

A Planning Application by
MELKSHAM CALNE GREEN LIMITED

In respect of
**Melksham Solar Farm,
MELKSHAM**

Construction Method Statement

May 2025



Document Management

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1 Introduction

- 1.1 This Construction Method Statement (CMS) has been prepared by Transport Planning Associates (TPA) on behalf of Melksham Calne Green Ltd (the 'Applicant') in relation to an approved solar farm and battery storage development (REF: PL/2021/08690) on land at Studley Farm, Melksham, Wiltshire.
- 1.2 The CMS provides a construction methodology to ensure that any work conducted adheres to best practices, techniques and enhances environmental performance where possible.
- 1.3 The appointed contractor will be required to comply with this CMS and any accompanying relevant documents. Contractors will also be required to follow the 'Considerate Contractor Scheme' (CCS, 1997) and the 'Construction (Design and Management) Regulations 2015' (CDM 2015) Approved Code of Practice (HSE April 2015).
- 1.4 Contractors will be required to comply with all relevant environmental legislation and to take account of published standards, accepted industry practice, national guidelines and codes of practice appropriate to the scheme.
- 1.5 Contractors will be required to operate an induction scheme, such as a tool box talk, to ensure (i) that all employees are aware of site rules and their environmental responsibilities, (ii) to identify training needs for personnel, and (iii) to provide appropriate training. The training will include talks for site operatives to provide an appropriate level of awareness of environmental issues and to note any shortcomings so improvements can be made and issues rectified.

Site Location

- 1.6 A Site location plan is included as **Figure 1.1**. The Site is located on land to the south of the village of Atworth, Wiltshire. The Site is located within the jurisdiction of Wiltshire Council.
- 1.7 The indicative Site Layout Plan is shown in **Appendix A**.

Development and Condition Wording

- 1.8 The Site has planning permission from Wiltshire Council for the following development:

"Installation of a solar farm and battery storage facility with associated infrastructure."

- 1.9 The planning permission is subject to conditions set by Wiltshire Council in relation to the construction methodology and its management. The relevant condition wording is set out below:

Wiltshire Council (PL/2021/08690) Condition 13

- 1.10 Condition 13 states the following:

"Notwithstanding the submitted details contained within the approved CTMP dated April 2022, no development shall commence on site (including any works of demolition), until a Construction Method Statement, which shall include the following:

- 1. Routing plan*
- 2. Traffic Management Plan (including signage drawing wording/size etc)*
- 3. Details of temporary/permanent Traffic Regulation Orders*
- 4. Phases plan has been submitted to, and approved in writing by, the Local Planning Authority.*

The approved Statement shall be adhered to throughout the construction period. The development shall not be carried out otherwise than in accordance with the approved Construction Method Statement without the prior written permission of the Local Planning Authority.

REASON: To minimise detrimental effects to the neighbouring amenities, the amenities of the area in general, detriment to the natural environment through the risks of pollution and dangers to highway safety, during the construction phase."

- 1.11 This Construction Method Statement (CMS) provides all the details on the construction methodology in order to satisfy the above condition.

2 Construction Vehicle Movements and Routing

- 2.1 The details of the construction vehicle movements and route are set out below. Drivers will be made aware of the route in advance of driving to the Site. The selected route is considered the most appropriate route to the Site. It is the same as the route that was supported by highway officers and approved by the Council's planning committee in March 2023.

Construction Vehicle Trip Generation

- 2.2 **Table 2.1** sets out a summary of the construction vehicle movements that will be associated with the construction phase of the scheme.

Table 2.1 Melksham Solar Farm – Construction Vehicle Movements

Activity	Type of Vehicle (Max)	Total Number of Deliveries
Solar Modules & Mounting structures	16.5m Articulated	52 (104 two-way movements)
Inverters	16.5m Articulated	1 (2 two-way movements)
MV Station	16.5m Articulated	3 (6 two-way movements)
Road & Compound materials	10m Rigid	400 (800 two-way movements)
Fencing	10m Rigid and 16.5m Articulated	16 (32 two-way movements)
Total		472 deliveries (944 two-way movements)
Total (plus 10%)		519 deliveries (1,038 two-way movements)

- 2.3 As set out in **Table 2.1** it is anticipated that approximately 472 deliveries (944 two-way movements) could be made during the construction of the Solar Farm. A 10% buffer increased the total to approximately 519 deliveries (1,038 two-way movements).

Route Overview

- 2.4 The designated route is illustrated in **Figure 2.1**.

Inbound Construction Traffic

- 2.5 It is anticipated that the majority of construction vehicles will route to the Site from the M4 Motorway via the A46 and A4. Upon entering Box from the west on the A4, construction vehicles will be required to take right turn at the signalised junction with Devizes Road, before proceeding east on the A365.
- 2.6 The A365 Bath Road routes eastwards and generally comprises a single carriageway two-way road, initially subject to a 30mph speed limit before increasing to the national speed limit.
- 2.7 Upon entering Atworth, the speed limit returns to 30mph. Construction vehicles will turn right at the roundabout junction with Atworth Court and Bath Road to access the Site via Studley Farm Lane.
- 2.8 There are no posted weight or height restrictions along the above described route.

Outbound Construction Traffic

- 2.9 Upon egressing the Site, outbound construction vehicles will follow the reverse of the above described route.

Management of Deliveries

- 2.10 Due to the relatively low number of vehicles associated with the construction phase at the Site, there is not anticipated to be any significant delay to background traffic.
- 2.11 The phone number of the Construction Site Manager will be made available to all drivers of vehicles that will be accessing the Site. Drivers will be advised to call ahead when stopped at an appropriate layby that will allow sufficient time for banksmen to prepare at the Site access.
- 2.12 The following procedures will be initiated to ensure that the arrivals and departures of HGVs are controlled to avoid any conflict:

Procedure for Arrival to Site

- Driver to call ahead to Site when stopped at an appropriate layby;
- The banksmen are mobilised and will go to position at the Site access;
- The driver will be informed that the operators are in place and it is appropriate to travel to the Site via the agreed route;

- All operatives will communicate with each other, as necessary; and
- Banksmen will assist HGV's to manoeuvre from Bath Road into both of the Site accesses, but will not direct general traffic.

2.13 The following procedure will be initiated when HGV's are leaving the Site:

Procedure for Leaving the Site

- Before drivers depart, the Construction Site Manager will be notified. They will then mobilise the banksmen at the Site access;
- Drivers will be advised when the banksmen are in place; and
- Banksmen will guide the drivers exiting the Site.

Summary

- 2.14 The proposed construction vehicle route is considered to provide the most direct and appropriate route from the strategic highway network to the Site.
- 2.15 The use of any roads other than the designated and signposted route shall not be permitted and this shall be enforced through the agreement of the CMS.
- 2.16 Appropriate measures will be provided throughout the construction phase in order to manage the arrival and departure of HGVs at the Site.

3 Traffic Management

Route Signage

3.1 Temporary road signing will be implemented along the designated route to inform background traffic of the ongoing construction works and to direct construction traffic to and from the Site. The signs will be located at key points on the route, such as junctions. Signage could be provided at the following locations:

- A365 Bath Road / Devizes Road signalised junction;
- A365 Bath Road / B3109 Bradford Road signalised junction;
- A365 Bath Road / Atworth Court / Bath Road roundabout; and
- In vicinity of Bath Road / Studley Farm Lane.

3.2 The traffic management plan is illustrated in **Figure 3.1**.

3.3 Temporary signage will be erected in the vicinity of the junction during the construction phase. Diagram 7301 'WORKS TRAFFIC' in the Traffic Signs Regulations and General Directions (TSRGD) will be used to indicate the access and will read 'WORKS TRAFFIC LARGE VEHICLE TURNING'. These signs will be white text and red background 1050 x 750 mm mounted in 'A' frames. The temporary signs will be in place for the duration of the construction phase.

3.4 All signage will be compliant with Chapter 8 of the Traffic Signs Manual where applicable. The following points will be considered when locating signage:

- The position of the sign in relation to the highway;
- Possible distraction to drivers; and
- The proximity to junctions and roundabouts.

Temporary Traffic Regulation Order (TTRO)

Parking suspension

3.5 A TTRO parking suspension will be required along Studley Farm Lane to preclude parking within the vicinity of the Site access and enable unimpeded access for delivery vehicles. At this stage, it is assumed that vehicles will be able to park on the local highway network and nearby residential roads.

4 Phases Plan

4.1 The typical process for which a scheme of this size is developed is as follows:

Site preparation

- Field survey and setting out
- Management of existing ground conditions
- Laying access roads/ temporary tracks
- Preparation of earthing system
- Preparation of foundations/ hard standing for construction compound/ inverter housing/ sub station
- Installation of perimeter fence
- Construction of foundations/preparation for sub stations and transformer stations
- Trenching for cables and ditches

Solar array installation

- Positioning of pre-cast ballast (concrete or other)
- Construction of array frame
- Mounting PV modules onto array frame
- Testing of PV modules
- Installation of electrical ducting
- Monitoring system installation

Electrical infrastructure installation

- Connection of earthing system/ bonding/ LPS
- Interconnection of PV module cables
- Routing and securing of DC string cables
- Installation and connection of PV string boxes
- Installation and connection of main DC cables
- Delivery and installation of pre-configured inverters
- Delivery and installation of substation
- Installation and connection of AC system to inverters and substation
- Closing cable trenches

Testing and commissioning

- DC system commissioning
- AC system commissioning
- G59 witness testing
- Accreditation of system
- Commissioning of environmental monitoring
- Commissioning of remote monitoring system

- Completion / final acceptance
- Project handover

Completion Works

- Removal of site compound and welfare facilities
- Landscape planting (grass seeding if required, and hedgerow, existing hedgerow gapping-up, and tree planting).
- Provision of surface water management system (lined swales/ ditches)

5 Proposed Mitigation Measures

- 5.1 The contractor will introduce measures to minimise the impact resulting from construction activities. It will be the responsibility of the Construction Site Manager to oversee the implementation of these mitigation measures.
- 5.2 The mitigation measures are set out below.

Signage

- (i) Signs to direct construction vehicles associated with the development will be installed along the agreed construction traffic route. Delivery drivers, contractors and visitors will be provided with a route plan in advance of delivering to Site to ensure that vehicles follow the identified route;
- (ii) All signage on the designated route will be inspected twice daily by the Construction Site Manager, once in the morning and once at lunchtime, to ensure they are kept in a well-maintained condition and located in safe and appropriate locations;

Vehicle Movement

- (iii) Banksman will be provided at the Site accesses to indicate to construction traffic when it is safe for them to enter and exit the Site;

Parking

- (iv) Advisory signs informing contractors and visitors that parking is not permitted on-street in the vicinity of the Site or on the Site access road. Contractors and visitors will be advised that parking facilities will be provided on-Site in advance of visiting the Site and that they should not park on-street;

Wheel Wash Facility

- (v) A mechanical wheel wash facility will be provided within the construction compound. In the unlikely event the wheel wash facility breaks down for a short period, construction workers will spray wheels using a power hose, before they re-enter the public highway;
- (vi) A visual inspection of vehicles will be undertaken before they depart the Site, to ensure that they are not carrying any residual debris onto the highway;

- (vii) If required a road sweeper will be provided for the carriageway adjacent to the site access to alleviate any residual debris generated during the construction phase, as required;

Noise Reduction and Air Quality

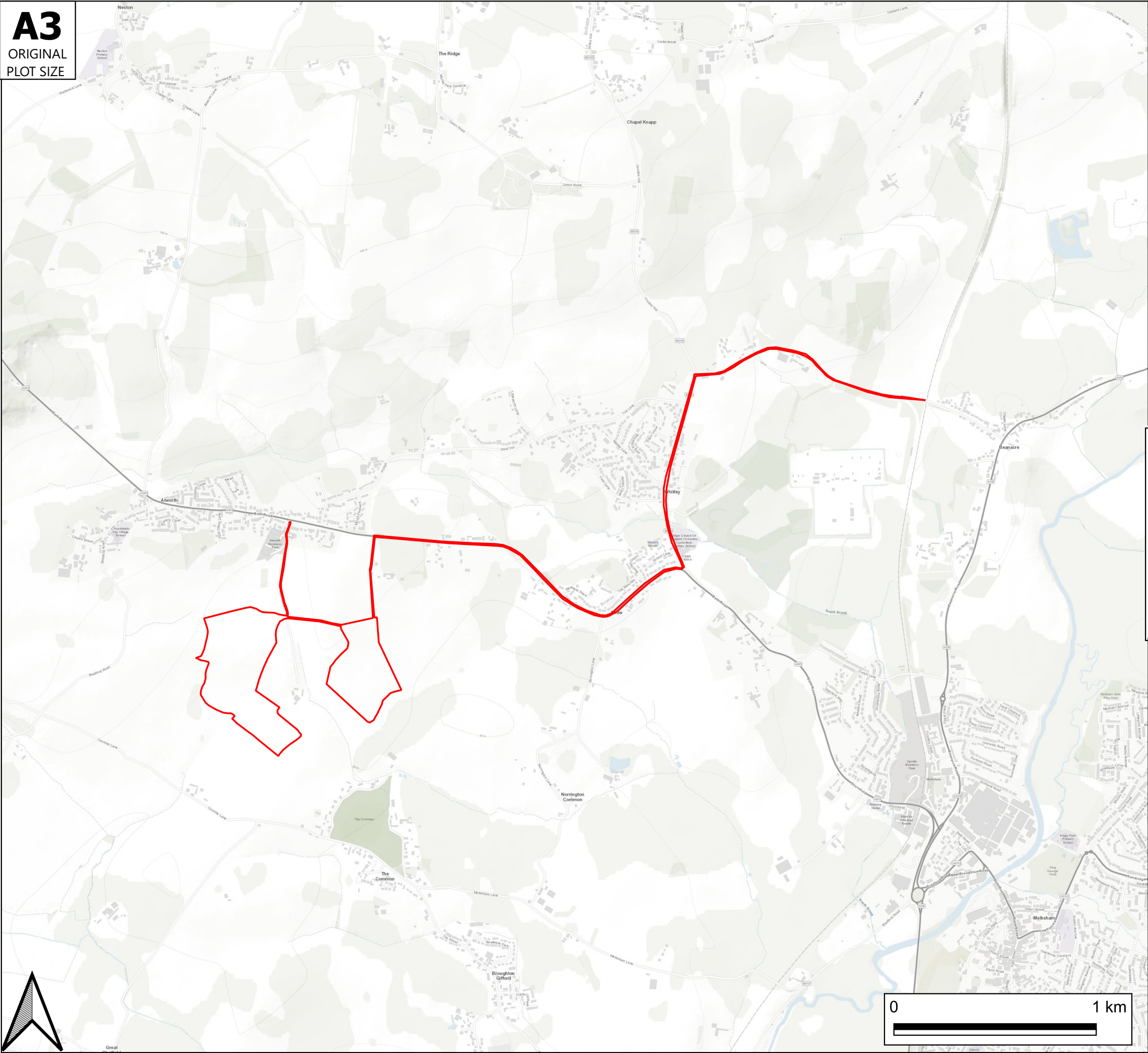
- (viii) Low noise generators will be used for power within the Site;
- (ix) Construction activity will only take place during daytime hours (08:00-18:00) Monday – Friday and 08:00 – 13:00 on Saturdays;
- (x) When on Site and when not in use, vehicle engines will be switched off;
- (xi) Vehicles carrying material off-Site will be sheeted to prevent the spread of dust;
- (xii) In dry conditions, areas near to the Site access will be sprayed with water supplied to prevent the spread of dust if required;

Site Security

- (xiii) The Site will be secured via a perimeter fence or temporary fencing. CCTV will be operational within the construction compound;

FIGURES

A3
ORIGINAL
PLOT SIZE



NOTES

Key
Site Location

Rev	Date	Details			Drawn by
					Checked by
					Approved by

Bristol
Cambridge
London
Welwyn Garden City



40 Berkeley Square
Clifton
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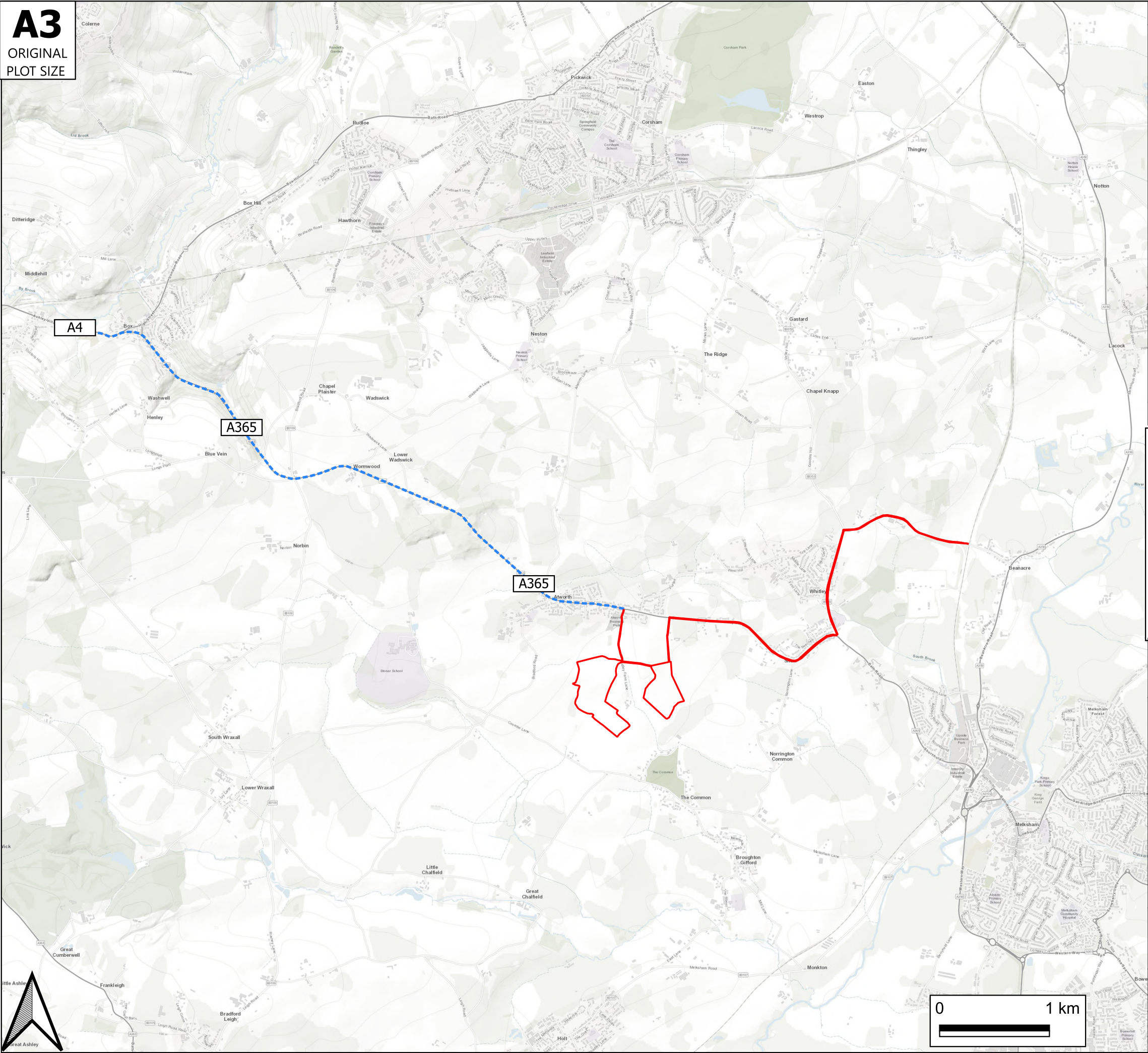
CLIENT:
Melksham Calne Green Limited

PROJECT:
Melksham Solar Farm,
Wiltshire

TITLE:
Site Location Plan

STATUS:
FOR INFORMATION

SCALE: NTS	DATE: 30/10/24	DRAWN: AG	CHECKED: JD	APPROVED: JD
JOB NO: 2408-013		DRAWING NO: Figure 1.1		REVISION: -



A3
ORIGINAL
PLOT SIZE

NOTES:

Key

Site Location

Construction Route

Rev	Date	Details	Drawn by	Checked by	Approved by

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Cambridge

London

Welwyn Garden City

tpa

Transport Planning Associates

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Bristol

BS8 1HP

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CLIENT:

Melksham Calne Green Limited

PROJECT:

Melksham Solar Farm,
Wiltshire

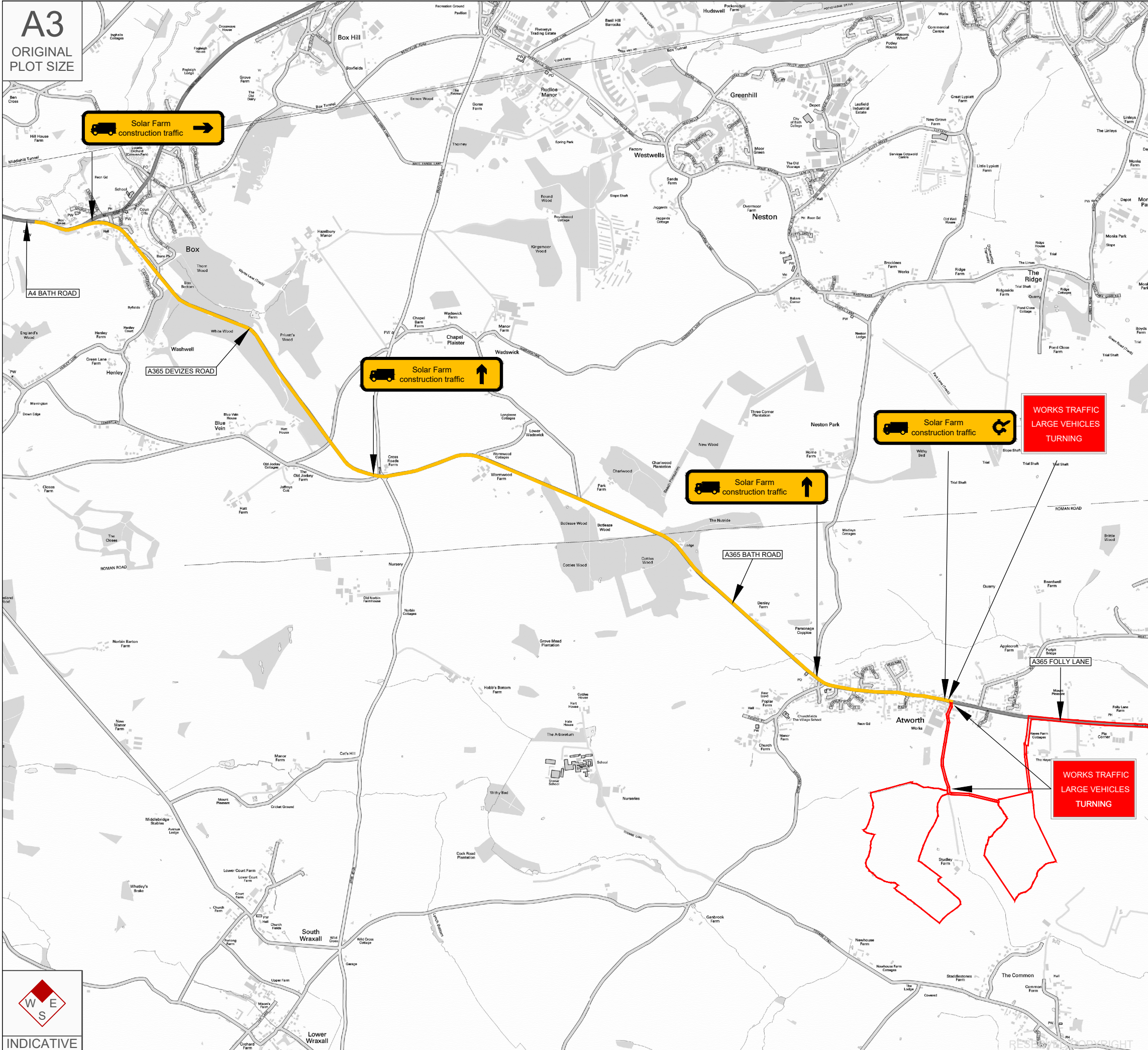
TITLE:

Construction Vehicle Routing
Plan

STATUS:

FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
NTS	21/11/24	AG	JD	JD
JOB NO:	DRAWING NO:		REVISION:	
2408-013	Figure 2.1		-	



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KEY

- Approximate site boundary.
- Construction traffic route.

NOTE: The details of signs shown and their locations are indicative only.

Rev	Date	Details	Drawn by	Checked by	Approved by
-	-	-	-	-	-

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Cambridge
London
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CLIENT:
MELKSHAM CALNE GREEN LIMITED

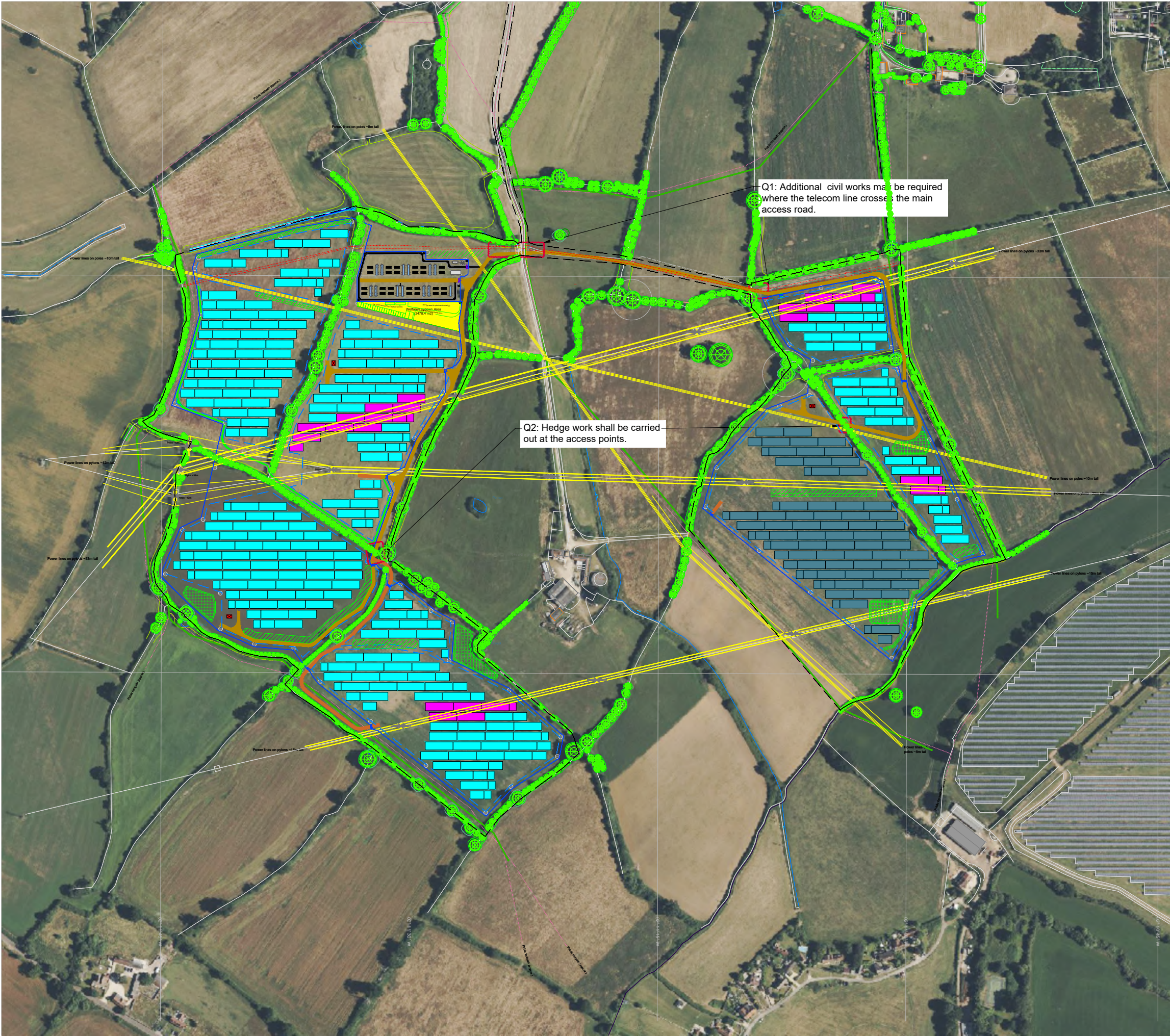
PROJECT:
MELKSHAM SOLAR FARM
AND BESS

TITLE:
Construction Traffic Route
and Signage Plan

STATUS:
INFORMATION

SCALE: 1:20,000	DATE: 18.10.24	DRAWN: KVT	CHECKED: AG	APPROVED: JD
JOB NO: 2408-013	DRAWING NO: Figure 3.1	REVISION: -		

APPENDIX A



MELKSHAM

OVERALL SITE LAYOUT

FIXED TILT 10°

COORDINATES 51.383583° N -02.189528° E

COUNTRY - UK
REGION / PROVINCE - ATWORTH
COUNTY - WILTSHIRE

KEY

- | | | | |
|--|-------------------------|--|--------------------------|
| | MV STATION | | OVER HEAD LINE |
| | PLANT BOUNDARY | | 33KV UNDERGROUND UTILITY |
| | FENCE / GATE | | HEDGES |
| | LAYDOWN AREA | | SWALE |
| | PEDESTRIAN GATE | | FOOT PATH |
| | CCTV | | PEDESTRIAN ACCESS |
| | ACCESS ROAD | | VEHICLE ACCESS TO PYLON |
| | MAINTENANCE ACCESS | | USED AREA |
| | MODULE STRUCTURE(615Wp) | | BALLAST STRICTURE |
| | MODULE STRUCTURE(620Wp) | | EXPORT CABLE |

PROJECT DATA

PLOT AREA - 31.59 ha
USED AREA - 18.74 ha
FENCED AREA - 24.04 ha
FENCE LENGTH / GATES - 3645 m / 11

PV PARAMETERS

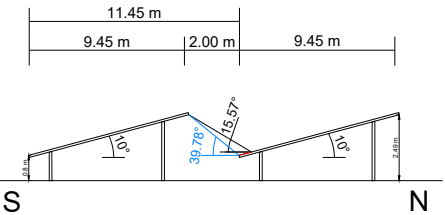
NUMBER OF STRUCTURES (4 X 7) - 59
NUMBER OF STRUCTURES (4 X 14) - 64
NUMBER OF STRUCTURES (4 X 28) - 287
NUMBER/ TYPE/ POWER MODULES - 7504/ JAM66D45LB/ 620Wp
NUMBER/ TYPE/ POWER MODULES - 29876/ JAM66D45LB/ 615Wp
INVERTER / STANDS - 52 x SUNGROW SG350HX
MV STATION - 3 x SPS-7040

PLANT SYSTEM RATING- 23.026220 MWp-DC

CONSTRUCTION AND PARAMETER

CONSTRUCTION SERIES - FIXED TILT 10°, 4 MODULES PORTRAIT
CONNECTION - 28 / STRING
SYSTEM ROTATION - NONE
SHADING - 25.76 %
SUN ANGLE / SHADOW ANGLE - 15.57° / 39.78°

SKETCH
CONSTRUCTION
SERIES



☒ PRELIMINARY ☐ EXECUTION ☐ AS BUILT

R10	UPDATED LAYOUT (ROAD UPDATED)	KV	21.03.25	RV	21.03.25
R09	UPDATED LAYOUT (Swales)	KV	19.03.25	RV	19.03.25
R08	UPDATED LAYOUT(4m BUFFER ZONE FROM 33KV LINE)	KV	11.03.25	MV	11.03.25
R07	UPDATED LAYOUT(ADD 33KV UTILITY LINE)	RV	02.12.24	MV	02.12.24
R06	UPDATED LAYOUT(ROAD & EXPORT CABLE)	RV	26.11.24	MV	26.11.24
REV	CHANGES IN THE DESIGN	NAME	DATE	CHECKED	DATE

SITE LAYOUT
SCALE 1:4500 A 3

GB-MEL01&CLD104_R10_OVERALL SITE LAYOUT

DATE, SIGNATURE
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BELECTRIC

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