

rappor



Five Lanes Solar Farm, Malmesbury

Construction Managment Statement

Five Lanes Solar Ltd





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1. Introduction

Overview

- 1.1 Rappor have been instructed by Five Lanes Solar Ltd to prepare a Construction Management Statement [CMS] to discharge planning condition 12 relating to proposals for the development of a Solar Farm in Malmesbury, Wiltshire.

- 1.2 This proposal relates to an approved planning application:

Application: 20/08618/FUL – Approved 2023:

Installation of a solar farm comprising ground mounted solar PV panels with a generating capacity of up to 49.9MW, including mounting system, battery storage units, inverters, underground cabling, stock proof fence, CCTV, internal tracks and associated infrastructure, landscaping and environmental enhancements for a temporary period of 40 years and a permanent grid connection hub

This document seeks to discharge planning condition 12 of 20/08618/FUL, which is stated as follows:

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; and*
- 8. measures for the protection of the natural environment.*
- 9. hours of construction, including deliveries;*

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 without the prior written permission of the Local Planning Authority.

REASON: The matter is required to be agreed with the Local Planning Authority before development commences in order 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.

- 1.3 The proposed development is situated approximately 4.2km north west of Charlton Village and 5.2km north of Malmesbury in North Wiltshire. Swindon is approximately 28km east of the site. The A429 Crudwell Road borders the site to the east, with the B4014 situated to the south and agricultural land to the north and west.
- 1.4 This CMS has been prepared in accordance with relevant local and national guidance and informed by Rappor's experience of delivering similar developments.
- 1.5 It sets out the transport-related matters associated with the management of construction and environmental impacts during the construction of the proposed development.
- 1.6 Wiltshire Council [WC] are the local transport and planning authority for the development site.

Structure of Report

- 1.7 This CMS will consider the impact of the proposed development.
- 1.8 This report seeks to conclude that the construction of the proposed development will be undertaken in a safe and managed way and to mitigate potential impacts during the construction process.
- 1.9 The report comprises eight sections, including this introduction, and is set out as follows:
 - **Section two** discusses the development and access proposals;
 - **Section three** discusses the general site management during construction at the site;
 - **Section four** sets out the environmental provisions;
 - **Section five** summarises the emergency planning and incident response;
 - **Section six** describes the site rules to be adopted by all contractors and sub-contractors;
 - **Section seven** states the monitoring and reporting of the CMS should any deficiencies be identified; and
 - **Section eight** sets out the summary and conclusions



2. Development Proposals

Overview

- 2.1 Rappor has been instructed by Five Lanes Solar Ltd to prepare a Construction Management Statement [CMS] relating to proposals for the construction of a Solar Farm in Malmesbury, North Wiltshire.
- 2.2 The total area of the site is 156.4 acres and is situated approximately 4.2km north west of Charlton Village and 5.2km north of Malmesbury in North Wiltshire within a predominantly rural setting.
- 2.3 This report has been prepared to discharge planning condition 12 of the 2023 approved planning application: 20/08618/FUL.
- 2.4 The proposed development comprises of the construction/installation of a Solar Energy Farm totalling 156.4 acres with a 49.9 MW output for a temporary period of 40 years, including battery storage units, associated infrastructure, permanent grid connection hub (including an off-site grid compound) and environmental enhancements.
- 2.5 **Figure 2.1** below illustrates the proposed site layout; this is also provided within **Appendix A** to the rear of this report.

Figure 2.1: Proposed Site Layout



Source: Savills



Construction Traffic Access

- 2.6 The site access is proposed to be taken via an existing agricultural road located off the A429 Crudwell Road via an existing priority T-junction arrangement. It is expected that all vehicular access will be served via this existing agricultural road.
- 2.7 Due to the condition of the existing access track, a proposed site access drawing has been drawn, illustrating the proposed site access arrangement. To accommodate HGV vehicular movements, the carriageway entrance is 5.5m wide with 6.0m radii. Following this, the access road then continues to narrow to a minimum of 4.5m wide. The proposed site access arrangements form part of a separate planning condition where the detailed design of the vehicle access from the A429 and the internal routing of vehicles will be agreed prior to construction commencing.
- 2.8 All construction vehicles will enter and exit the site in forward gear. A construction compound will be provided within the site where vehicles will be able to turn. All HGV arrivals will be scheduled to ensure there is minimal conflict between HGVs within the site's internal layout.
- 2.9 Within the fields of the proposed solar farm, temporary access tracks may be laid to enable the support of the loading of HGVs and plant. Any temporary access track will be removed upon completion of the construction phase.
- 2.10 Traffic management measures will be implemented within the immediate vicinity of the new construction access points to ensure the safe entry and exit of vehicles, in the form of Marshals. These will be deployed to oversee vehicle movements to and from the site, ensuring controlled access.

Marshals/ Banksmen

- 2.11 Marshals / banksmen will be stationed at key locations on the approach to the proposed construction access to manage interactions between construction traffic and the public.
- 2.12 Each marshal will be responsible for a specific section, ensuring comprehensive coverage of the route leading to and from the site. Marshals will be deployed at designated times ahead of construction vehicle arrivals and departures.
- 2.13 Access to land and properties will be maintained throughout the construction period.



3. General Site Management

Roles & Responsibilities

- 3.1 To ensure coordinated management of the environmental effects of construction traffic and to ensure full implementation of this CMS, a Site Manager will be appointed by the Principal Contractor (this is likely to be a member of the Principal Contractor's site management team). The Site Manager will ensure the DCEMS is integrated into all relevant activities on site and of site vehicles by all Contractors and Sub-contractors.
- 3.2 The Site Manager and Health and Safety Manager (the Contractor's on-site person responsible for health and safety) will be responsible for their effective integration. This document is not a health and safety document. Please refer to the Principal Designer for this information.
- 3.3 Each Contractor and Sub-contractor will be responsible for ensuring that their activities are undertaken in accordance with this CMS and will notify the Site Manager of their nominated individual for implementing the CMS and incorporating the CMS into their activities. This process will need to be incorporated into the Sub-contractor notes.
- 3.4 The overall environmental liability for the site is that of the Client. The Client therefore will ensure that the Principal Contractor manages the construction traffic and environmental impacts of the project accordingly.

Pre-Condition Photo Survey

- 3.5 Condition 12 (Requirement 10) of planning permission 20/08618/FUL requires the submission of a photographic condition survey of the highway. At this stage, the construction programme is at an early preparatory phase, with no construction traffic or abnormal loads anticipated in the short term, and only once there is more certainty on the construction programme, which has a lead-in time.
- 3.6 The undertaking of a highway condition survey at this point would not align with the construction programme, as there remains a necessary lead-in period before any site deliveries or construction activities that could reasonably give rise to impacts on the local highway network. Requiring the survey now would therefore risk it becoming out of date by the time construction traffic is introduced, undermining its intended purpose.
- 3.7 In these circumstances, it is considered neither reasonable nor proportionate to require the photographic condition survey to be undertaken at this stage of the programme. It is therefore requested that Condition 12 be partially discharged, with all matters agreed save for the photographic condition survey, which will be submitted to and approved by the Local Planning Authority once the construction programme has been agreed.

Health & Safety Strategy

- 3.8 The consideration of health and safety will be implemented into all construction activities. It will be necessary to ensure that health and safety provisions are integrated with those relating to construction traffic management to ensure the effective and efficient management of both.



- 3.9 Consequently, this CMS will sit alongside the site's Health and Safety Strategy as part of separate legislation and the Site Manager and Health and Safety Manager will be responsible for their effective integration. These roles are discussed further within the following sections of this report.
- 3.10 Health and Safety considerations are not covered directly in this CMS but would be detailed in the Contractor's Health and Safety Plan along with any supporting method statements.

Communication

Internal Communications, Training & Awareness

- 3.11 The Site Manager will be responsible for ensuring that all staff working on the site are appropriately aware of construction traffic issues and the requirements of the CMS. This will include dissemination of information using meetings, notice boards, induction, training, etc. as appropriate.
- 3.12 Appropriate training is key to minimising construction traffic and environmental impacts, as well as protecting the environment and ensuring compliance with relevant legislation. The Site Induction for all those engaged on the development will be about dust management, deliveries, routeing, staff car parking, and wheel washing.
- 3.13 The Site Manager and Health and Safety Manager will work together to ensure that both the environmental and health and safety training is integrated in order to deliver training as efficiently and effectively as possible.
- 3.14 To minimise disruption to local residents and communities, information notices will be erected at the boundary of the site prior to commencement of activities on site and throughout the construction period. The notices will advise of the nature of the proposed works, proposed hours of work and their expected duration, including a summary of proposed phasing. These measures will also be implemented in relation to the proposed grid compound.
- 3.15 The Site Manager will be able to provide further information on the development and the construction works and respond to any complaints and emergencies that may arise.

Site Working Hours

- 3.16 Construction at the site will be carried out at the following times:
- 08:00 - 18:00 hours Monday to Friday; and
 - 08:00 - 13:00 hours Saturday
 - Site not open Sundays or Public Holidays
- 3.17 Any changes to the above working hours will first be agreed in writing by the LPA.
- 3.18 All delivery vehicles and plant arriving and leaving the site will also comply with the same time restrictions, although site personnel will be permitted to access the site shortly before these hours and exit the site shortly after them. Adherence to the codes of practice for construction working given in British Standard BS 5228 will be required.

Programme of Works

- 3.19 The full programme of works is provided below in **Table 3.1**



Table 3.1 – Programme of Works

Tasks by week	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	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52
Site Set up																																																				
Fencing																																																				
Planning of mounting system																																																				
Installation of modules																																																				
DC cable installations																																																				
Inverter installations																																																				
DC cable laying																																																				
AC Cable laying																																																				
Transformer																																																				
Customer Substation																																																				
CCTV																																																				
Earth works/tracks																																																				
GN0 Substation																																																				
Commissioning																																																				
Landscaping																																																				

3.20 The construction phase is anticipated to last 12 months and will involve site preparation and the erection of security fencing and CCTV.

3.21 HGVs will be used to transport equipment to the site, with strict management measures in place to minimise vehicle movements and ensure controlled access

Staff Numbers and Shift Patterns

3.22 During peak construction periods, the site is expected to accommodate a maximum of approximately 40 workers.

3.23 A proposed compound area is to be provided within the sites internal layout which will include welfare facilities and parking for up to 14 staff vehicles.

3.24 The location of the compound and associated parking is illustrated in **Appendix B**



4. Environmental Provisions

Introduction

4.1 This chapter sets out the environmental provisions that will be adopted by all Contractors and Sub-contractors to manage the construction traffic effects of the development. The environmental provisions are set out separately for the principal aspects affected by construction traffic, specifically:

- Traffic Management;
- Air Quality and Dust;
- Cleaning Practices;
- Pollution Control;
- Drainage / Natural Environment; and
- Noise.

Traffic Management

4.2 Construction at the site will be carried out at the following times:

- 08:00 - 18:00 hours Monday to Friday; and
- 08:00 - 13:00 hours Saturday
- Site not open Sundays or Public Holidays

Vehicles and plant:

- All vehicles leaving the site will be securely covered and sheeted if required (depending of course on the type of vehicle);
- Construction plant and vehicles will be well maintained and regularly serviced. Defective plant will not be used;
- Engines will be switched off when vehicles are not in use, and where this is not possible for operational reasons, the engine will be throttled down to a minimum;
- All plant and vehicles, will comply with relevant EU emission standards;
- The number of vehicle movements on site, and to and from the site, will be minimised; and
- Delivery of materials will be organised on a just in time basis to reduce the need to store materials on site for an extended period of time and to minimise disturbance from and need to move items around the site.



Air Quality & Dust (Construction Phase)

- 4.3 Dust can be created from movement of construction traffic and from general construction activities and can be carried by prevailing winds impacting upon the local area.
- 4.4 Dust impacts can also arise from on-site construction works such as earthworks as well as from dust deposited on public highways by construction vehicles which then becomes re-suspended. Construction dust may lead to an adverse impact in terms of elevated particulate concentrations at sensitive receptors or nuisance impacts (e.g. soiling).
- 4.5 Dust can also arise from on-site construction works such as earthworks and from dust deposited on internal site access tracks as well as public highways by construction vehicles. Dust impacts on site shall be controlled by good housekeeping and by following best practice.
- 4.6 Indeed, the following site-specific dust-management plan has been prepared in accordance with the guidance offered in the most recent version of the Pollution Prevention Guidelines (PPG6).

Site specific dust management plan

- 4.7 A site-specific dust management plan will cover the following activities to control dust during construction;
- Re-vegetation (seeding) of earthworks and exposed ground as soon as reasonably practicable.
 - Proprietary wheel cleaning bays shall be provided on site at the exit of construction compounds. Equipment specifics will depend on availability during the construction phase.
 - Using water bowsers on site for dust suppression as necessary (e.g. during a dry spell, to damp down access tracks with a fine mist, taking into considerations the prevailing weather conditions on site).
 - Locating plant and machinery away from site boundaries and away from reens and ditches, respecting the buffer zones at all times.
 - Locating stockpiles away from the site boundary and reens/ditches/drains (generally from watercourses) and considering predominant wind direction when siting. Stockpiles and exposed ground will be prevented from generating pollution as water run-off or dust. Stockpiles will be located on level ground and stability will be ensured by way of frequent inspections. The maximum height of stockpiles will also be controlled.
 - Storing sand and other aggregates in bunded areas and in sufficient distances from reens/ditches without allowing to dry out. Particular care will be taken to ensure that during rainfall, silty water run-off from aggregate and sand stores will not enter watercourses, by way of bund construction and frequent inspection. Particularly for stockpiles of contaminated materials, these will be on impermeable surfaces in bunded areas, at least 10 meters from watercourses, and covered to prevent contaminated run-off. Appropriate waste management procedures as per the Contractor's company policy, which shall at all times be complied with, in regards to the disposal of contaminated waste.
 - Ensuring availability of equipment to clean wet and dry spills.



- Managing heights when handling materials, especially when loading and tipping (considering the site prevailing wind conditions by way of a dynamic assessment).
- Maintaining a maximum speed limit on site (5mph).
- Stockpiles that are bound to remain on site for a long time period shall be seeded as the seeds will help bind the material together and control any dust emanation.
- Any unused cement bags shall be stored appropriately to prevent leaks or dust, using the storage containers provided on site. Subsequently, these will be disposed of legally off-site, as per the Contractor's company policy, which shall at all times be complied with, in regards to the disposal of waste (never buried or burned).
- Construction traffic carrying loose material will be covered to reduce dust generation.

Cleaning of site entrance, facilities for wheel washing and cleaning the adjacent public highway;

- 4.8 A proprietary wheel cleaning bay is proposed to be provided on site at the exit of the construction compound(s). The specific equipment employed will be dependent on availability during the construction phase.
- 4.9 The wheel wash facilities will be securely constructed with no overflow and the effluent will be contained for proper treatment and disposal. Where relevant, NRW guidance will be adhered to.
- 4.10 The site entrances / exits will be monitored to ensure that no materials are deposited on the public carriageways. Necessary cleaning shall be provided by road sweepers or equivalent mechanical equipment.
- 4.11 The locations of the wheel wash facilities will be located as close to the site compound exit access as reasonably practicable.
- 4.12 Details of the proposed facility can be viewed at www.ecogreenplanthire.co.uk/how-it-works/

Pollution control

- 4.13 Pollution control will include the protection of water courses and ground water; subsoil surface water drainage; bunding and siting of fuel storage areas; sewage and foul water drainage and disposal; and emergency procedures and pollution response plans;
- 4.14 The Principal Contractor shall be responsible for both the protection of controlled waters from pollution as well as the prevention of pollution of the environment, harm to human health and detriment to local amenity by waste management activities under the Environmental Protection Act 1990.
- 4.15 Further protection for the environment is afforded under the Water Resources Act 1991 (as amended) which sets out offences relating to water, discharge consents, and possible defences to the offences.
- 4.16 No silt, or other debris from works, shall be allowed to enter any watercourse. In case of any spills or other potentially contaminating incidents, an emergency protocol will be put in place, which will include the following steps:



- If safe to do so, stop the incident at its source utilising appropriate Personal Protective Equipment, and involving potentially also a container, turning off taps or valves and preventing leaks.
- If safe to do so, contain the pollutant by using appropriate absorbent materials.
- If safe to do so, and if applicable, prevent further migration through infiltration, runoff etc.
- If safe to do so, and if applicable, impede the pollutant using draining blocking equipment, or if it has entered the drain, block the exit manhole with sandbags or other proprietary equipment.
- If safe to do so, and if applicable, divert from sensitive receptors using bunds, booms or kerbs.

4.17 It is important to control the potential for pollution proactively through:

- Responsible storage of substances with the potential to cause harm to the environment and to provide secondary containment for leaks and spills (bund areas or pallets).
- Planned preventative maintenance of plant and vehicles.
- Pre-use inspection of plant and vehicles and prompt reporting of any faults.

4.18 Spill kits comprise of absorbent material, there are two types of spill kits available to Operatives.

- Absorbent socks and pillows (preferred) also there are kits provided for the operational vehicles.
- Loose granular absorbent material is for use on hard standing and is best situated to the yard and warehouse environment. To be used for soaking up small spills, preventing further spread and absorbing oils etc. Once the granular material has absorbed the spill it should be cleaned up with a brush and shovel or similar.

4.19 If workers are uncertain about the spill and the level of protection required, they would firstly check the COSHH Risk Assessment which will give guidance on how to respond to the spill. In the event on pressing time constraints, use the highest possible level of protection, acting swiftly to minimise the harm to the environment.

4.20 PPE would include:

- Gloves (rubberised) to provide protection to the skin
- Respiratory Protective Equipment where appropriate
- Boots
- Coveralls

4.21 Used spill kits would be bagged and returned for appropriate disposal.

4.22 All fuel storage tanks will be bunded and located in the construction compound. No refuelling shall be permitted outside of the compound area.

4.23 Sewage and foul water drainage will be collected in appropriate collection tanks (toilet blocks & portaloos) at Welfare areas. Regular collection and disposal of sewage and foul water will be conducted by a licenced company.



- 4.24 As an additional measure, a silt stopper barrier would also be installed between the access track and the reën for the stretch of track between the grid yard and the adopted highway.

Drainage / Natural Environment

- 4.25 It is noted that works affecting an ordinary watercourse will be subject to a separate Ordinary Watercourse Consent to be obtained from the Lead Local Flood Authority. This process provides the appropriate regulatory mechanism to secure detailed design, mitigation and safeguards to ensure no increase in flood risk or adverse effects on hydraulic function, ecology or maintenance access. In accordance with national planning policy, including the National Planning Policy Framework (notably paragraphs 163–165) and accompanying Planning Practice Guidance, matters that are controlled through other regulatory regimes should not be duplicated through the planning system. As such, the detailed specifications required to support the Ordinary Watercourse Consent fall outside the scope of this planning application and do not represent a planning matter, provided that the principle of acceptability and regulatory compliance has been clearly established.
- 4.26 Responsibility for securing the required Ordinary Watercourse Consent rests with the site owner/developer, and this will be progressed separately and in advance of any works affecting the watercourse. The purpose of the current submission is solely to discharge the relevant pre-commencement planning conditions, in order to establish the acceptability of the development in planning terms and to enable a lawful start on site. It does not seek, nor is it required, to provide the level of detailed technical design that will be assessed and approved under the separate water environment consenting regime.
- 4.27 During the construction of the solar farm there is potential for soil compaction and erosion through vehicular movements or obstruction or alterations to natural flow paths, which could increase the risk of flooding and soil erosion.
- 4.28 Good water and soil management practices and monitoring works will be implemented to minimise impacts on flood risk / consequences.
- 4.29 These could include:
- Installation of silt fences, shallow berms, swales and vegetated buffer strips around the site perimeter and sensitive areas to prevent silt laden runoff from entering the watercourses.
 - Temporary drainage systems (swales and berms) to contain dirty water within the disturbed areas.
 - Minimalisation of exposed soil areas through phased construction, rapid re-vegetation, and use of erosion control blankets.
 - Minimise ground / vegetation disturbance during construction.
 - Designated haul routes and stabilised site entrances to reduce sediment tracking and surface erosion.
 - Use of low tyre pressure machinery to reduce compaction.
 - A delivery and construction schedule that minimises repeat journeys.
 - Where soil compaction has happened, the soil should be sub-soil ploughed or similar, to return it to its natural state.
 - Regular inspection and maintenance of all control measures, especially after rainfall events, to ensure continued effectiveness.



- Staff training and site inductions to ensure all personnel understand pollution risks and mitigation responsibilities.

4.30 The following procedures apply to the general construction activities either within the watercourses or in the vicinity of watercourses:

- Store fuels, oils, and chemicals in bunded, impermeable areas away from drainage networks.
- Use drip trays under static plant and during refuelling.
- Prohibit vehicle washing or maintenance near permeable ground or watercourses.
- Avoid construction near the watercourse in wet weather whenever possible.
- Avoid storage of stockpiles near the watercourse.
- Provide silt fence or bund along the watercourse to intercept silted runoff.
- Avoid using acidic, metal or sulphide-rich spoil from mine workings for road construction.
- Keep cement and raw concrete out of watercourses.
- Runoff from excavations will not be pumped directly to watercourses. Where dewatering of excavations is required, water shall be pumped to a settling area to receive full treatment prior to re-entry to the natural drainage system.

Noise Control

4.31 Noise will be managed throughout the construction phase to minimise disruption to nearby receptors and local amenity. All plant and equipment will be appropriately selected, maintained and operated in accordance with good practice, with engines switched off when not in use and unnecessary idling avoided. Construction activities will be restricted to the approved working hours, and deliveries will be scheduled to reduce peak activity where practicable. Should any noise complaints be received, these will be investigated by the Site Manager.



5. Emergency Planning & Incident Response

General

- 5.1 An emergency incident control plan will be established prior to the commencement of construction.
- 5.2 This will clearly set out the steps that must be taken in the event of any emergency incident at the site during construction and clearly identify roles and responsibilities. This section outlines measures relating to incidents that may result from the operation of construction vehicles on site.
- 5.3 An Ecological Construction Management Plan (EcCMP) will be submitted to the Local Planning Authority for approval as part of the requirements of planning Condition 9, prior to commencement of any works (including groundworks, vegetation clearance and boundary treatments). The EcCMP will complement the CMS by setting out the ecological protection zones, working methods and monitoring arrangements required to safeguard sensitive habitats and protected species throughout the construction phase.
- 5.4 Ecological queries should be made to GE Consulting, as detailed below.

Role	Organisation	Address	Phone/ email
Client	Lighthouse Development Consulting	The Gallery, Kings Wharf, The Quay, EX2 4AN	+44 7494 033 447
Ecological Clerk of Works (EcoW)	GE Consulting	Unit 11 Gidleys Meadow Business Park, Christow, Devon, EX6 7QB	info@ge-consulting.co.uk 01647 253652

Incident Control and Reporting

- 5.5 Incident control procedures will be developed in outline and the following steps will be taken in the event of an incident:
- Take action to stop the incident;
 - Mitigate and control any obvious effects – e.g., stop works, control dust, etc.;
 - Report incident immediately to site management team and Site Manager;
 - Raise the alarm to the 'emergency control response team';
 - Summon emergency services or other relevant authority where appropriate;
 - Ensure safe disposal waste; and
 - Notify the relevant local body such as local Environment Agency Regional Office, Environmental Health Officer etc.
- 5.6 The Site Manager will undertake an investigation and complete a detailed incident report to investigate the cause of the incident and measures that should be undertaken to prevent future incidents.

Complaints Procedure

- 5.7 Should complaints be reported to the Contractors, the Site Manager will investigate the source of concern and seek to address the matter and report back to the complainant.



- 5.8 The incident will be recorded and those records will be made available to the LPA upon their request. This is in addition to the pre-existing controls and powers of the Council's Environmental Health team.



6. Site Rules

- 6.1 A set of site rules will be developed to set the minimum standard and to be adopted by all contractors and Sub-contractors. These rules will be displayed within the site office and will include measures for managing construction traffic based on the following:
- All operatives and visitors must receive site induction training, including the environmental induction (of which this CMS is part);
 - All reversing vehicles construction vehicles and HGV's must be appropriately supervised;
 - Operatives must not report for work if under the influence of alcohol or drugs or consume alcohol or drugs at work or during breaks;
 - All operatives and visitors must report any potential safety incidents including any incidents with construction or site vehicles and delivery vehicles and must not continue with an activity that has been identified as a risk without an appropriate risk assessment being in place;
 - Any accident or incident on site, which requires medical treatment or time off, should be reported immediately to the Site Manager in accordance with the site wide health and safety procedures; and
 - A Site Accident and Incident Log will be maintained by the Site Manager.



7. Monitoring & Reporting

- 7.1 A Should any deficiencies in the CMS be identified, the CMS will be updated to ensure the document continues to fulfil its objectives and any changes will be agreed in writing with the LPA
- 7.2 To ensure the CMS remains up-to-date it will be updated by the Principal Contractor during the construction process to incorporate changes in legislation, standards, plant, processes, etc. if this is required. Where any non-conformances with the CMS are identified these will be recorded on a Non-Conformance Report.

Highways Inspection

- 7.3 An inspection of the existing highways servicing the site should be undertaken with the Council Highways Officer (if applicable), prior to work commencing the site, with further inspections at agreed intervals. A detailed record will be produced of the existing conditions of the highway, footway and associated junctions. Any damage that arises as a result of the site, will be re-instated.



8. Summary and Conclusion

- 8.1 Rappor have been instructed by Five Lanes Solar Ltd to prepare a Construction Management Statement to discharge planning condition 12 relating to proposals for the development of a Solar Farm in Malmesbury, Wiltshire.
- 8.2 This proposal relates to an approved planning application 20/08618/FUL, which was approved in 2023 for the Installation of a solar farm comprising ground mounted solar PV panels with a generating capacity of up to 49.9MW and an off-site grid connection.
- 8.3 This Construction Management Statement has been prepared to discharge planning condition 12 and sets out measures for site access and parking, handling and storage of materials, site security, wheel washing, dust and dirt control, waste management, pollution control, environmental protection, and defined construction hours, together with appropriate site management and environmental controls to protect highway safety and local amenity during the construction period.
- 8.4 Following a comprehensive review of site management arrangements, including loading and unloading, material storage, and environmental control measures, it is considered that the proposed development can be constructed in accordance with the requirements of the Construction Management Statement without material harm to highway safety, the natural environment, or local amenity.
- 8.5 On this basis, it is concluded that the Construction Management Statement satisfactorily addresses all elements of planning condition 12 and that the condition can be discharged.



Appendix A – Site Layout Plan



NOTES

Do not scale from these drawings unless for Planning purposes. Figured dimensions only are to be used.

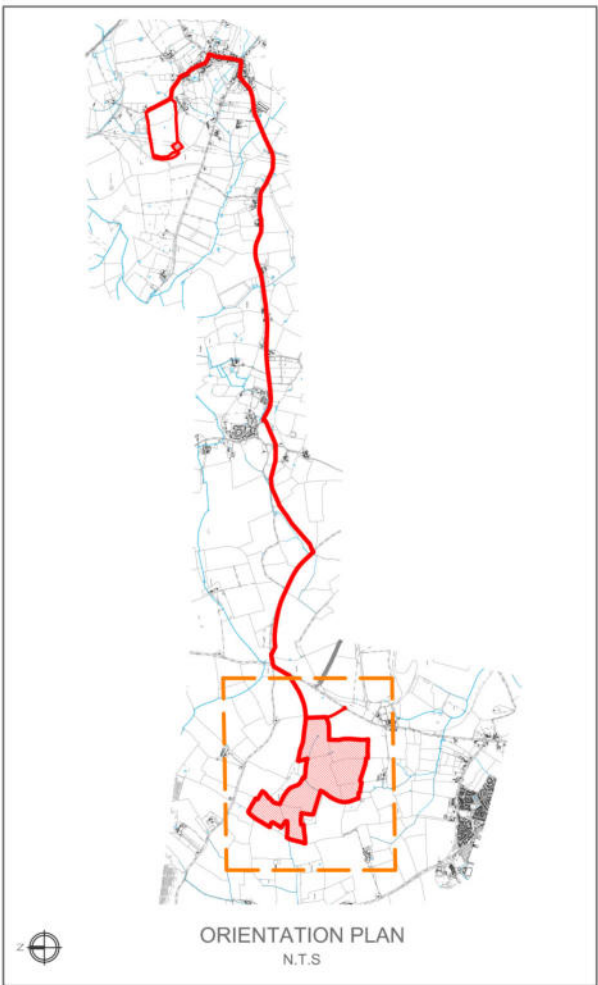
All dimensions must be checked on site by the contractor prior to the commencement of any fabrication or building works.

Where applicable, dimensions and details are to be read in conjunction with specialist consultants' drawings, any disparity between drawings is to be brought to attention prior to the commencement of any fabrication or building works.

REVISIONS

REV	NOTE	DATE
A	General site layout amended to reflect ecological buffer zones required - comments by NB amended by PR	12/11/2020
B	Site layout amended - solar panels reduced to avoid areas of archaeological interest - comments by NB amended by PR	12/01/2021
C	Further solar panels reduced & final line boundaries altered to suit reductions - comments by NB amended by PR	15/01/2021
D	Further alterations to areas included within proposal, enhance bio-diversity area added - comments by NB amended by PR	19/01/2021
E	Further alterations to areas included within proposal, enhance bio-diversity area added - comments by NB amended by PR	02/02/2021
F	Stock proof fencing to bio-diversity area adjusted - comments by NB amended by PR	23/02/2021

- Existing trees to be retained
- Existing vegetation retained
- Grassland to be managed through sheep grazing
- Edge of buffer zone and management tracks - Grass tracks
- Proposed post and wire stock-proof fence
- Proposed solar panels
- Proposed batteries
- Proposed inverters
- Proposed 'gapping up' of hedgerows with native species
- Proposed species rich grassland / wildflower meadow
- Proposed bat boxes
- Proposed bird boxes
- Proposed areas for log piles: for terrestrial refugia to provide sites of shelter for reptile and amphibian species
- Proposed CCTV



JOB TITLE

Proposed Solar Site at Five Lanes

CLIENT DETAILS

5 Lanes Solar Project Ltd

DRAWING TITLE

SITE BLOCK PLAN - PROPOSED

SCALE

1:2500 @ A1

DRAWING STATUS

Planning Issue

DRAWING NUMBER

20.09_301

REV

F

DRAWN

PR

CHECKED

PG / NB

DATE

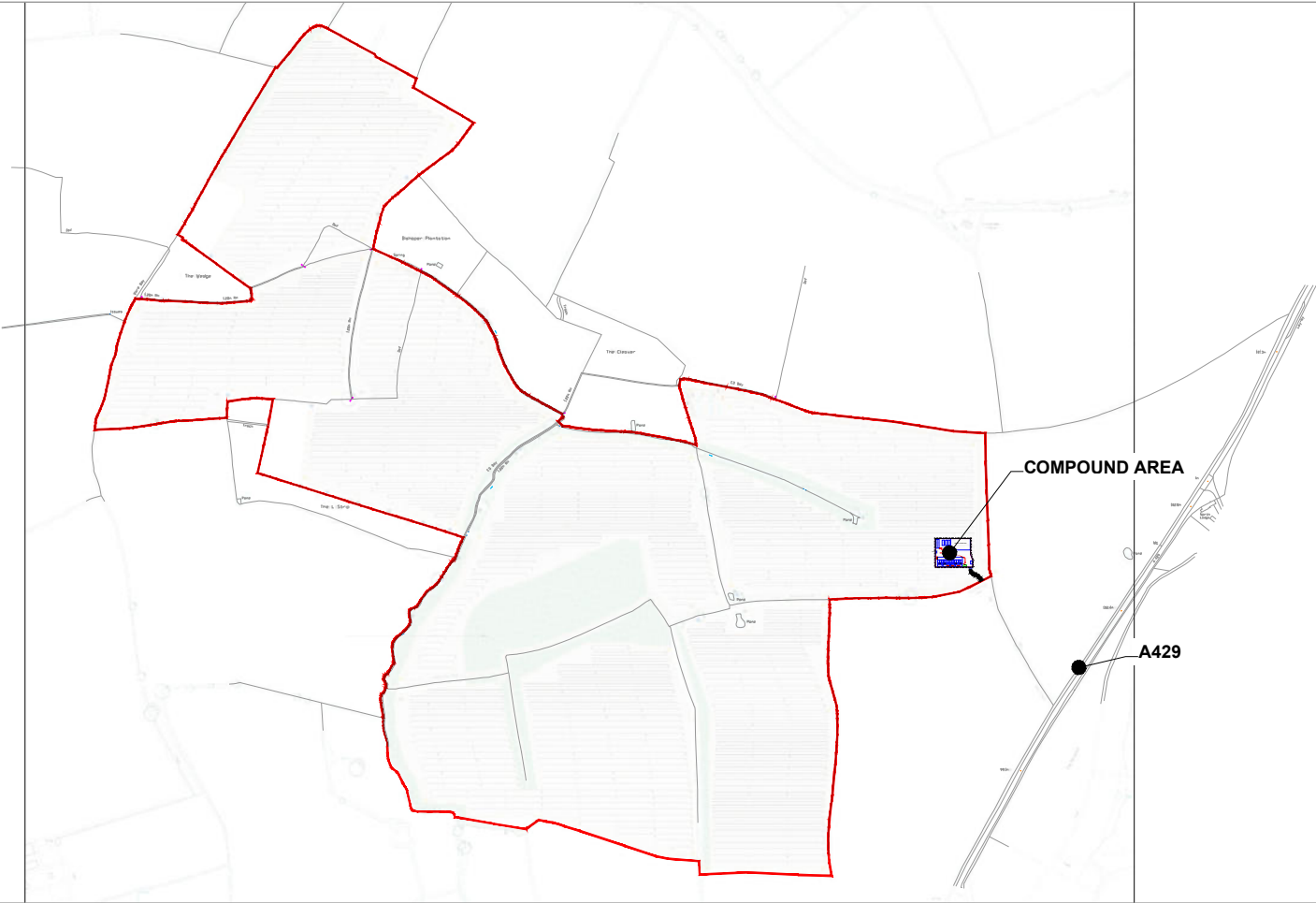
23/02/2021

KINGSTON HOUSE, BLACKBROOK BUSINESS PARK, TAUNTON SOMERSET, TA1 2PX. TEL. 01823 445030, FAX. 01823 445031



Appendix B – Compound Layout

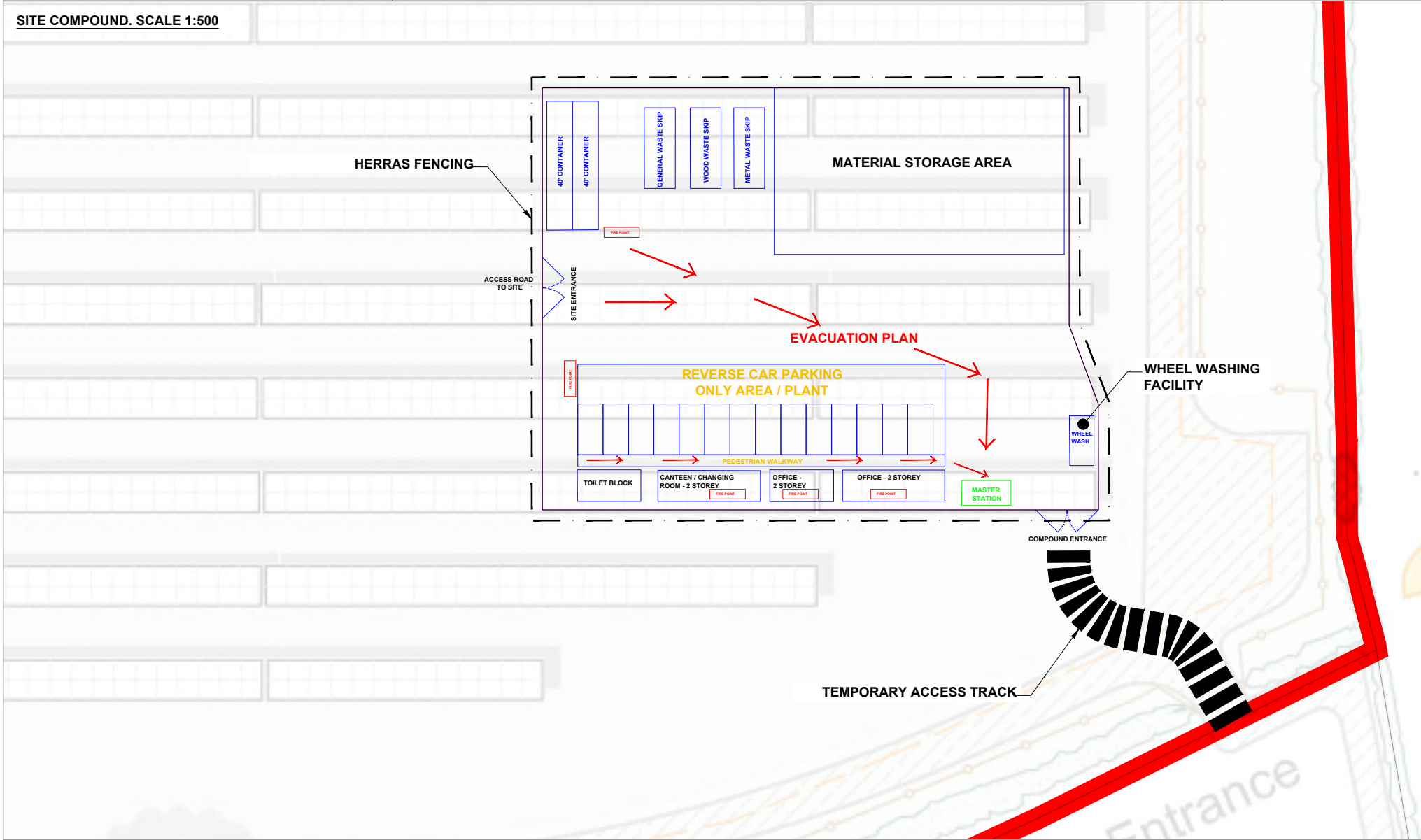
GLOBAL VIEW. SCALE 1:10000



Notes:

1. Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.

SITE COMPOUND. SCALE 1:500



P02	27/01/26	NOTE CHANGES	BA	NBR	NBR
P01	23/01/26	FIRST ISSUE	BA	NBR	NBR
Rev	Date	Details	By	Chkd	Appd



CLIENT:	-				
PROJECT:	FIVE_LANES				
TITLE:	SITE_COMPOUND				
STATUS:	S3				SCALE: AS_STATED@A3
DRAWING NO:	251098-RAP-XX-XX-DR-TP-1001				REVISION: P02

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