

Construction Management Statement.

**Discharge of Condition 13 of Planning Permission
PL/2024/05435 at Melksham Road, Holt, Wiltshire.**

On behalf of Redcliffe Homes Limited.

Date: October 2025 | Pegasus Ref: P25-1396 TR01



Document Management.

Version	Date	Author	Checked/ Approved by:	Reason for revision
TRO1	October 2025	EB	CB/CR	-

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1. Introduction

1.1. This Construction Management Statement (CMS) has been prepared by Pegasus Group on behalf of Redcliffe Homes Ltd (the Applicant) in order to discharge Condition 13 of planning permission PL/2024/05435 for 55 residential dwellings on Melksham Road, Holt.

1.2. The scheme comprises 55 residential dwellings on Melksham Road, Holt located around 950 metres to the east of the approximate Holt village centre. Planning permission was granted by Wiltshire Council, subject to conditions, on the 3rd July 2025. The site layout has been submitted with the Reserved Matters application.

1.3. Condition 13 of the Decision Notice states the following:

13. No development shall commence on site (including any works of demolition), until a Construction Management Statement, together with a site plan, which shall include the following:

1. the parking of vehicles of site operatives and visitors;

2. loading and unloading of plant and materials;

3. storage of plant and materials used in constructing the development;

4. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;

5. wheel washing facilities;

6. measures to control the emission of dust and dirt during construction;

7. a scheme for recycling/disposing of waste resulting from demolition and construction works;

8. measures for the protection of the natural environment;

9. hours of construction, including deliveries; and

10. pre-condition photo survey.

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.

1.4. This CMS addresses the details set out at Condition 13.

2. Site Context and Local Highway Network

Site Context

- 2.1. The site is located approximately 950 metres east of the approximate Holt village centre, and five kilometres southwest of Melksham. The site currently comprises open land, and is bound by open land to the north, an equestrian centre to the east, the B3107 Melksham Road to the south, and residential dwellings to the west. The location of the site is shown on **Figure 2.1**.
- 2.2. The proposed access for all vehicles is via the B3107 Melksham Road.
- 2.3. There are no PRoWs that cross or abut the site.

Local Highway Network

B3107 Melksham Road

- 2.4. The B3107 Melksham Road is primarily an unlit, single carriageway road which routes to the east and west of the site. It measures approximately five metres wide, and within the vicinity of the site it is subject to a 50mph speed limit. The speed limit on Melksham Road reduces to 30mph at the Great Parks junction, approximately 120 metres west of the site access.
- 2.5. To the west of the site, Melksham Road connects to the B3107, and to the east it connects to the A350. There is a one metre wide footway located 120 metres west of the site access, that routes west. There are no cycling facilities provided within the vicinity of the site.

3. Development Proposals

Permanent Vehicular Access Arrangements

- 3.1. Access to the site for construction is proposed via the B3107. The agreed access arrangement drawing is provided in **Appendix A** which also indicates the proposed pedestrian and cycle access, crossing facilities, and a new bus stop. The access will be constructed before the development commences on site.
- 3.2. The internal roads and sewers for the development will be installed in the early stages of the development to base course to reduce the amount of mud overspill on to the highway. Before this is possible a stoned area will be constructed to allow for construction vehicles to enter site on to a clean running area.
- 3.3. Temporary signage will be erected in the vicinity of the site access during the construction phase, including:
 - i. Diagram 7301 'WORKS TRAFFIC ONLY' in the Traffic Signs and Regulations and General Directions (TSRGD) will be used to indicate that heavy construction vehicles are turning. Signage will be white text and red background 1050 x 750mm mounted in 'A' frame, as illustrated at **Appendix B**.
 - ii. It is anticipated that Diagram 506.1 'Side Road Ahead' signage will be provided on both Melksham Road approaches to provide advance warning of the junction's location. Full details of signage can be discussed and agreed through the subsequent detailed design of the access and the associated Section 278 Agreement.
- 3.4. Additional mitigation measures are considered further at **Chapter 4**.

Construction Compound

- 3.5. A temporary site construction compound for the scheme will be located within the site. It will be secured by heras fencing and will be of suitable size to accommodate the turning movements of the largest typically expected vehicles.
- 3.6. The construction compound will be on generally flat ground that will be excavated and surfaced with aggregate/stone to support weight bearing plant and equipment. The construction compound will be removed after construction is complete.
- 3.7. The site set up plan is provided in **Appendix C** indicating the location of the site compound, parking areas, and site storage location.
- 3.8. The compound will include the following in line with the requirements of Condition 13:
 - i. Welfare facilities and site office space.
 - ii. Unloading area and short-term parking for HGVs.
 - iii. Laydown area.
 - iv. Space for HGV turning.

- v. Temporary storage area.
- vi. Storage units.
- vii. Waste storage.
- viii. Reception area.
- ix. Wheel washing facilities.

Parking

- 3.9. Parking spaces for vehicles to park (e.g. cars, vans and mini-bus spaces) for site operatives and visitors are provided within the site, as shown in the site set up plan as provided in **Appendix C**. Parking will therefore be contained within the site, and no unnecessary parking will occur on the local highway network. Visitors will be advised of the parking arrangements in advance of travelling to the site. The site manager will monitor that parking is taking place in the designated area within the compound and will identify additional parking areas if required.

Storage of Plant and Materials

- 3.10. The compound will also include areas for the storage of plant and equipment. The storage containers will be used to store materials, products, parts, crates, packing materials and waste for the duration of the construction phase. It is not anticipated that any long-term storage of materials is required on site as materials will be delivered gradually throughout the construction period. The storage containers will be used for short-term storage of materials.
- 3.11. Loading and unloading of construction materials and plant will take place within the construction compound.
- 3.12. Appropriate space for HGVs to turn within the site will be provided so that all vehicles can access and egress the site in a forward gear.

Site Security Hoarding

- 3.13. The site will be secured by heras fencing which will be two metres high and will be 'anti climb'. Members of the public passing the site will be able to view the progress of the development through the heras fencing.
- 3.14. Whilst condition 13 (Item 4) indicates that *the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate*, is provided, the Applicant has confirmed that heras fencing will be used around the site perimeter and for the construction compound. Heras fencing is considered secure with wire mesh providing visibility whilst limiting access.

4. Proposed Mitigation Measures

- 4.1. The appointed contractor will introduce appropriate measures to minimise the impact on the local highway network resulting from construction activities. These will be managed by the Site Manager.
- 4.2. The details of the Site Manager will be provided to the highway authority in advance of any works being carried out and will be available for local residents at the site access point for the duration of the construction period. The exact site contact details will be confirmed in due course, prior to the commencement of the construction works.

Management of HGVs

- 4.3. The proposed HGV traffic routing is indicated on **Figure 2.1**. This indicates that traffic will arrive from and exit towards the east of the site via Melksham Road to/from the A350. Construction traffic will therefore avoid travelling through Holt village.
- 4.4. The hours of construction, deliveries and collections from the site will be restricted to between 08:00 and 18:00 on weekdays and between 08:00 and 13:00 on Saturdays. No deliveries or collections will take place on Sundays or Bank holidays, unless agreed in writing with the local planning authority.
- 4.5. The arrival and departure of HGVs at the site will be strictly managed by the Site Manager who will identify a timetable for deliveries to avoid any conflicts. Drivers and banksmen will adhere to the delivery schedule and will be required to call ahead to ensure that any emerging HGVs can be held, if necessary, within the construction compound. No HGVs will be permitted to wait on the public highway.

Temporary Construction Signage

- 4.6. Temporary construction signage to advise drivers of the increase in HGV traffic during the construction period will be posted in the vicinity of the site access on the B3107 and on the construction traffic route to/from the A350.
- 4.7. The signage will be located within the highway verge along the route and either side of the site access. This will be provided in line with The Traffic Signs Manual: Chapter 8 (2020) as appropriate, and is proposed to include:
- Sign Ref: 7301 – 'WORKS TRAFFIC' located 20 metres prior of access.
 - Sign Ref: 7306 – 'WORKS ACCESS ONLY' located 100 metres prior of access.
 - Sign Ref: 7001 – 'MEN AT WORK' located 400 metres/600 metres/800 metres prior of access.
 - SLOW' located 50 metres prior of access; and
 - 'CAUTION SITE ACCESS AHEAD' located 200 metres prior of access.
- 4.8. The signage will remain in place for the duration of the construction period.

Condition Survey

- 4.9. A pre-commencement Condition Survey of the local highway network has been carried out before construction works at the site to assess the baseline condition of the adopted highway.
- 4.10. The extent of the survey was agreed with Wiltshire Council Highways on 14th October 2025 prior to the site visit and the survey taking place which comprises 250 metres either side of the site access point on the B3107.
- 4.11. The pre-condition survey is included at **Appendix D**.

Recycling and Waste Disposal

- 4.12. Storage containers within the site compound will be used to store materials, products, parts, crates, packing materials and waste for the duration of the construction phase. Regular audits will be conducted to monitor waste volumes and ensure compliance with recycling targets. All containers will be removed promptly when no longer required, and efforts will be made to minimise landfill contributions by prioritising the reuse and recycling wherever feasible.

Protection of the Natural Environment

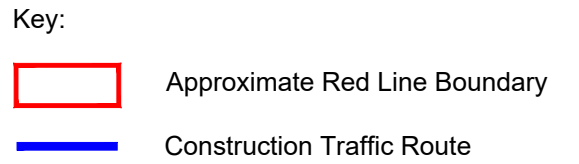
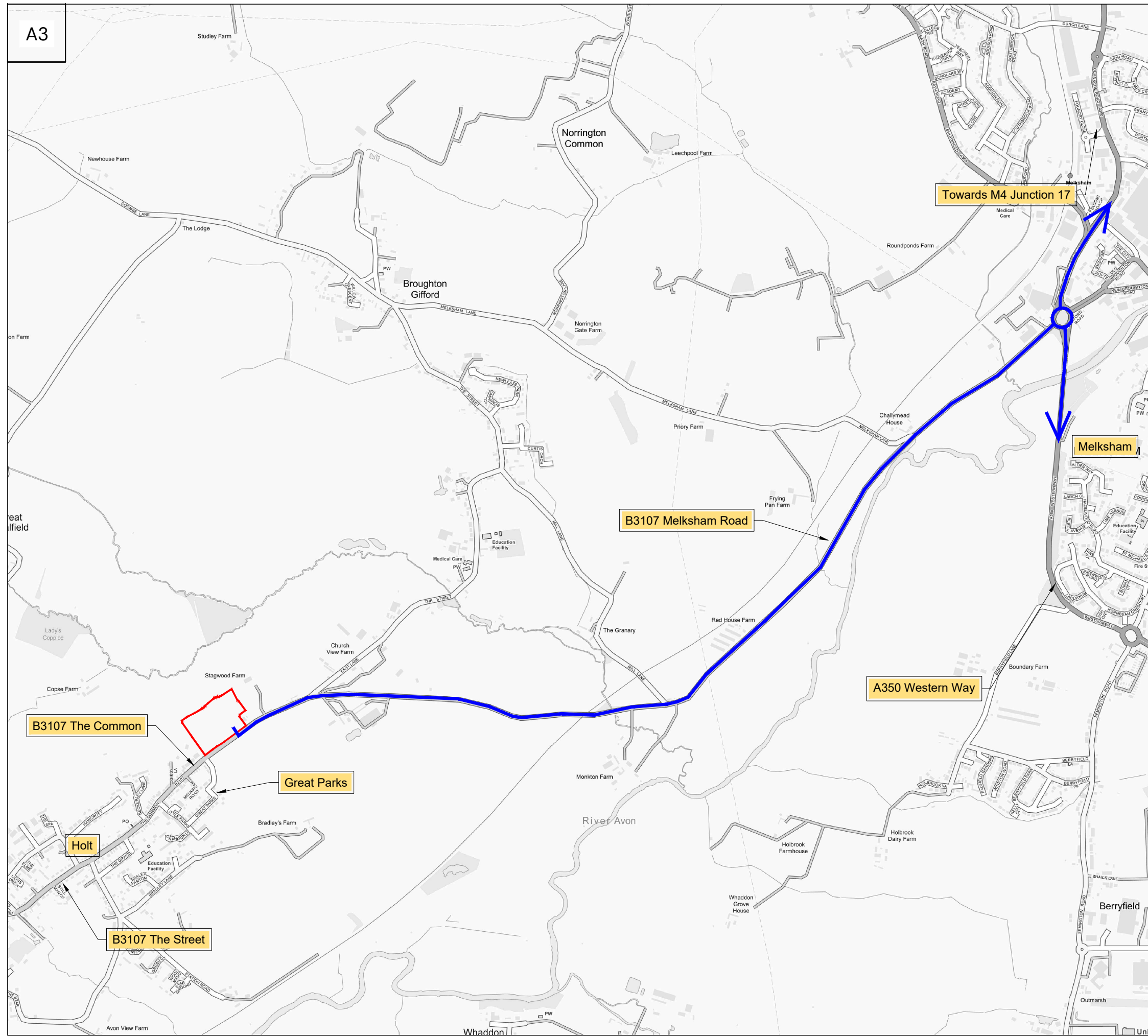
- 4.13. All contractors will adhere (so far as is reasonably practicable) to the measures set out below in order to help reduce the air and noise impacts of construction on the local environment and contribute to a more environmentally responsible construction process:
 - i. Delivery activities, plant, stockpiled materials, and/or any other activities liable to significant dust generation will be located as far away as possible from the development site boundaries.
 - ii. Stored materials liable to dust generation will be covered with tarpaulin, or otherwise contained as far as is reasonably practicable.
 - iii. Skips, chutes, and conveyors will be covered and if necessary enclosed to ensure that dust does not escape.
 - iv. All vehicles carrying loose materials will be securely covered.
 - v. Workforce, vehicles, and site activities will minimise noise where possible, including positioning of noisy activities away from sensitive areas such as near residential dwellings.
 - vi. Recycling and the reuse of materials will be prioritised throughout the construction phase, including the segregation of waste and reuse of materials where appropriate.
 - vii. vehicles will switch off engines when stationary, with idling prohibited to reduce air and noise emissions and fuel consumption.
 - viii. The number of cars and vans entering the site will be kept to a minimum through careful scheduling and the promotion of vehicle sharing and/or mini-bus travel for site staff. Electric vehicles will be utilised where possible.

Measures to Control Dust and Dirt

- 4.14. The site manager will conduct regular inspections of the highway network adjacent to the site on the B3107. If necessary, any dust, mud, or debris transferred from the site onto the local highway network would be removed.
- 4.15. A forklift vehicle will be onsite at all times during the construction phase with a road brush attachment available that will be used to control the presence of dirt and mud. During times when earth removal operations are taking place, a vacuum road sweeper will be on site in addition to the forklift vehicle, to ensure the surrounding highway is kept clean and clear.
- 4.16. Should a jet wash be required, this can be made available. Where possible, this will be set back within the site to reduce any water run off going onto the B3107 Melksham Road. If works are carried out during projected freezing conditions, ice hazards on the site roads and adopted highway will in the first instance will be controlled by the positioning of the works to minimise this occurring, but as a precaution road salt will be available as needed.
- 4.17. Gullies onsite will have a mud filter liner over them to stop any mud or silt being deposited on the highway which will alleviate water run off onto the carriageway. Further water run-off from site will be controlled by keeping a topsoil strip around the boundary of the development. If required land drains will be installed to direct the water to a discharge point.
- 4.18. All onsite gullies will have a mud filter liner placed over them to stop any mud / silt entering the local drainage, these will also be cleaned out regularly as and when required, this will alleviate any water run off onto the highways.
- 4.19. Water run-off from site will be controlled by keeping a topsoil strip around the boundary of the development, and then if required land drains will be installed to direct the water to a discharge point.



Figures



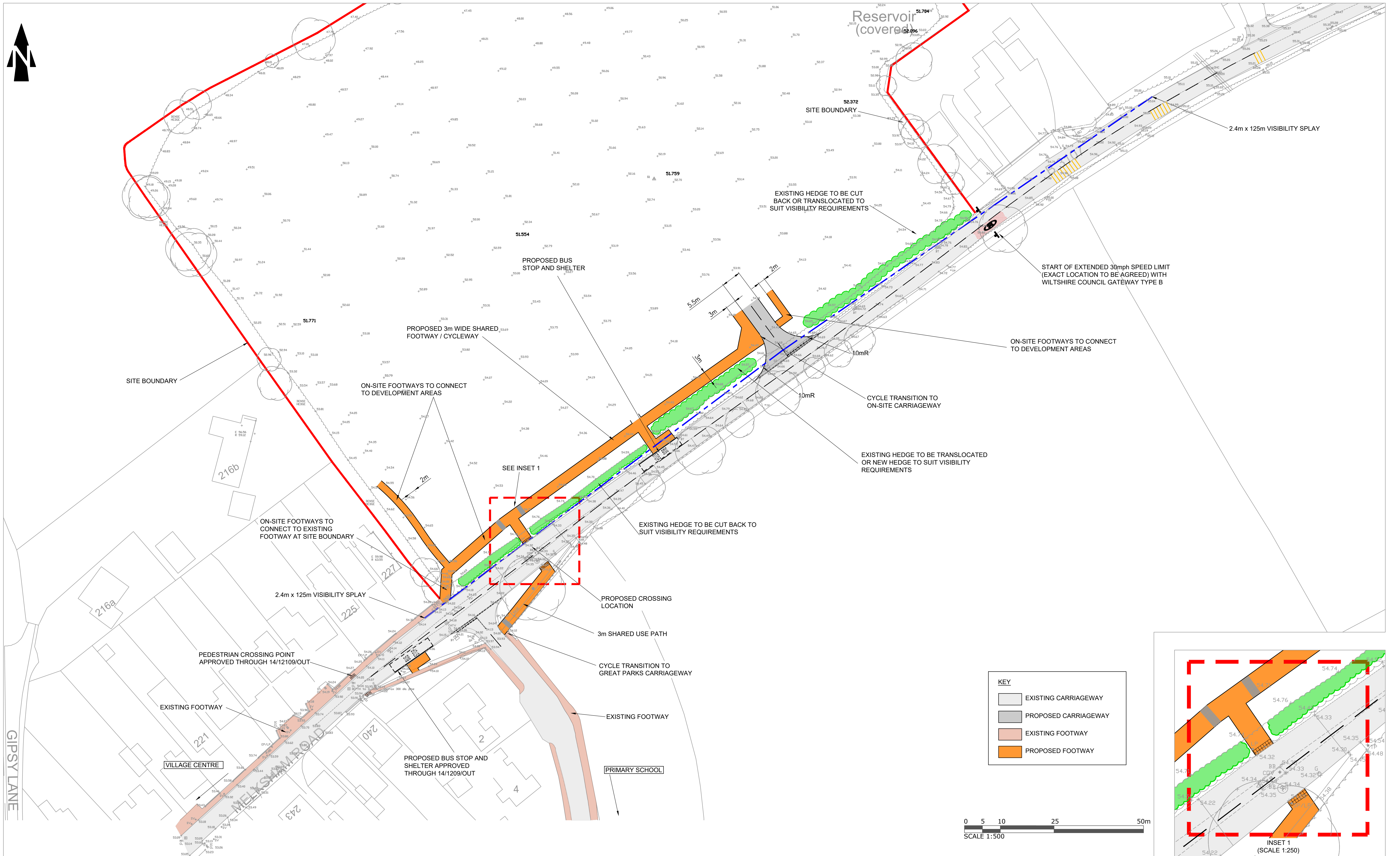
SITE LOCATION AND CONSTRUCTION TRAFFIC ROUTE PLAN

CLIENT:	STATUS:
REDCLIFFE HOMES LTD	INDICATIVE

JOB NUMBER: P25-1396 DRAWING NUMBER: FIGURE 2.1 REVISION No: -



Appendix A



REV	DETAILS	DRAWN	CHECKED	DATE
A	TOUCAN CROSSING REMOVED. ACCESS & FOOTWAYS ADJUSTED TO SUIT LATEST MASTERPLAN. SPEED LIMIT, SIGNAGE, ROUNDNEL AND RUMBLE STRIPS RELOCATED	SLW	CDM	09.12.2024

NOTES:

1. Do not scale from this drawing.
2. This drawing is for illustrative purposes only and not for construction.
3. This drawing is to be read and printed in colour.

PROJECT: MELKSHAM ROAD, HOLT					CLIENT: REDCLIFFE HOMES		
DRAWING TITLE: SITE ACCESS STRATEGY					MILES  WHITE TRANSPORT		
DRAWN: SLW	CHECKED: CDM	DATE: 12.05.2022	SCALE: 1:500	SHEET SIZE: A1	DRAWING NUMBER: 22044-GA01		REVISION: A



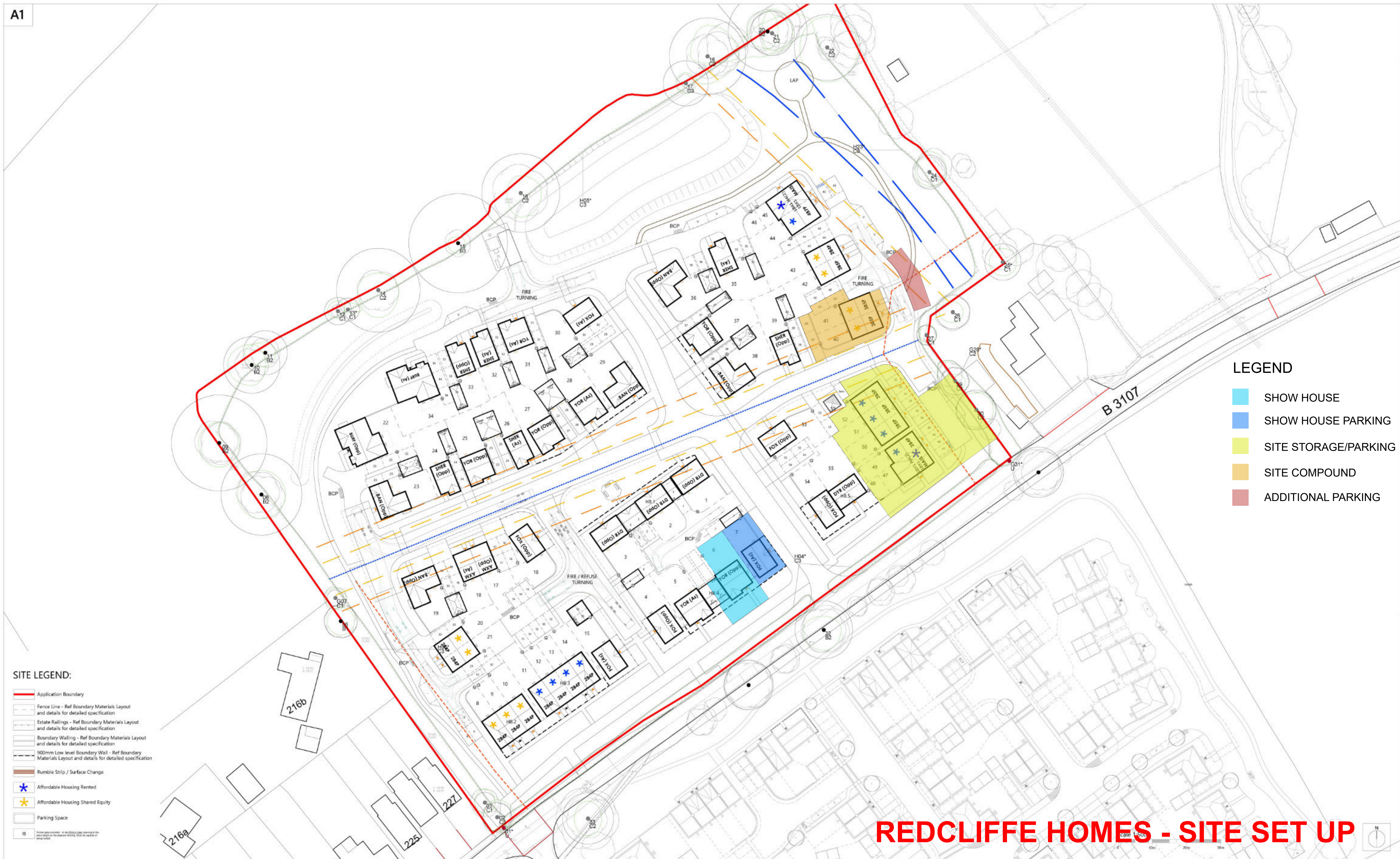
Appendix B



1. Temporary Construction Traffic signage (Diagram 7301 'WORKS TRAFFIC' in the TSRGD)



Appendix C



Romsey T:01794 367703
Portishead T:01275 407000
London T:01794 367703

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Rev	Description	Date	Au	Ch	Rev	Description	Date	Au	Ch
P1	Draft Issue	21.08.25	SC	MK					
P2	Updated to client comments	26.08.25	SC	RA					
P3	Plot numbers addressed, drive ways to plots 35 & 36 updated, drive for 53 pushed back 1m, plots 8, 13, 14, 43, 44 & 52 gates adjusted.	27.08.25	SC	RA					
P4	Adjusted plots 8-11 garden gates. BCP added to western road visitors spaces adjusted as necessary.	27.08.25	NC						
P5	Street Lighting added, VP adjusted (western edge)	02.09.25	SC						
P6	2x bungalows added to plots 22 and 34, affordable mix updated	08.09.25	ZC						
P7	Layout updated to suit surveyed drainage, bunglows updated to 3b, HT mix adjusted	16.09.25	ZC						
P8	Front walls updated, estate railings added to 4 and 15.	17.09.24	SC						
P9	Sub-station added, estate rails added to plot 16	23.09.25	ZC						
P10	Layout updated to client comments	24.09.25	SC						
P11	Layout updated to client comments 6/10, AIA layout linked	09.10.25	SC						

Project Melksham Road, Holt
Drawing Site Layout

Client	Redcliffe Homes Ltd	Date	21.08.25
Job no.	REDC250527	Rev.	P11
Dwg no.	SL01	Scale	1:500 at A1
Author	MK/SC	Checked	-
Status	PRELIMINARY	Office	Romsey
Client ref.			



Appendix D



Highway Condition Survey in association with Melksham Road, Holt – PL/2024/05435

Project number: P25-1396
Document Ref: TR02
Project Name: Melksham Road, Holt
Date of survey: Tuesday 21st October 2025
Start of survey: 10:00
End of survey: 10:30
By: Emily Barker (Pegasus Group)
Conditions: Cloudy and Dry

1. Introduction

- 1.1. This Condition Survey has been prepared by Pegasus Group on behalf of Redcliffe Homes Ltd. to record the existing highway condition of the local highway network which comprises the B3107 Melksham Road.
- 1.2. The site is located approximately 950 metres east of the Holt High Street. The scheme comprises 55 residential dwellings on Melksham Road, Holt. Planning permission PL/2024/05435 was granted, subject to conditions, on the 3rd July 2025. Wiltshire Council are the local highway authority.
- 1.3. Condition 13 of the Decision Notice requires a Construction Management Statement and part 10 requires a pre-Condition photo survey.
- 1.4. This pre-construction Condition Survey has been prepared to discharge Condition 13 (item 10) of permission PL/2024/05435.
- 1.5. The extent of the Condition Survey includes 250 metres either side of the site access point on the B3107 Melksham Road. The scope of the survey was agreed by email on 14th October 2025 with Wiltshire Council prior to commencement of the survey. Officers declined the invitation to accompany Pegasus Group on the site visit but suggested that a video evidence would be helpful.
- 1.6. The Condition Survey was carried out by Pegasus Group on Tuesday 21st October 2025.
- 1.7. Photographic and video evidence of the Condition Survey is provided alongside this report. All evidence gathered was prior to the commencement of construction activities at the site. The video evidence should be viewed in conjunction with this report and is included with the wider submission.

2. Definitions

- 2.1. Fattening – is a carriageway defect where excess bituminous binder has come to the road surface through periods of hot weather. This results in excessive binder in the road content or embedment of aggregate particles.
- 2.2. Edge deterioration – is a defect where the carriageway surface is beginning to break away at the edges and is generally caused by poor edge support and / or vehicle over run.
- 2.3. Cracking – is a defect that may indicate that the carriageway layers are in partial or complete failure.
- 2.4. Rutting – is a continuous longitudinal depression in the wheel track which can create ponding or manoeuvrability issues.

3. B3107 Melksham Road

- 3.1. There was no fatting, edge deterioration, cracking, or rutting observed at the time of the site visit as seen in **Images 1, 2, 3, and 4**, below and in the video. **Inset 3.1** indicates the location of the Images.
- 3.2. Further detail of the B3107 Melksham Road is included within the video evidence and will be submitted to Wiltshire Council, as the local highway authority, via email.

Inset 3.1 – Photo Locations



Image 1



Image 2



Image 3



Image 4



4. Summary

- 4.1. The Condition Survey undertaken by Pegasus Group on Tuesday 21st October 2025 has recorded no instances of damage and signs of wear along the study area on the B3107 Melksham Road.
- 4.2. Photo evidence of the survey is provided within this report, and video evidence will be provided separately by email to Wiltshire Council highways team.
- 4.3. The areas highlighted in this report will be monitored post completion of the construction activities to assess whether deterioration has occurred. A post-construction Condition Survey will be undertaken to assess the condition of the surveyed areas.
- 4.4. Where remediation works are required as a result of construction activities associated with construction activities at the site, the extent and details of the repairs will be agreed with Wiltshire Council, as the local highway authority, as appropriate.

END

Expertly Done.

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