



Construction Management Strategy (CMS)

August 2026

Land South of White Horse Business Park, Trowbridge.

Planning Reference: 20/03641/OUT (Dated: 11/08/26)

Conditions 14 and 15 of the outline consent relate to the preparation of a Construction Management Statement and a Construction Method Statement. Details pursuant to both of these matters are contained in this document.

Condition 14 States:

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:

- a) the parking of vehicles of site operatives and visitors;
- b) loading and unloading of plant and materials;
- c) storage of plant and materials used in constructing the development;
- d) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- e) wheel washing facilities;
- f) measures to control the emission of dust and dirt during construction;
- g) a scheme for recycling/disposing of waste resulting from demolition and construction works; and
- h) measures for the protection of the natural environment.
- i) hours of construction, including deliveries;
- j) 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.

Condition 15 States:

No development shall commence on site (including any works of demolition), until a Construction Method Statement, which shall include the following:

1. Routing plan

2. Traffic Management Plan (including signage drawing(s))
3. Number (daily/weekly) and size of delivery vehicles.
4. Number of staff vehicle movements.
5. Details of temporary/permanent Traffic Regulation Orders
6. Phases plan

has been submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The development shall not be carried out otherwise than in accordance with the approved construction method statement.

Contents:

a) The location where site operatives and visitor vehicle parking shall take place on the site

Site welfare and parking is critical to the development and as such we have incorporated a site compound, which includes space for welfare and parking within the scheme. This will be provided in the location shown in the plan appended to appendix 1 and the parking area will serve circa 40/45 vehicles.

The location of the compound and parking has been chosen so as to ensure vehicles all pull clear of the existing highways for parking so as to keep the existing vehicle network clear of obstructions. Further, due to the need to form the site access and undertake works in Bradley Road, it is proposed that access into the site car park will be from Woodmarsh.

b) The location of the site compound for the loading, unloading and storage of plant and materials including waste materials, and temporary site offices.

Details of the above are indicated within the plan at appendix 1 contained under section A of this document. The following temporary buildings and structures will be in place during the construction period:

- Site office and canteen.
- Drying room and toilets.
- Ground works contractor office.
- Mortar silos.
- Secured material storage containers.
- Hardcore parking areas designated for contractors, site staff and visitors.
- Pedestrian and plant segregation provisions.

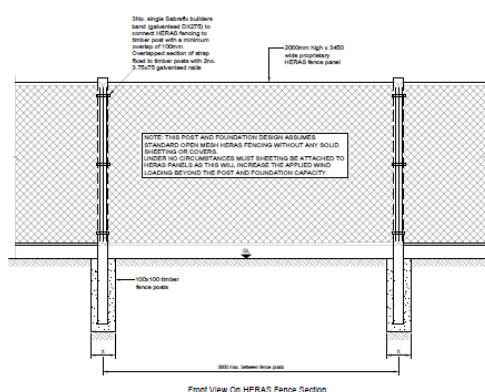
c) The routing of construction traffic within a 400 metres radius of the site including an existing condition survey of all highway infrastructure on those access routes in that radius

All construction traffic will access the site from Woodmarsh as indicated on the drawing within appendix 1.

To confirm no construction traffic will utilise the new access onto Bradley Road until such time that the junction has been fully formed and the construction traffic route will be displayed through signage as required.

d) The erection and maintenance of security hoarding

Prior to commencement the existing boundaries will be protected generally by means of an enclosure fence (refer to detail below) which will protect the existing vegetated boundaries and provide appropriate security, all existing and proposed accesses will be gated and secured for the full construction phase. During the site works areas of fencing will be required to be varied to accommodate service connections, where this is required 'Heras' fencing will be provided. At all times the enclosures will be kept out of the RPAs of hedgerows and trees on site.



e) The means to reduce mud and debris from the site being deposited on the road network, including details of road cleaning and/or wheel wash facilities

The adoptable drainage and the roads will be constructed first, keeping all excavated material on site until the roads are completed to base course. This will provide a clean running surface for lorries delivering and carting away.

These measures will include but are not limited to:

- The use of FODS Mats (Foreign Object Debris System) at the site exit point to assist in cleaning vehicles leaving the site.
- All roads scraped regularly throughout construction by means of a Fork adapted road brush used daily and the use of an approved road sweeper with every muck shift to maintain the newly constructed on-site roads and site access.
- Adequate sheeting of vehicles carrying waste materials secured prior to leaving site.
- Measures will be taken to ensure that mud and detritus is not swept into gullies by means of proprietary gully bags.

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

Dust management for the project will be carried out in accordance with the recognized guidelines and will be task specific.

The principle site access is being constructed off an existing adopted road within the first cycle of construction works. The newly constructed site access will be sprayed and swept on a regular basis dependent upon the on-site processes and level of vehicle/ plant movements. This will also allow deliveries to be kept relatively clean and significantly reduce the likelihood of dust on roads outside the site.

The new roads to be constructed shall be completed up to base course level to minimise dust throughout the remainder of the scheme.

Cleaning of site roads will be carried out as required, however frequency will increase if necessary. It is important to recognise that this needs to be monitored consistently throughout the day, in light of site operations and weather conditions.

Stockpiles will be held in areas wherever possible out of the wind and kept to minimum practicable, safe height and located where possible away from adjacent properties and existing highways. The stockpiles will be inspected regularly for dust and when necessary dampened down and again if necessary screened with dust screens. The handling of these stockpiles will kept to the absolute minimum and be undertaken by conventional construction equipment.

The site will also have skips during the duration of the works and will separate recyclable material at source before removal offsite via registered carriers.

Avoidance of dust

Refer to the previous section for further details of dust management. Specific issues relating to vehicles entering and leaving the site will include:

- Easily cleaned hardstanding areas for vehicles
- Maintain haul roads and hardstanding by regular on-site maintenance
- All vehicles carrying soil and other dusty materials to be fully sheeted prior to leaving site
- Enforce on-site speed limits.

g) Measures to control noise from works on the site

We have considered the effective control of construction noise to the adjacent receptors and residents bearing in mind the following criteria:

- Mitigation at the source;
- Mitigation along the path; and
- Mitigation at the receiver.

Haul Roads: Haul roads have been kept to an absolute minimum due to the topography of the site, the proposed principle roads have been established early in the construction phase (constructed to base). These roads will be utilised as principle routes on site for plant for the duration.

Existing Barriers: We have endeavoured to maintain all established site boundaries which provide a natural buffer to adjacent properties.

Mitigation at source: Source control is the most effective form of noise mitigation and we have implemented site control and on-site training to minimise, we have established the following controls in an attempt to mitigate:

- All equipment on site will be modern and fully maintained;
- No radios are permitted close to sensitive receptors;
- Noisy plant/ equipment or heavy plant shall be located and/ or used where possible away from sensitive receptors;
- Generators and silos wherever possible shall be positioned as far away as possible from noise sensitive areas.
- All operatives - General awareness training during their toolbox talk will be provided on site stating that noise should be controlled and kept to a minimum where working adjacent to sensitive receptors.

h) Detailed measures including interceptors to prevent silt, fuel, chemicals, or other contaminants from entering the water environment, including storage and disposal facilities for contaminants during construction.

The proposed attenuation pond (controlled to green field run off flow rates) will provide ample storage of all surface water generated during the construction phase with all inlets and outlets provided with filter traps. This will mitigate sediment and prevent its transportation into the on-site point of connection which ultimately connects into adjacent surface water network.

Site measures, controls and monitoring strategies will be established to ensure that mud and detritus is not swept into gullies by means of provision of proprietary gully bags.

Topsoil strip shall be managed to control excessive silt run off bearing in mind the general topography of the land.

We consider that the above strategy will ensure that sediment is not transported off site by means of control/ slowing the flow and the provision of sediment to settle.

i) Managing complaints

If a complaint is received, the following procedure will be implemented and coordinated by AHSW.

The following procedure shall be followed for all complaints including noise, vibration, dust, water / silt run off etc:

1. All complaints should in the first instance be immediately directed to the project complaints contact, namely, our office number in Tiverton tel: 01823 774009 (to confirm the office is staffed 8am til 5.30pm during the week)
2. As soon as the complaint is received it will be recorded by AHSW and included in the site daily log and actions
3. An initial response will be made and recorded on the site daily log and actions
4. Depending on the nature of the complaint the initial response could be, to immediately cease the activity pending investigation, or to replace an item of equipment. However, in some cases it might not be practicable or safe to provide immediate relief. The complainant will be informed of actions taken. Where the initial response does not address the complaint, further investigation, corrective action and follow up monitoring shall be undertaken as appropriate. The complainant and council will be informed of actions taken
5. All actions will be recorded on the project server and the complaint will then be closed

J) Details of measures to avoid harm to protected species and their habitats during construction.

Details relating to ensuring that the scheme does not cause harm to protected species and their habitats during construction are contained in the document entitled 'Construction Ecological Management' Plan dated 2 July 2026 prepared by GE Consulting. It is not intended to repeat all those details here and regard should be had to that document for this matter.

OTHER MATTERS:

Whilst the scope of the condition is limited there are other matters that are considered prudent to comment upon within this document, and they are as follows:

A. Working Times

During the construction phase no machinery shall be operated outside the following times (unless express permission has been secured from the planning authority in advance of any works occurring):

7.30am to 6pm Mondays to Fridays inc

8.00am to 1.00pm Saturdays

No such work shall take place on Sundays and Bank/Public Holidays

It is of note that whilst works will not start until 7.30am and it is anticipated at the start of the day this will allow for the daily health and safety inspections of site equipment to occur.

B. Road Closures

It is not anticipated that any road closures will be required to support the development being implemented as access will be obtained in the main from existing highway access points.

C. Delivery and Construction Traffic

During the construction phase no deliveries (materials or construction traffic) shall be made to the site outside of the following hours:

- 07:30 to 18:00 Mondays to Fridays inc
- 08.00 to 13.00 Saturdays

The staggered delivery and construction traffic hours are required so as to have regard to the nearby school and school parking.

D. Number and Size of Vehicles Visiting the Site

It is anticipated however that approximately forty sub-contractor vehicles (vans / cars) will be on site each day and circa 10 deliveries of materials per week (on rigid vehicles) during the construction phase of the development. Due to the access serving the site instructions will be given to all suppliers to avoid the use of articulated lorries for routine deliveries. There will clearly be instances where machinery is required to be delivered and that is likely to be required to be done so on large lorries. In such instances a banksman will be used and timings of delivery will avoid key times.

- KEY
- Welfare
 - Construction Access from Woodmarsh
 - Car Park
 - Material Storage
 - Infrastructure Phase 1 (Access Formation)
 - Infrastructure Phase 2 (Pond & Access Road)
 - Phase of Build Route

