

A Planning Application by
INSTAVOLT LIMITED

In respect of
**Land Adjacent to Bath Road,
CHIPPENHAM, SN14 0AF**

Construction Traffic Management Plan

2508-020/CTMP/01 | October 2025



Document Management

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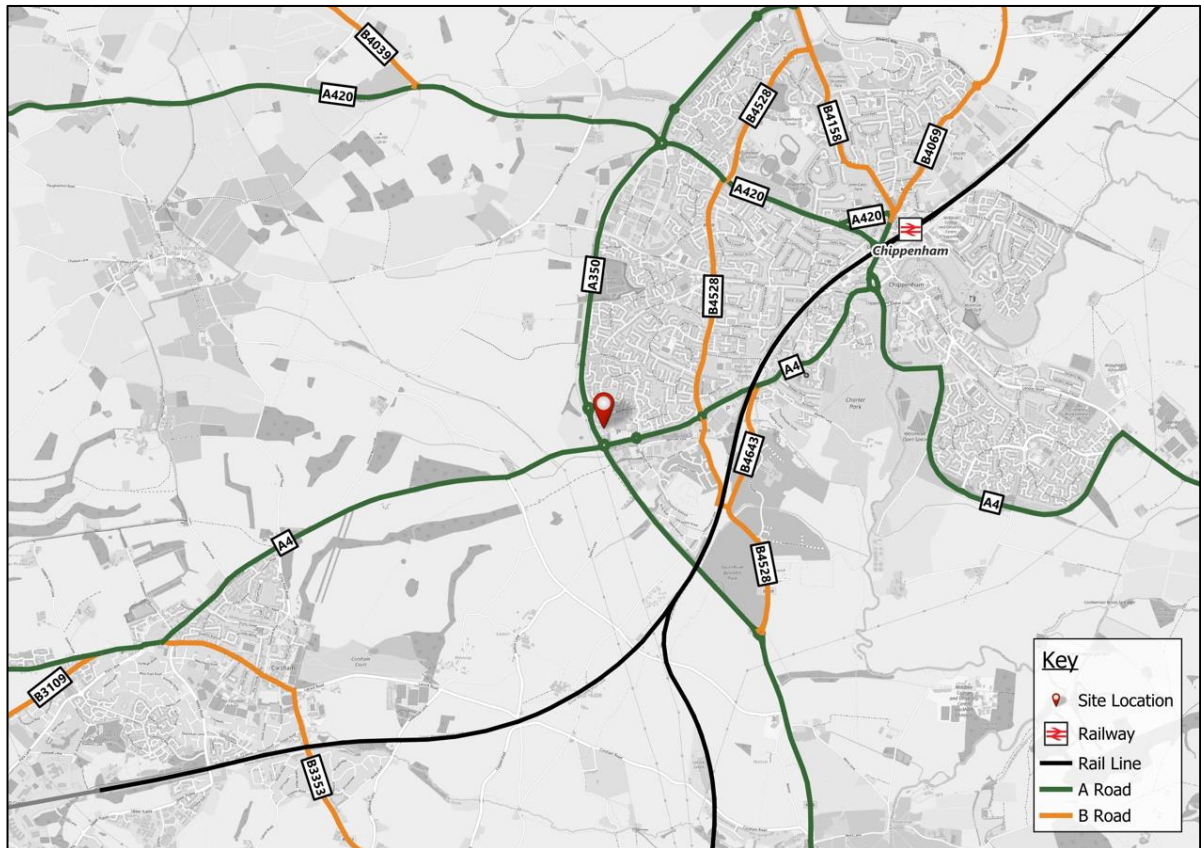
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1 Introduction

- 1.1 Transport Planning Associates (TPA) has been instructed by InstaVolt Limited (the “Client”) with respect to a proposed EV charging station at the Land adjacent to Bath Road, Chippenham, SN14 0AF. The local authority is Wiltshire Council (**WC**) and the site location in context to the wider regional area is presented below in **Figure 1.1**.

Figure 1.1 Site Location – Wider Context



Source: © OpenStreetMap contributors

- 1.2 The proposal includes 16 EV charging bays and associated landscaping. The site will be accessed via the existing arrangement used by Busy Bees Nursery.

Planning History

- 1.3 A planning application was previously submitted¹ on 23 March 2021, entailing the development of a coffee shop with drive through facility with associated car parking and landscaping. The development proposals also included a separate electric vehicle charging facility, comprising 6 rapid charge EV bays.

¹ Wiltshire Council Planning Application Reference: PL/2021/03002

- 1.4 As the highway authority, WC recommended a refusal of the application based on the following highway reasons extracted below on 16 June 2021:

"The application does not include sufficient information to enable the LPA to determine whether the suitable access arrangements can be satisfactorily accommodated for the Construction Phase, therefore the proposal for the construction of a Class E unit café and drive through is considered contrary to highway, traffic and pedestrian safety and Wiltshire Core Policy 61 and 62."

- 1.5 This application was later withdrawn by the applicant on 08 July 2021.

Scope of this Report

- 1.6 This Construction Traffic Management Plan (CTMP) has been prepared to support the planning application and addresses concerns about the construction period from a transport and highways perspective.

Objectives of this Construction Traffic Management Plan

- 1.7 The overall objectives of this Construction Traffic Management Plan are to:

- Lower emissions;
- Enhance safety - Improved vehicle and road user safety; and
- Reduce congestion - Reduced trips overall, especially in peak periods.

- 1.8 The following several sub-objectives will then support the realisation of the objectives above:

- Encouraging construction workers to travel to the site by non-car modes;
- Promoting smarter operations that reduce the need for construction travel or that reduce or eliminate trips in peak periods;
- Encouraging greater use of sustainable freight modes;
- Encouraging the use of greener vehicles;
- Managing the on-going development and delivery of the CTMP with construction contractors;
- Communication of site delivery and servicing facilities to workers and suppliers; and
- Encouraging the most efficient use of construction freight vehicles.

2 Principal Contractor Safety Statement

- 2.1 The Client acknowledges that it has a responsibility for the health and safety of its employees (i.e. all people contracted to work or provide services to the company), contractors, visitors, members of public attending the site and any other person or party affected by its undertaking. These duties extend throughout the planning and construction phases of the development.
- 2.2 This responsibility is an essential part of the duties of all employees of the company, and in particular, those who act in a managerial or supervisory capacity. Safety considerations are as important as all other operations that the company performs.
- 2.3 Competent persons will be appointed to carry out safety planning and the supervision of potentially hazardous operations. If staff are in any doubt about carrying out any task, they are under instruction to seek advice from a senior member of staff.
- 2.4 The Client, and/or the contractor once appointed, will seek to encourage employee participation in the formulation and implementation of safe working practices. Regular meetings are held with all departmental managers and staff to discuss health and safety matters and working practices. The company has a policy of all site management staff taking appropriate training as identified by regular reviews between staff and line managers.
- 2.5 Selection and reviews of subcontractors will consider their previous experience in delivering an event of this nature and ability to demonstrate safe working practices. It is the Client's intention to:
- Minimise hazards and prevent accidents;
 - Ensure the safety of all workers, artists and the public;
 - Minimise nuisance and disruption to nearby residents, businesses and other users of the local area; and
 - Promote best practice among staff and contractors.

3 Policy Context

3.1 This policies and guidelines as the basis for this Report. Policy documents reviewed include section of the CTMP lists the relevant national and local transport related planning

- Traffic Management Act (2004); and
- Fleet Operation Recognition Scheme (FORS).

3.2 The following paragraphs provide a brief overview of the key principles included in the policies reviewed.

Traffic Management Act (2004)

3.3 The Traffic Management Act (2004) makes:

“provision in relation to the management of road networks; to make new provision for regulating the carrying out of works and other activities in the street”²

3.4 Within the act it also acknowledges that highways may be occupied due to construction activities and identifies appropriate changes levied for any extended occupation.

3.5 Part 2 of The Traffic Management Act (2004) states that *“it is the duty of a local traffic authority [or a strategic highways company (“the network management authority”)] to manage their road network”³*. The management of these networks should ensure that the network is used efficiently, and that the local authority takes the appropriate measures to avoid contributing to traffic congestion.

3.6 While Part 5 of The Traffic Management Act (2004) states that it is the responsibility of strategic highways company and local authorities to manage the road network. This includes National Highways’ role in managing M4 motorway, A303, A36, A417 and A419 trunk roads in Wiltshire, and WC’s role on the local road network.

² Traffic Management Act 2004 Introductory Text

³ Traffic Management Act Part 2 Section 16

Fleet Operator Recognition Scheme (FORS)

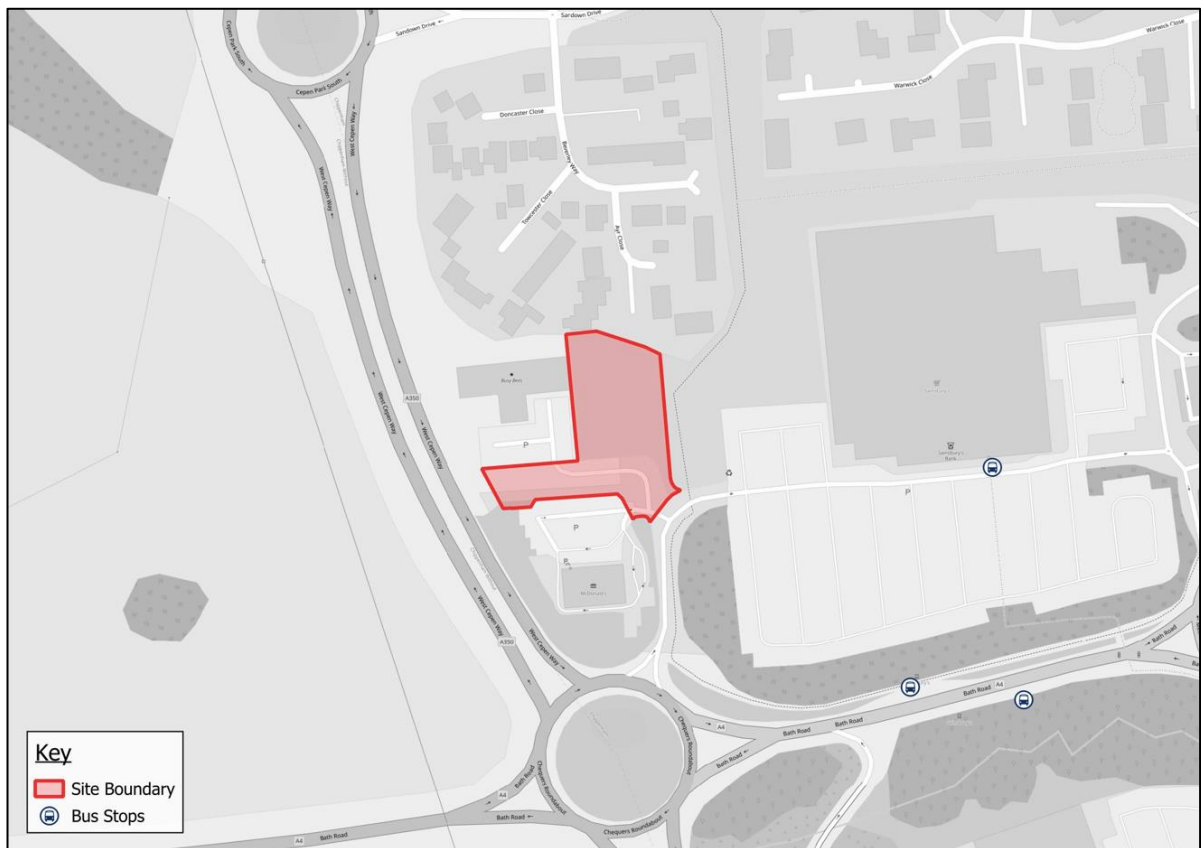
- 3.7 The Fleet Operator Recognition Scheme (FORS) is a voluntary accreditation scheme for fleet operators, which aims to raise the level of quality within fleet operations, and to demonstrate which operators are achieving exemplary levels of best practice in safety, efficiency, and environmental protection.
- 3.8 Use of FORS registered hauliers will be ensured to maintain a high standard of delivery vehicles so that the safety of the public and on-site contractors is maintained at all times. Furthermore, the use of FORS registered hauliers should reduce the developments impact on the environment.

4 Site Accessibility

Site

- 4.1 The site currently comprises vacant land and is bounded by Busy Bees Nursery to the west, fast food restaurant to the south and vegetation to the east. The site is accessed through the existing access to the nursery to the south of the site, off the service road from Chequers Roundabout.
- 4.2 Chequers Roundabout connects the site to the A4 (Bath Road), and the A350 (West Cepen Way). The site access will continue to provide access to Busy Bees Nursery. To the east of the site, a cycleway is available and connects the site with residential areas to the north.
- 4.3 The surrounding area consists of residential dwellings to the northeast, industrial buildings to the southeast and open farmland to the east. The site is located 3.8km to the southwest of Chippenham Railway Station. While the wider context of the site is shown in **Figure 1.1**, the local context of the site is shown in **Figure 4.1**.

Figure 4.1 Site Location – Local Context



Source: ©OpenStreetMap Contributors

Existing Pedestrian Infrastructure

- 4.4 A pedestrian footway, measuring circa 2m in width is located on the north side of the access road and connects the site with the adjacent Sainsbury's Supermarket and the wider area. A raised table crossing is available, crossing the service road. The footways in the vicinity of the site are intermittently lit.

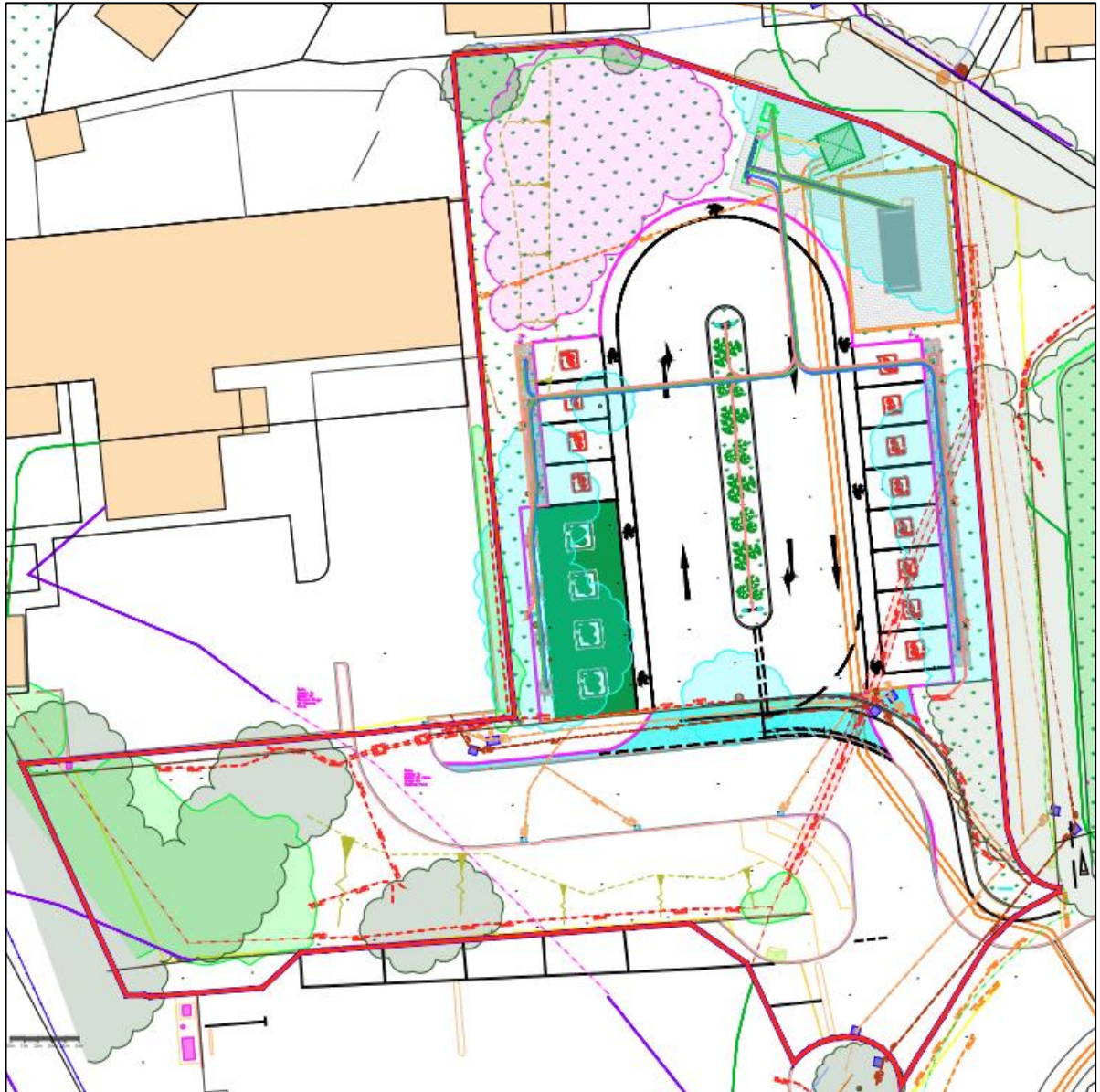
Local and Strategic Highway Network

- 4.5 As previously mentioned, the site can be accessed from the local highway network from the service road at the Chequers Roundabout located in southwestern Chippenham.
- 4.6 Within the vicinity of the site, the A350 (West Cepen Way) is a dual carriageway road, subject to the national speed limit and benefits from street lighting commensurate with the surrounding area adjacent to the site. The A350 provides a north to south bypass around Chippenham. The A4 (Bath Road) is a single carriageway road within the vicinity of the site and has a speed limit of 40mph to the east of the roundabout, and the national speed limit to the west. The A4 provides strategic connectivity between Bath (to the west) and Chippenham Town Centre (to the east)..

5 Construction Traffic Route

- 5.1 The proposed site layout is shown at **Figure 5.1**. The site will be bordered by hoardings with an access point situated on the existing access to Busy Bees Nursery. No works are proposed on the public highway.

Figure 5.1 Proposed Site Layout



Source: InstaVolt Limited

Construction Routes

- 5.2 Vehicles will access the site via the existing access to Busy Bees Nursery, at the north west corner of the access road. Heavy goods vehicles are expected to access the site via the Chequers Roundabout

from A4 (eastbound), and A350, to avoid passing through residential areas. This is shown diagrammatically at **Figure 5.2**.

Figure 5.2 Construction Routes



Deliveries

- 5.3 To reduce the likelihood of congestion during both the site clearance and the construction phases of the proposed development, suppliers will endeavour to consolidate deliveries to single vehicles where multiple orders are placed. In general, deliveries will be made outside of the traditional background traffic peak hours between 09:30 and 15:00, except for key 'just in time' deliveries.
- 5.4 To manage delivery vehicles entering and egressing from the single access point, strict monitoring and control will be implemented to ensure each vehicle has a pre-arranged delivery time.
- 5.5 Currently, there are no standards available for the estimation of the volume of construction traffic that will be generated by a development. Therefore, this calculation has been based on the likely number of vehicles that will be required to construct the development using the data contained within the following table. It is anticipated that as this is a relatively small development, there will not be a large number of construction vehicles.

6 Neighbours

- 6.1 Contact will be established with neighbouring occupiers and landowners to inform them of the construction works proposed.
- 6.2 Strong communication with local residents will be retained, with frequent updates on the progress of the construction of the development. The site manager will be responsible for providing this information and dealing with any queries raised on site. Any queries which cannot be resolved by the site manager will be passed to the Client and/or to their management company, as appropriate, to resolve.
- 6.3 Vehicular traffic to and from the site will be undertaken via Chequers Roundabout.

7 Safety Planning

- 7.1 This CTMP has been prepared under instruction and on behalf of the Client to document the safety management arrangements and control measures during all construction phases of the event. The document is based on information currently available and will be updated as additional detail is made available.
- 7.2 Arrangements for planning and organising this event and the standards for the provision of services are in accordance with the (Purple) Event Safety Guide and current good practice.
- 7.3 Regulations, which may cover areas of activity, include:
- Health and Safety at Work Act 1974
 - The Construction (Design and Management) Regulations 2015
 - Control of Noise at Work Regulations 2005
 - COSHH – Control of Substances Hazardous to Health
 - Manual Handling Regulations Act 1992
 - RIDDOR – Reporting of Injuries, Diseases and Dangerous Occurrences
 - PPE – Personal Protective Equipment Regulations 1998
 - Health and Safety (First Aid) Regulations 1981
 - Regulatory Reform (Fire Safety) Order 2005
 - Work at Height Regulations 2005
 - LOLER – The Lifting Operations and Lifting Equipment Regulations 1998
 - Further guidance may also be taken from guides including:
 - Institute of Structural Engineers: Temporary Demountable Structures
 - Fire Safety Risk Assessment at open air events and venues (2007)

Site Documentation

- 7.4 In relation to these works, and although this will be confirmed by the contractor in due course, the company's health and safety folder within the site office is anticipated to include documents such as:
- Health and safety policy
 - Construction Phase Plan
 - Pre-construction information
 - RIDDOR reporting arrangements
 - Risk assessments
 - Training records
 - Plant maintenance and inspection records
 - COSHH safety data information sheets.

8 Management of vehicle access, turning and parking

Site Access

- 8.1 As set out in **Chapter 5**, all construction traffic will access the site via Chequers Roundabout and the access road. Banksman will be stationed at the access point to the site. They will be in contact with each other via walkie-talkie or similar and will manage vehicle entry and exit such that the access road is clear when vehicles need to enter or leave the site.
- 8.2 Given the nature of the proposed application, it is not envisaged that a wheel washing facility will be required at the exit from the site.

Swept Path Analysis

- 8.3 At this early stage of development, the choice of construction vehicles is not yet determined. It will be confirmed once the contractor is appointed. Swept path analysis will be provided as part of the Detailed CTMP.

Staff Parking

- 8.4 As set out in Chapter 4, the proximity of the site to a number of bus stops would allow contractors / construction staff to travel by sustainable transport modes rather than by car or van. Those that will need to travel to site by vehicle will park within the site compound / setup area shown at **Figure 5.1**.

FIGURES

DRAWINGS

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