

Construction Management Statement



Development of Single Dwelling at
2a Styles Close, Porton, Wiltshire, SP4 0BG
Developer: Knightspur Homes Limited
Grant of Planning Permission ref: PL/2025/03225

Contents

SECTION 1	3
Introduction	3
1.Construction Management Statement aims	3
2.Brief scope of work	3
3.Site Location.....	4
5.Management, Monitoring & Control.....	4
6.Health & Safety Plan	5
SECTION 2	6
Construction Management Statement	6
1.Parking of vehicles of site operatives and visitors.....	6
2.Loading and unloading of plant and materials	9
3.Storage of plant and materials used in constructing the development.....	11
4.Erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate.....	13
5.Wheel washing facilities.....	13
6.Measures to control the emission of dust and dirt during construction	15
7.A scheme for recycling / disposing of waste resulting from construction works.....	15
8.Measures for the protection of the natural environment.....	17
9.Hours of construction, including deliveries.....	18
10.Measures to prevent excessive noise and vibration.....	19
SECTION 3	20
APPENDIX	20
1.Site Plan.....	20
2.Construction Traffic Schedule.....	21
3. Vehicle scale diagrams	22
3.5 Concrete Lorry.....	23
3.6 Skip Lorry.....	24
4.Health & Safety Plan	24

SECTION 1

Introduction

1. Construction Management Statement aims

In this document, we address the requirements for the Construction Management Statement (CMS) set out in condition 10 of the Grant of Planning Permission ref: PL/2025/03225. The requirements are as follows:

1. 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. 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 construction works.
8. Measures for the protection of the natural environment.
9. Hours of construction, including deliveries.
10. Pre-condition photo survey.

The CMS includes a further provision entitled ‘Measures to prevent excessive noise and vibration’. Knightspur Homes believes this is a necessary provision, to ensure a comprehensive approach to managing construction activities that respects the neighbouring community and the local environment.

Within each section reference is made to the different phases of construction, divided into three consecutive phases:

Phase 1 – Substructure, external areas, mains services & drainage.

Phase 2 – Superstructure.

Phase 3 – Fit out, external works & garden areas

2. Brief scope of work

Construction of a single three bedroom dwelling with garden at 2a Styles Close, Porton, Salisbury, SP4 0BG. Construction activities include site clearance (vegetation / topsoil strip); provision of temporary compound and storage areas, site set-up and access; excavation and construction of storm and foul drainage; excavation and laying of mains services installations; construction of substructure, superstructure and roof with all associated scaffolding; external works and landscaping.

3.Site Location

The site address is 2A Styles Close, Porton, Salisbury, SP4 0BG. Porton is a relatively small village, with a population of around 2000 people. It is approximately 3 miles northeast of Salisbury. The site itself joins onto Winterslow Road; a busy road forming the spine of the village. Accounting for the congestion on this road at particular times of the day is one of the aims of this CMS. Knightspur Homes Ltd completed a 20-unit housing scheme in 2025 and road and services infrastructure is already in place.

Due diligence will be taken to ensure minimal disruption to the residents of this new scheme, and to surrounding neighbours at Chalk House and on St Nicholas Close. Within the vicinity of the development site, there are some notable amenities: the village supermarket, Nisa Local; the St Nicholas C of E Primary School. Additionally, Porton Down and Porton Science Park are both significant employers in the area. Being located on or just off of Winterslow Road, Knightspur Homes recognises that congestion and traffic movements will be a concern, and will safeguard against undue disruption by enforcing restricted delivery times (see Section 2 Item 9) and providing a construction traffic schedule (*see appendix 2.Construction Traffic Schedule*).

4.Construction Project Team

Knightspur Homes Ltd is both the owner and developer of the site and is committed to allocating all necessary resources to efficiently manage and execute the construction work.

The following personnel will be engaged by Knightspur Homes Ltd to oversee the construction of the project and work closely with and monitor the performance targets of the appointed contractor:

Construction Manager	Gary Rumbell
Project Manager	Barry Tompkins
Health & Safety Coordinator	Flagg Safety Consultants

5.Management, Monitoring & Control

The identified risks, control measures and responsibilities will be communicated to all contractors and site personnel through the company's own safety policies and by the appointed contractor's site-specific induction, 'Toolbox Talks' and through detailed, task-specific risk assessments and method statements.

The project team will be responsible for implementing the requirements of the CMS and for monitoring its effectiveness through ongoing site inspections and daily management activities.

The project manager will conduct daily checks and oversee weekly environmental inspections to ensure all required monitoring actions are properly carried out.

In addition, the Construction Manager will perform monthly audits of construction activity performance. These will include site inspections as well as occasional consultation with nearby residents, shops and businesses to gather feedback on the impact of the works. Any complaints received by Knightspur Homes Ltd will be managed in line with the company's Feedback Procedure.

6. Health & Safety Plan

Under the CDM Regulations, a site-specific Health & Safety Plan (HSP) will be prepared by Knightspur Homes Ltd, outlining the key risks and the control measures to be implemented to ensure the safe design and construction of the building works while minimising the impact of site operations on the surrounding environment.

The client has overall responsibility for the successful management of the project and is supported by the principal designer and principal contractor in different phases of the project. The principal contractor will work closely with the principal designer to develop and update the HSP throughout the project, ensuring that construction activities are conducted safely and with due regard for the local environment

SECTION 2

Construction Management Statement

1. Parking of vehicles of site operatives and visitors

Knightspur Homes will manage all site-related parking to ensure it causes minimal disruption to local residents. All operatives and visitors will be required to adhere to these rules.

Under no circumstances will site operatives or visitors be permitted to park on Winterslow Road, unless in a designated and legally marked bay. This is to avoid obstruction of local access, refuse collection, emergency services, resident's drives and generally to minimise congestion. Parking is also strictly prohibited on verges, footpaths or grassed areas outside of the site.

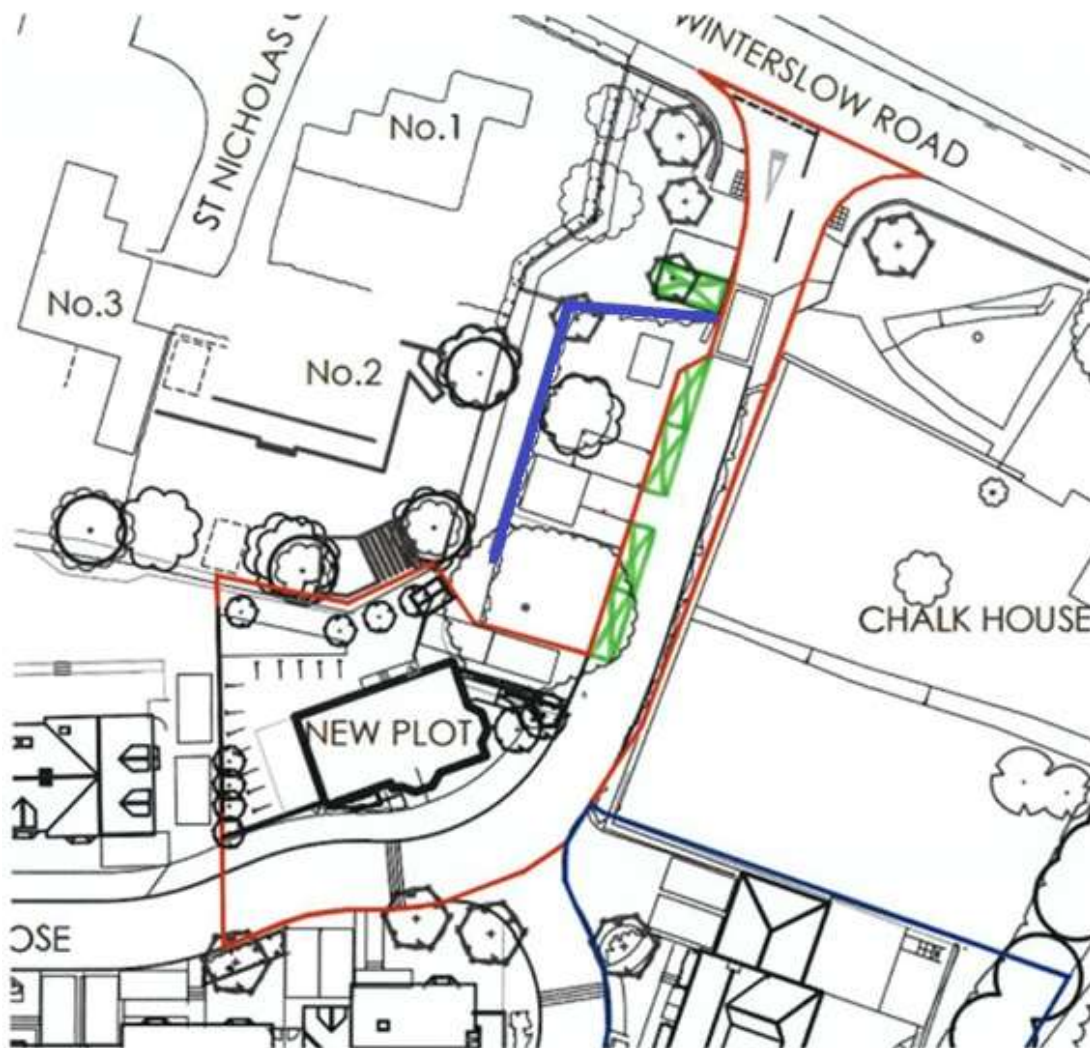
These parking rules will be communicated to all operatives during their site induction before work commences. A copy of this policy will be displayed prominently in the site office. Appropriate signage will be erected at key locations on the site perimeter and access points to establish where operatives and visitors are able to park. The project manager will monitor compliance daily. Repeated breaches of this policy by operatives may result in disciplinary action.

Consideration for neighbours is also a priority of the developer. The project manager will proactively communicate with immediate neighbours at the start of the project to inform them of the parking arrangements and provide a telephone contact number to report any issues. Special arrangements will be made for specific, high-impact deliveries (eg: concrete pour, trussed roof erection) to ensure delivery vehicles have safe and designated holding areas without blocking roads (see Section 2 Item 2).

The following section illustrates the available parking spaces during the different construction phases. It is important to note that, for example, while in Phase 3 there is expected to be no more than a maximum of six trades vehicles on site at one time, this doesn't mean that six vehicles will always be parked nearby for the whole day. Vehicles will come and go, and operatives will work varying hours. Therefore, the number of vehicles parked on site is likely to be less than the stated maximum.

Parking spaces for Phase 1 and 2

As shown on the site plan below, there will be four parking spaces available on the side of the road, close to the entrance of Styles Close, and one on the existing temporary parking bay outside the cob wall (outlined in blue). Space will be kept clear in front of the substation for access.

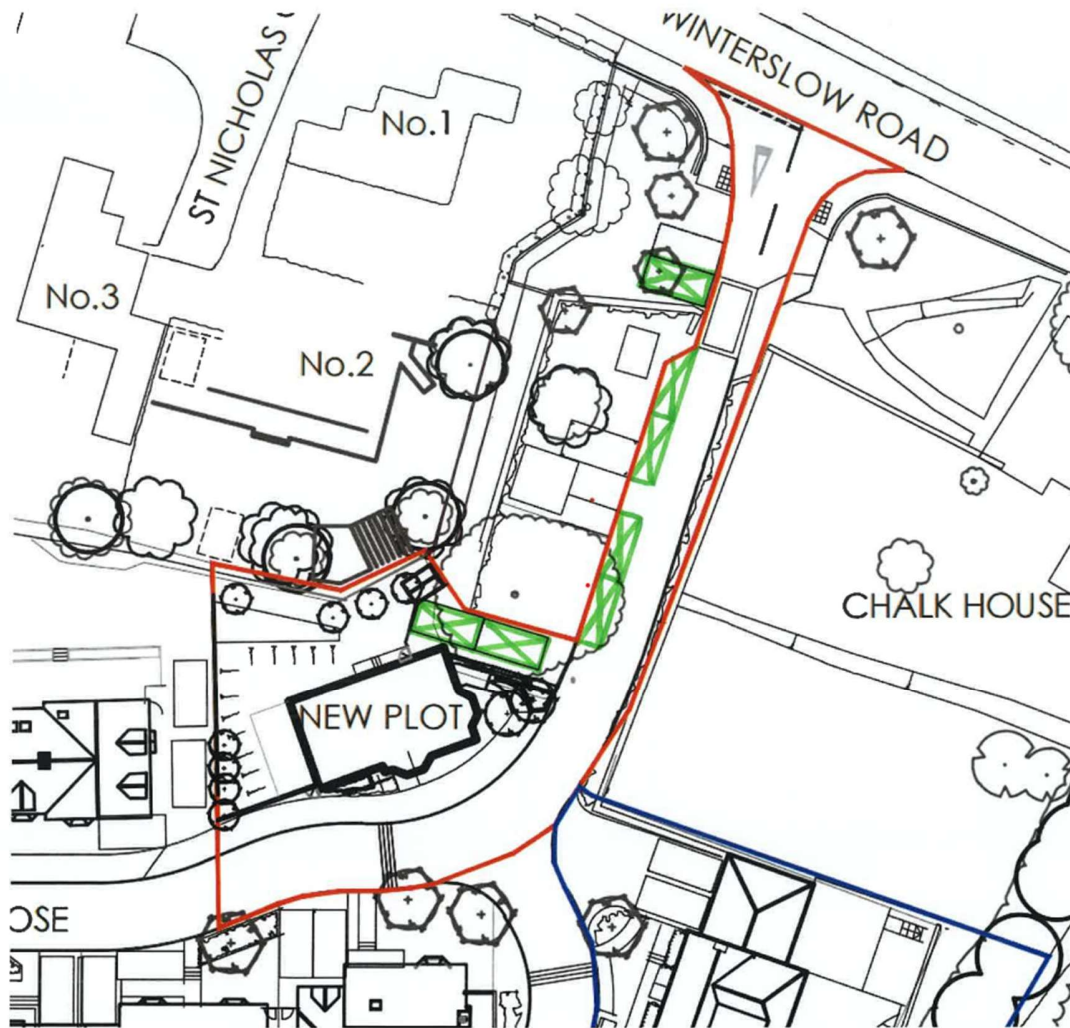


These spaces were used during the construction of the previous development and are known to accommodate vehicles without obstruction to traffic and pedestrians, with adequate space for cars to pass while enabling tradesman to parallel park.

Car-sharing will be common, meaning the five spaces are unlikely to be used at any one time. This ensures there will be parking spaces for other people working on site, such as the construction manager and project manager. If all these spaces are occupied, site operatives and visitors can park on the side of the road at The Avenue or Bonaker Close, both a short walk to Styles Close, neither having parking restrictions. However, because numbers of operatives working at any one time will rarely exceed 6, and due to car sharing practices, it is unlikely that operatives / visitors will need to park outside of the site.

Parking spaces for Phase 3

In Phase 3, the substructure and superstructure will have been built, scaffolding surrounding the perimeter of the new build removed and most excavations completed. This frees up two additional parking spaces adjacent to the house on the northeast corner, shown on the site plan below (outlined in green).



Both spaces fit the standard area for cars parked in tandem. Importantly these spaces facilitate the greater number of trades required during this phase. Typically, during first fix there will be, two electricians, two plumbers and one carpenter on site. After this, four plasterers and tackers will work in isolation. Then during second fix, the electricians, plumbers and carpenters will return. Following which a ceramic tiler and three to four decorators will be needed. Lastly, during final fix, the plumbers, painters, floor layers, sealant contractor, kitchen and wardrobe installer will work on site but not all at the same time.

With car sharing it is unlikely there will be more than six trade vehicles on site at any one time. Therefore, it is expected there will be spare parking spaces for others, such as the Project Manager,

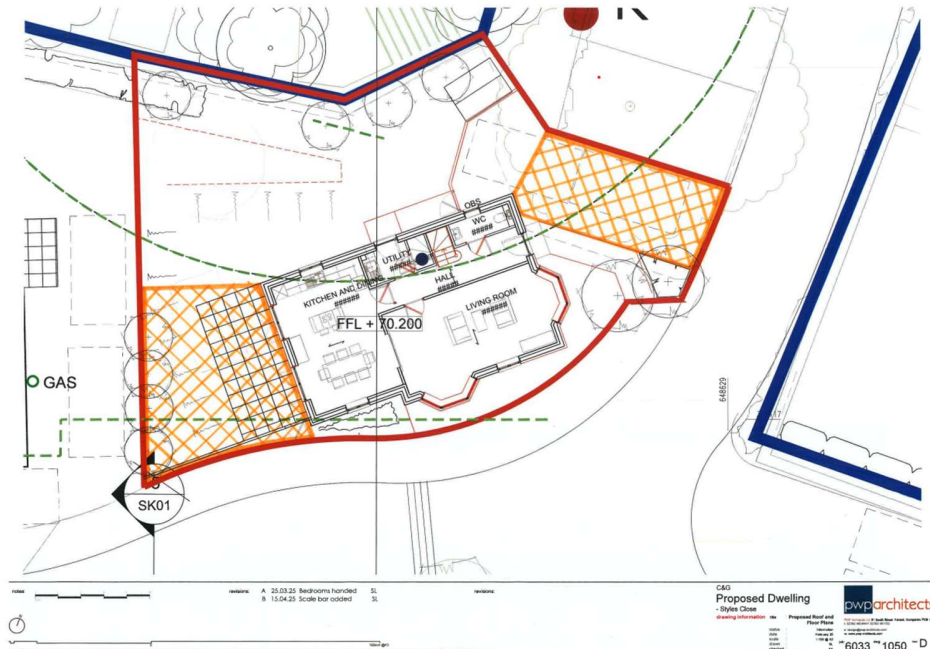
plus the occasional visits from Construction Manager and site visitors. If all these spaces are occupied, site operatives / visitors can park on the side of the road at The Avenue or Bonaker Close; both a short walk to Styles Close and neither having parking restrictions.

2.Loading and unloading of plant and materials

All loading and unloading operations have been planned and will be conducted to ensure the highest standards of health and safety, to minimise disruption to the local highway network, and to mitigate noise and nuisance for neighbouring residents.

All major deliveries of plant and materials must be pre-booked with the project manager. This aim to avoid vehicle clashes and ensure adequate space and labour are available for immediate offloading. Deliveries will be scheduled to avoid peak traffic hours and school run times to prevent congestion on local roads (see Section 2 Item 9).

The zones for loading and unloading are marked on the site plan below (shaded in orange). This area will be kept clear of other site operations and pedestrian routes for safety. A just-in-time approach will be favoured for large materials to minimise on-site storage requirements and reduce the number of individual deliveries. The reversing of vehicles into, out of or within the site will be controlled by a trained banksman using a recognised signalling system.



Vehicles will be offloaded immediately upon arrival. Drivers will not be permitted to leave vehicles unattended on the highway or block the site entrance. Waiting vehicles will be instructed to wait either reversed into the loading and unloading zones or immediately on the road in front of the site, careful not to block or restrict access to other vehicles and pedestrians.

All personnel involved in loading / unloading operations must always wear appropriate PPE e.g. high-visibility clothing, safety footwear, protective gloves, protective eyewear and hard hats, all as appropriate for the task. The lifting of materials and components using mechanical means will be planned by the Project Manager. Lifting operations will be carried out by trained operatives in accordance with a lifting plan and safe system of work (eg: ensuring loads are secure, slingers are used, etc). The site will be secured during and after unloading. High-value items and hazardous materials will be moved to secure storage immediately.

Styles Close and verges will be protected from damage during loading / unloading operations. Measures will include the use of track mats and a dedicated sweeper / cleaner to remove any mud or debris deposited on roads. Noise from unloading (eg: metal tailgates, reversing alarms) will be kept to a minimum. Dust-generating materials will be dampened down or covered during unloading. Neighbours will be informed of any potentially disruptive large or abnormal deliveries in advance.

Standardised health and safety signs will be prominently displayed at all times. Clear, polite and legible signs will be positioned for the protection of neighbours and the public. All signage will be kept clean, legible, and in good repair. They will be positioned in well-lit locations and immediately replaced if damaged or faded. Temporary lighting will be provided to ensure safe working during hours of darkness and to provide security illumination outside working hours. This will be particularly important during the winter months when most of Phase 1 and 2 will be completed.

Loading / unloading for Phase 1

The first element of Phase 1 is stripping the site. This will require an excavator, dumper and grab lorry (*see appendix 3.Vehicle scale diagrams*). The same vehicles will then be used to excavate the foundation trench. The grab lorry will remove the excavated soil from the site. After this, the concrete will be poured: a 6m³ concrete lorry will stand by on the roadside for up to two hours at a time pouring the foundation trench via a mechanical concrete pump. Three loads will be needed to pour the foundations.

Following foundations, the excavator, dumper and grab lorry will be needed to construct the below ground foul and storm drainage. A connection to the foul sewer in Styles Close will be made, and liaison with local residents will be required to ensure notice is given and disturbance kept to a minimum.

Materials for the substructure operations will be unloaded immediately prior to construction due to restricted storage space on site. These materials include: bricks, blocks, concrete beams, sand, cement, drainage materials, etc. The majority of these will be unloaded on site via HIAB (*see appendix 3.Vehicle scale diagrams*). Any smaller loads will be unloaded by hand. For specific information on deliveries, see the construction traffic schedule (*see appendix 2.Construction Traffic Schedule*).

Loading / unloading for Phase 2

Phase 2 is the construction of the superstructure. Materials for this will be unloaded immediately prior to construction due to restricted storage space on site. Materials will include bricks, blocks, floor joists, lintels, drainage, trusses, roof tiles, roof battens, plasterboard, sand, cement, etc. The majority of these will be unloaded on site via HIAB (*see appendix 3. Vehicle scale diagrams*). Any smaller loads will be unloaded by hand. A scaffold and hoist system will be used to elevate heavier materials to higher levels where necessary. For specific information on deliveries, see the construction traffic schedule (*see appendix 2. Construction Traffic Schedule*).

Loading / unloading for Phase 3

All construction materials used in Phase 3 will be loaded and unloaded using the same processes as in Phase 1 and 2. For all phases, no plant will need loading / unloading. Hand-held tools can be carried on and off the site by workers.

3.Storage of plant and materials used in constructing the development

The storage of all plant, equipment and materials will be arranged carefully, using the restricted space and ensuring a safe and secure workplace and local environment is maintained at all times. The primary objectives will be to prevent theft and damage, eliminate health and safety hazards, maintain clear access routes and present a professional and organised site to visitors and the public.

The zones for storage of materials are marked on the site plan below (shaded in orange). Also annotated is the location of the storage container (shaded in blue), which will be used to store high-value items and materials that need to be kept dry. Materials in these zones will be stored away from the edges of excavations, areas of overhead work and site traffic routes. Where possible, items will also be kept close to the point of use to minimise manual handling distances, but without causing obstruction. All materials will be stored neatly, stacked stable and secure on level ground, and kept clear of public footways and highways. Timber packs will be covered and raised off the ground on bearers to prevent moisture damage and rot.

Materials will be stacked at a safe height to minimise the risk of collapse and to avoid hazardous manual handling operations. All storage areas will be organised to maintain clear and safe access routes for personnel and emergency vehicles at all times. Fire points and first aid locations will never be obstructed. Materials susceptible to weather damage (eg: plasterboard) will be stored in the storage container on site.

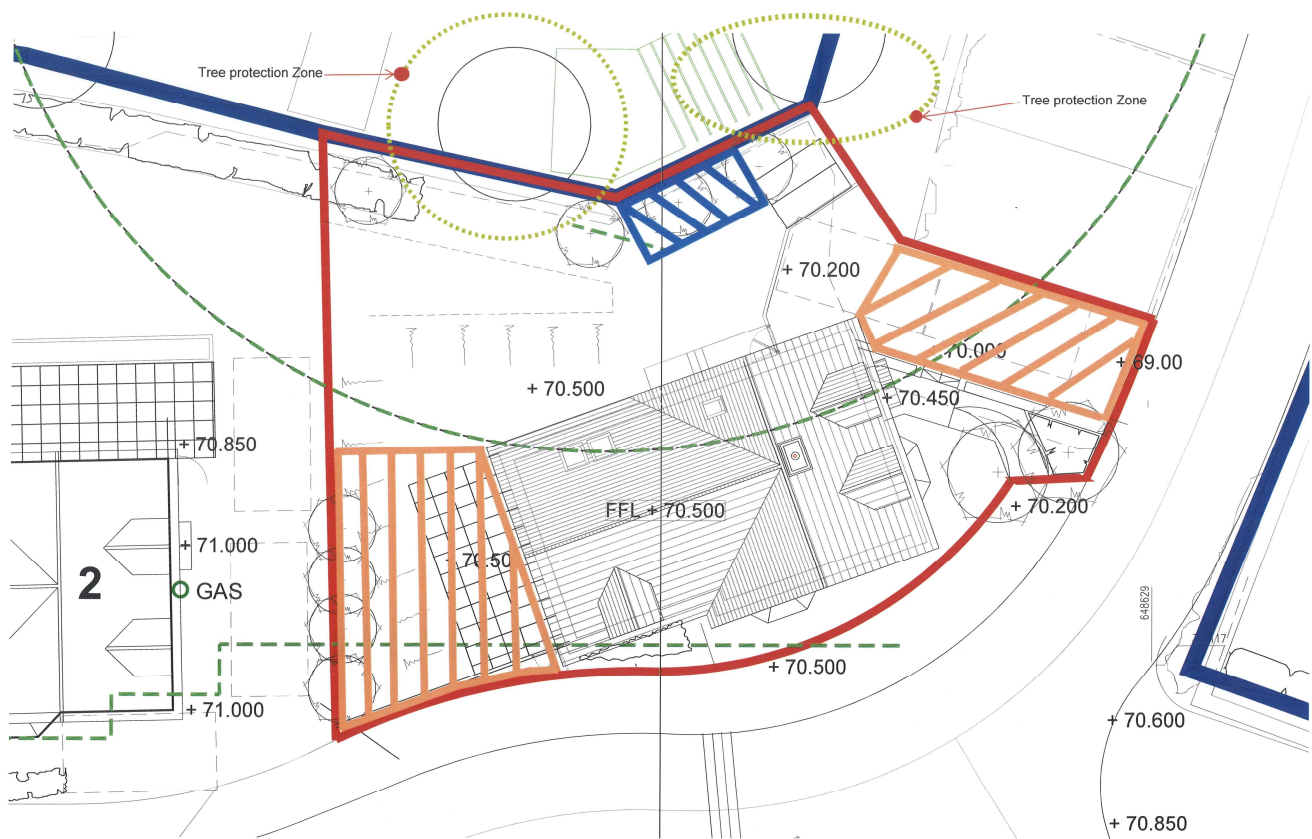
All hazardous substances (eg: fuel for construction vehicles, sealants, etc) will be stored in accordance with COSHH guidelines. This includes: being stored in the locked, well-ventilated and impermeable storage container on site; having clearly labelled containers with appropriate hazard warning symbols; having spill kits located adjacent to fuel and oil storage areas.

High-value items, portable tools and equipment will be stored in the storage container on site at the end of each shift. A formal check-in / check-out system will be used for certain high-value items (eg: copper piping).

Waste materials will be placed in the skip on site (see Section 2 Item 7). This area will be maintained regularly to prevent overfilling and littering.

The Project Manager will check storage areas in the daily site inspection to ensure standards are maintained, materials are secure and no new trip or fire hazards have been created. A 'clean as you go' policy will be enforced to ensure packaging and waste are promptly removed from work areas and placed in the designated waste skip. Deliveries will be coordinated with the storage plan to ensure materials can be moved to their designated zone promptly, avoiding temporary obstruction.

Most construction plant vehicles can be parked overnight in the dedicated parking spaces (see Section 2 Item 1). However, the dumper and excavator can be parked in the back garden. The Project Manager will coordinate with delivery drivers to ensure that the zones for storage of materials are not blocking the entry / exit of these vehicles when they are no longer needed on site. Keys will be removed from all plant and machinery when not in use. All vehicles will be fitted with immobilisers or GPS trackers to mitigate for theft / damage.



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

A robust and continuous security hoarding system will be erected around the entire perimeter of the site before any construction work begins, to prevent unauthorised access, ensure public safety, secure site assets and reduce the risk of vandalism. Heras fencing will be placed along the site boundary bordering on Styles Close, as well as along the north border of the site, separating the construction area from the strip of public green space. The remainder of the site is already bounded by garden fencing of surrounding neighbours. This will be maintained throughout the duration of the construction works.

During Phase 1 and 2, the Heras fencing will need to be moved from time to time so that construction vehicles can access the site, and so that deliveries can be made. The Project Manager will ensure that fences are moved back into place at the end of each day to provide security.

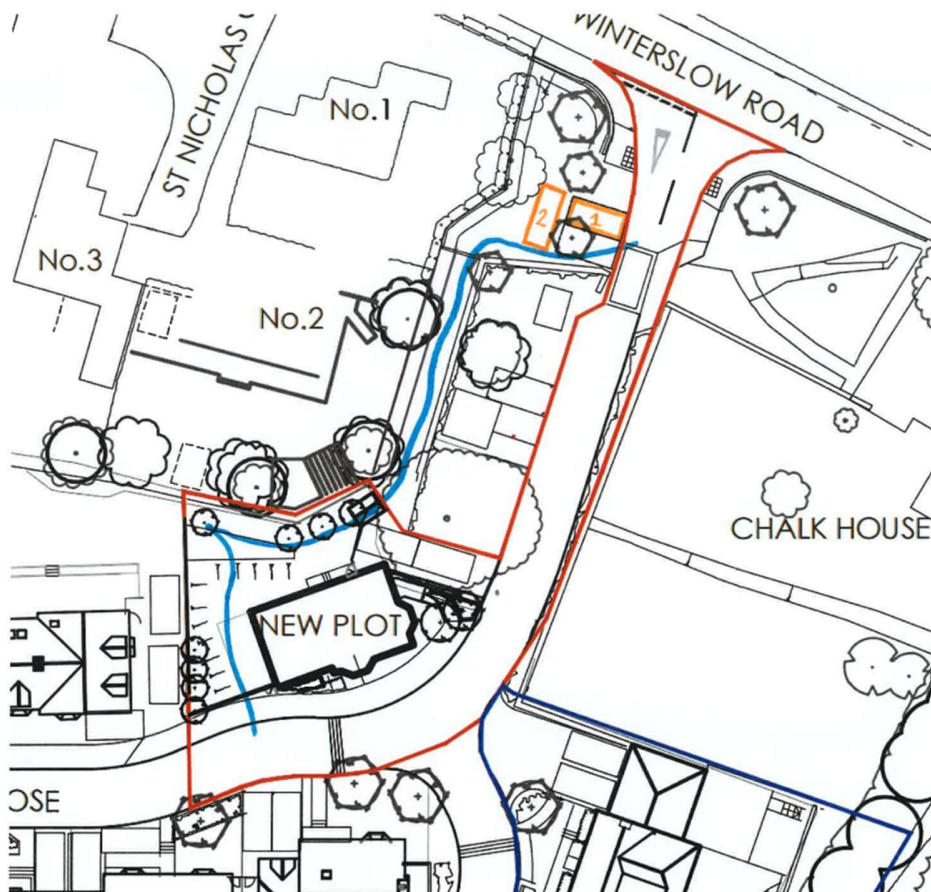
During Phase 3, the need to move the fencing will reduce however the same procedure will be adhered to. The integrity and stability of the hoarding / fencing will be included in the daily site inspection checklist conducted by the Project Manager, including checking for signs of damage, vandalism or attempted forced entry, structural stability including the condition of supports and bases, weather damage or degradation of materials, the security of gates and locks. Any identified damage or defects will be repaired immediately to maintain the security and safety integrity of the perimeter. During periods of high wind or severe weather, additional supports or propping may be installed if necessary.

The external face of the hoarding will be used to display clear, professional signage. This will include health and safety warning signs and contact number for enquiries or complaints. There will be no decorative displays or facilities for public viewing.

5.Wheel washing facilities

Knightspur Homes will prevent the transfer of mud, debris and other site contaminants onto Styles Close and Winterslow Road by the implementation and maintenance of effective wheel washing facilities on made ground, ensuring the safety of all road users and protecting the local environment. The made ground will be compacted scalplings on the areas of the plot that are designed to parking and patio areas. Due to space restrictions it is unlikely vehicles will enter onto unmade or soft ground. Skip changeovers, and other deliveries that take place 'on plot' to avoid temporary road obstruction, will be on made ground. Any mud that has migrated onto the made ground areas will be removed so that the risk of wheels of delivery vehicles picking up mud is minimised. Wheels, tracks and undercarriages will be washed using brushes and hosepipe before a vehicle exits the site onto Styles Close.

Additionally a further wheel washing facility will be established adjacent the site office and welfare area (marked 1 & 2 on sketch below) to ensure vehicles that leave the private estate and enter the public highway do so with clean wheels. The blue lines illustrate proposed water pipe runs. Once wheels are washed and vehicles have left site, roads will be swept to immediately remove any residual mud deposits.



Clear, prominent signs will be posted at the site exit stating: 'ALL VEHICLES MUST WASH WHEELS'. During peak periods of vehicle movement (eg: during Phase 1 or when there are multiple deliveries at once), the wheel wash areas may be supervised by a banksman or site operative to ensure compliance and assist drivers.

The Project Manager holds overall responsibility for ensuring the wheel washing facility is operational, properly maintained and used correctly. Adherence to the wheel washing procedure is a condition of site access for all operators and subcontractors. Non-compliance will be treated as a breach of site rules and will not be tolerated.

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

Knightspur Homes recognises that controlling dust and airborne particles is essential to protect the health of site personnel and the neighbouring community, to protect the environment and to minimise nuisance. A programme of preventative and mitigation measures will be implemented throughout all phases of the project.

Water suppression will be the primary method of dust control. The hose connection in the back garden (see Section 2 Item 5) will be available at all times and will be applied to: stockpiles of loose materials; working areas during cutting, grinding or drilling operations; the hardstanding either side of the new plot to suppress dust from vehicle movement. Additionally, where possible, the drop height for powdery or granular materials will be minimised (eg: when placing concrete, backfilling, or unloading materials) to reduce the energy impact and the creation of dust clouds.

All open-sided skips containing dry waste will be covered with sheeting when not in use. Stockpiles of soil or sand will be covered with tarpaulins or suitable sheeting, especially during dry, windy weather and at the end of each shift. A programme of regular site cleaning will be maintained. Surfaces will be swept (using brushes, not compressed air which exacerbates dust) and debris removed promptly to prevent build-up that can become airborne.

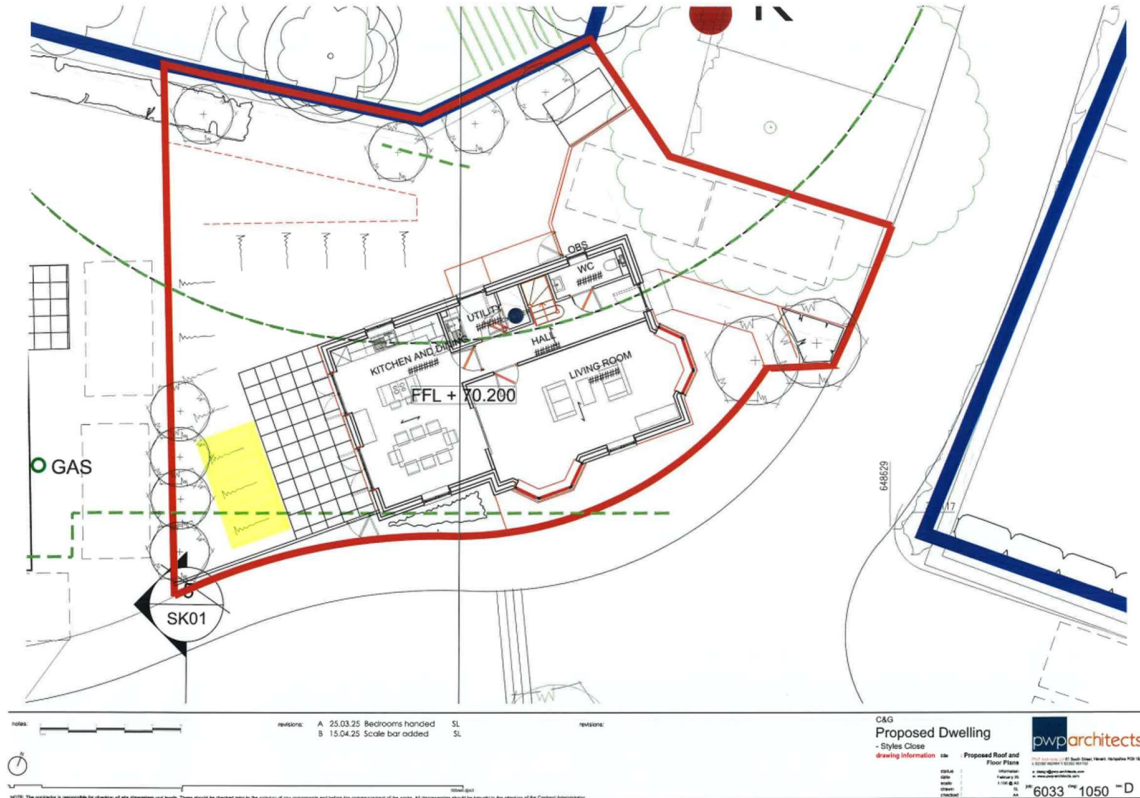
The Project Manager will monitor weather conditions, particularly wind speed and direction. In periods of hot, dry and windy weather, the frequency of water suppression and site sweeping will be increased. High-risk activities may be suspended if conditions are severe. A proactive and responsive approach will be taken to any neighbour enquiries or complaints. Any complaint regarding dust will be investigated immediately and further or additional control measures will be implemented as deemed necessary.

7.A scheme for recycling / disposing of waste resulting from construction works

Knightspur Homes is committed to minimising the environmental impact of waste generated from construction activities. Principles of good and sustainable waste management will be observed, to minimise waste, reuse, recover & recycle materials where possible and, ultimately, dispose of waste as a last resort. All waste will be managed in full compliance with the Environmental Protection Act 1990 and Duty of Care regulations.

The primary method of waste disposal will be via the skip. Its location is shown on the site plan below (shaded in yellow). There is only space for one skip on site so the types of waste being deposited into the skip must be carefully coordinated to ensure consistent segregation of materials. During Phase 1 and 2, the site will only require a general waste skip, which will be filled with construction materials such as brick, rubble, soil and timber. In Phase 3, the general waste skip will remain until the plasterboard work begins. At this point, the general waste skip will be replaced

with a plasterboard skip. Once the plasterboard work is finished, the general waste skip will come back. Instalment and removal of skips from the site will follow the same safety procedures as delivery vehicles (see Section 2 Item 2).



In Phase 3, metal from first fix will be separated and neatly stored on site. It will then be taken to a licensed facility that handles the disposal of waste metal. Any other waste material that cannot be deposited in the current skip on site at the time will be stored on site in a heap. This will be covered with a plastic sheet to prevent the transmission of dust and dirt. Once the relevant skip arrives which this waste can be deposited into, it will be dumped into the skip. The surface it was on will be swept and cleaned.

Waste will be minimised at source through careful material ordering (eg: using off-site fabrication, just-in-time delivery) and efficient site practices to reduce off-cuts and damage. All waste containers will be located on an impermeable surface to prevent leachate contamination. This area will be kept tidy and organised to avoid cross-contamination of waste streams.

All waste, whether for recycling or disposal, will only be removed from site by registered waste carriers licensed by the Environment Agency. A full audit trail will be maintained for every load of waste leaving the site. This includes obtaining a Waste Transfer Note for each load and a Consignment Note for any hazardous waste. These documents will be kept on file for a minimum of two years. We will prioritise sending waste to licensed recycling and recovery facilities over landfill. Any cardboard or paper will be separated from general waste and taken to these facilities.

The project manager will be required to specify the intended destination of the waste on the Waste Transfer Note and will seek to use facilities with high recycling recovery rates.

Any hazardous waste will be handled and stored separately in dedicated, compliant containers. Its removal and disposal will be strictly controlled and documented with Hazardous Waste Consignment Notes by specially licensed carriers.

The Project Manager holds overall responsibility for the implementation of site recycling / waste disposal measures and ensuring Duty of Care compliance. Waste arisings and recycling rates will be monitored and recorded regularly. All site personnel will receive instruction on the waste segregation procedures during their site induction.

8.Measures for the protection of the natural environment

Knightspur homes is committed to the protection of the natural environment throughout the construction process. Its policy aims encompasses the protection of flora and fauna, the prevention of pollution to land, water and air, and the sustainable management of resources. All operations will be conducted in compliance with relevant environmental legislation and best practice guidelines.

During Phase 1 and 2, protective plastic fencing will be used to protect retained trees and hedges on the site. The fencing will prevent contact and contamination from working plant and dust etc. During Phase 3, the temporary fencing will be removed to allow the external and garden works to be completed.

Spill kits, appropriate for both oil and chemical spills, will be located in key areas (eg: the storage container). All site personnel will be trained in the basic spill response procedure: contain, control, clean up. The dust control measures outlined in Section 2 Item 6 will be rigorously enforced to minimise particulate matter air pollution.

Plant and machinery will be switched off when not in use to reduce fuel consumption and emissions. Energy-efficient temporary lighting will be installed. Topsoil will be stripped and stored separately from subsoil for reuse in landscaping. Stockpiles will be seeded or covered to prevent erosion.

The Project Manager holds ultimate responsibility for environmental compliance. Daily inspections will include checks on the integrity of environmental and pollution prevention measures. Any environmental incident or near-miss will be reported, investigated, and the findings used to prevent recurrence.

The Soft Landscape Specification also offers guidance on measures that will be implemented to protect the natural environment. The following two paragraphs have been copied:

No existing trees, shrubs, or other plants shall be removed or cut without specific instructions from the Contract Administrator. Existing trees are to be retained, protected, and undisturbed throughout the contract following BS5837:2012 Trees in relation to design, demolition, and construction- Recommendations (Section 6). No branches are to be cut or damaged and no roots larger than 25mm in diameter are to be cut or damaged following the British Standard. Any trees expected to be subject to works must be inspected by a suitably experienced ecologist to assess the potential for roosting bats before commencing. No fires are to be lit under or anywhere near the trees. No debris, fuel, or building material of any sort is to be stacked against or piled around the trunks.

Existing grassland indicated for retention on the detailed landscape proposals is to be protected using protective fencing to prevent plant vehicles' egress. Then during planting operations, grassland is to be protected using boards/ tarpaulins. Excavated or imported material is not to be placed directly onto retained grassland.

9.Hours of construction, including deliveries

The hours of construction will be as follows:

Monday to Friday:	08.00 to 18.00
Saturdays:	08.00 to 13.00
Sundays & Bank Holidays:	No work

Times will be adhered to unless otherwise agreed in advance with Wiltshire Council.

The hours for deliveries, avoiding school run timings and commercial rush hours, will be as follows:

Monday to Friday:	09.00 to 15.00
Saturdays:	08.00 to 13.00
Sundays & Bank Holidays:	No work

The stricter times for deliveries account during Monday to Friday take account of the higher number of pedestrians walking to and from St Nicholas C of E Primary School before 9.00 and after 15.00 on weekdays. Idmiston Road and Winterslow Road will have far lower foot traffic within this timeframe, thus pedestrian safety is maximised. Road traffic outside of this timeframe will be higher as people commute to and from work (Porton Down particularly) and parents pick up and drop off from school, minimising congestion on Winterslow Road. These stricter times will be communicated clearly in every purchase order made, ensuring delivery drivers are aware. Any unauthorised delivery made outside of this timeframe will be turned away by the Project Manager. The positioning of the site office at the entrance of Styles Close makes it effective for enforcing this procedure.

For specific information on deliveries, see the construction traffic schedule (*appendix 2. Construction Traffic Schedule*).

10. Measures to prevent excessive noise and vibration

Knightspur Homes recognises that construction activities have the potential to generate significant noise and vibration. The firm is committed to reducing this impact to a level that is reasonable and practicable, in accordance with the Control of Pollution Act 1974 and BS 5228:2009 (Code of practice for noise and vibration control on construction and open sites), to minimise disturbance to the neighbouring community.

Wherever possible, modern, quieter plant and equipment (often marked with a ‘Quiet’ or ‘Low Noise’ designation) will be selected for the work. Alternatively, less noisy working methods will be considered at the planning stage (eg: using pre-fabricated components, etc). The hours of construction (see Section 2 Item 9) will ensure disruption to nearby residents will not occur during sensitive times of the day.

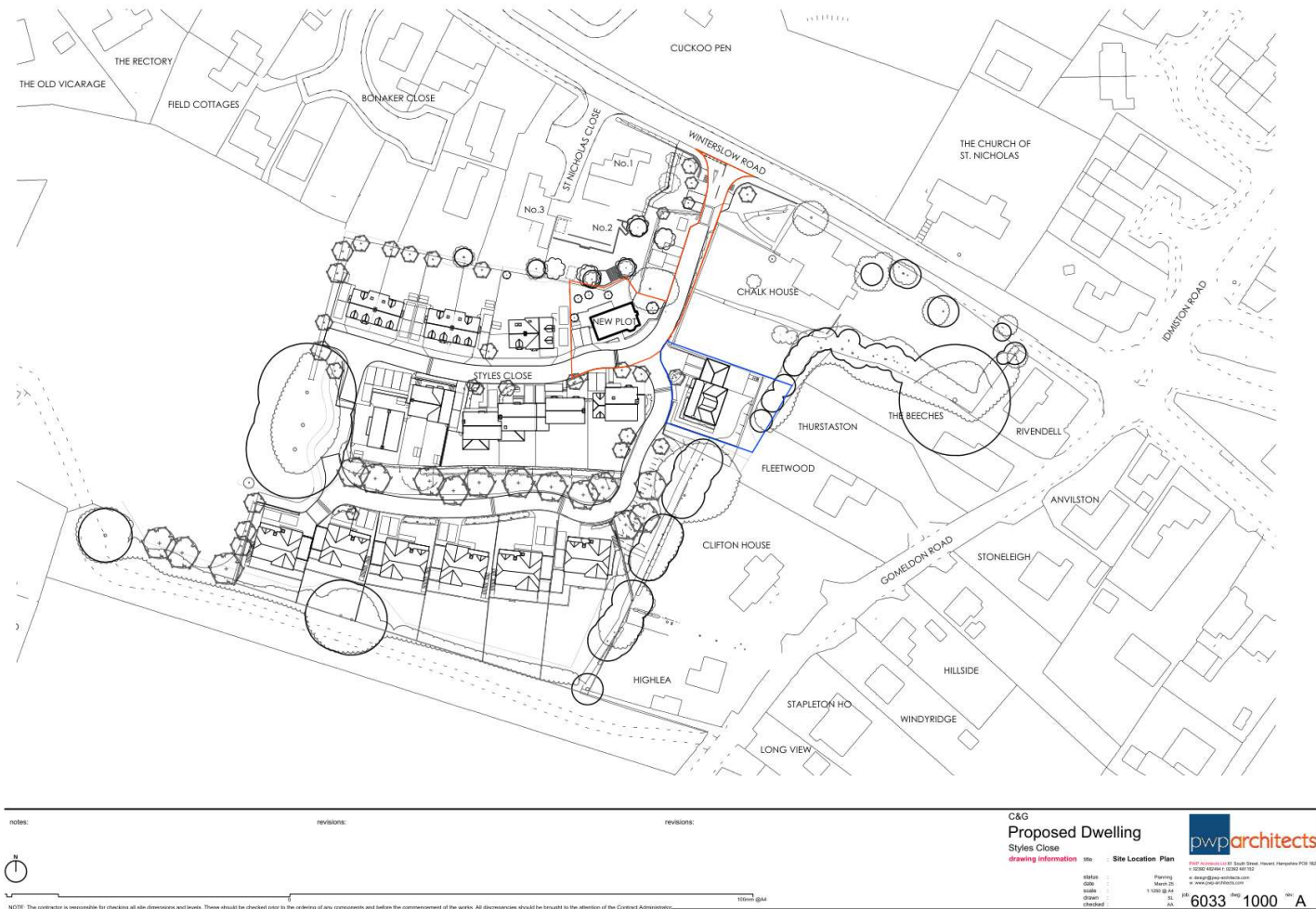
Fixed plant, such as generators or compressors, will be located as far from neighbours as practicable and housed within acoustic enclosures. All plant and equipment will be maintained in good mechanical order. This includes ensuring all silencers, mufflers and engine housings are effective, as poorly maintained equipment is a significant source of excessive noise.

Noise from material handling will be minimised, by avoiding unnecessary dropping of materials or tools, keeping hoists well maintained to prevent squeaking.

Vehicle reversing alarms will be of the broadband, multi-frequency type, which are less intrusive and directional than traditional tonal beepers. The use of banksmen will be preferred to constant reversing alarms where site safety allows.

The Project Manager will have the authority to stop or modify work activities if noise levels are deemed to be excessive or if a justified complaint is received. Neighbours will be given advanced warning of any unusually noisy or disruptive activities planned for the following week.

Vibration from activities such as excavation will be controlled. This will be achieved by selecting the least disruptive methods and monitoring levels to ensure they remain within acceptable thresholds set by BS 6472 (Guide to evaluation of human exposure to vibration in buildings).



2.Construction Traffic Schedule

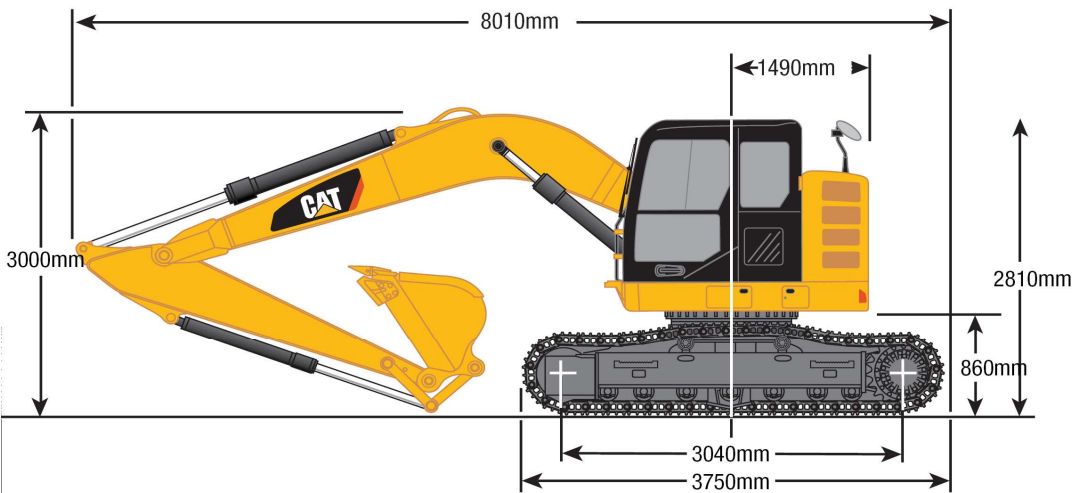
Construction Traffic Schedule

**2a Styles Close,
Porton**

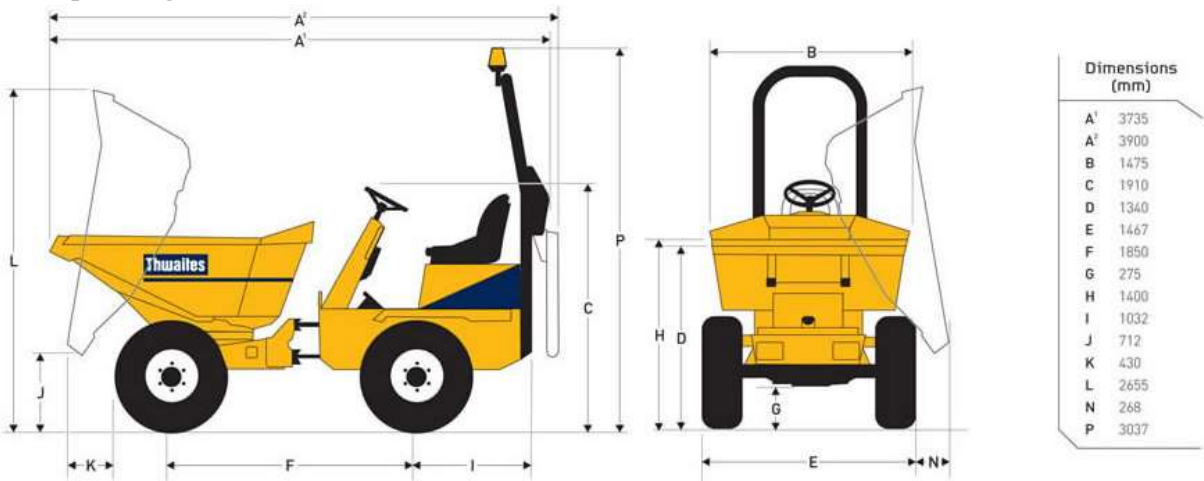
	Month 1				Month 2				Month 3				Month 4				Month 5				Month 6				Month 7				Month 8			
Vehicle	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Excavator																																
Dumper																																
Grab Lorry																																
HIAB																																
Skip Lorry																																
Concrete Lorry																																

3. Vehicle scale diagrams

3.1 Excavator Diagram



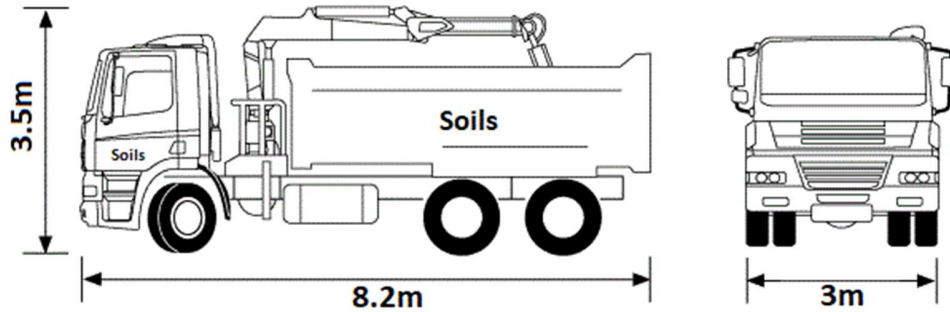
3.2 Dumper Diagram



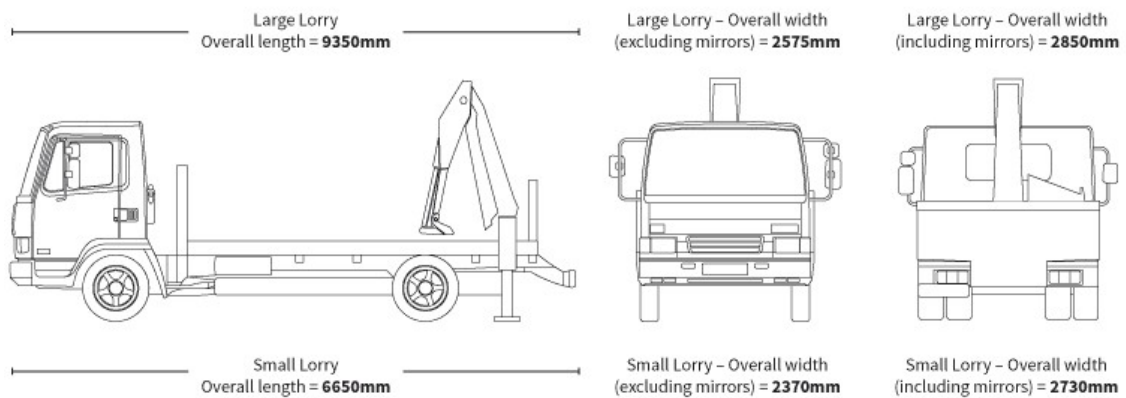
3.3 Grab Lorry Diagram

6-Wheeled Tipper

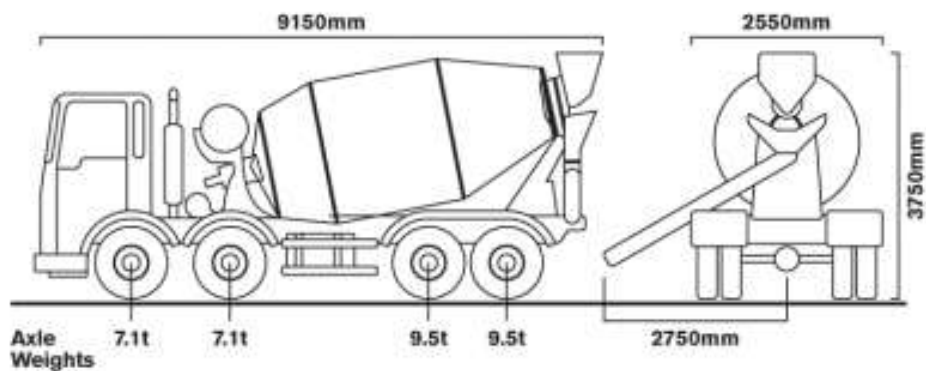
Max load capacity 12T



3.4 HIAB Diagram



3.5 Concrete Lorry



3.6 Skip Lorry



4. Health & Safety Plan

This Construction Management Statement should be read in conjunction with the Health & Safety Plan which will be produced for the development.