work on Sundays and bank holidays without prior approval.

vii. If there is to be the creation of dust during the works then it will be necessary to damped down the dust prior to operations to minimise neighbour disturbance. Examples of suppression/prevention to be used below.

- Wet dust suppression, use water sprays or misting systems to dampen dusty areas and prevent dust from becoming airborne.
- Wet or damp down materials and work surfaces before commencing to reduce dust creations.
- Erect physical barriers or dust enclosures around dusty work areas to contain dust and prevent its spread.
- Tools to be fitted with water suppression equipment to dam down dust at the source. (to prevent airborne particles) & ensure equipment is properly maintained and adjusted to minimise dust emissions.
- Damp down dust particles prior to clean up operations.
- Ensure that workers wear appropriate PPE, including dust masks, respirators, goggles, and coveralls to protect themselves from dust exposure.
- Implement regular cleaning schedules for work areas, equipment, and surfaces to minimise dust accumulation.
- Allow to isolate dusty work areas from occupied spaces to prevent dust from spreading to other parts of the site.

viii. As per the CMS plan included the arrangement of vehicle and site storage layout, this will have no effect on the natural environment as the land is currently used as hardstanding/car parking.