

Cycle Chippenham response to planning application PL/2025/07726 Land North of Bath Road, Chippenham, SN14 0BJ

Proposal: Electric vehicle charging facility

Chippenham Cycle Network Development Group (Cycle Chippenham) response

In summary:

1. Level footway with Dutch entry kerbs required at entrance and exit on highways safety grounds;
2. A section 106 contribution towards off-site cycleway improvements is essential to mitigate the impact on the local highway network.

In detail:

1. Level footway required at entrance and exit

While we welcome the fact that the proposals will maintain a continuous footway/cycleway across the entrance of the site, the proposals will make the area worse for people on the path, due to the lowering of the footway. This will result in a 'lumpy' experience for people walking, wheeling, scooting, and cycling, which requires more energy, and can be uncomfortable in particular for wheeled users.

More importantly, lowering the footway will encourage higher vehicle speeds, which is not appropriate in a location so close to a nursery. A solution is required to slow vehicles entering and exiting the EV charging facility.

Requirement: Best practice for continuous footway treatments is now to use Dutch-style entrance kerbs, as shown in [this image from Coventry](#). This provides a level, continuous experience for people walking, wheeling, scooting, and cycling, and one that indicates to drivers that they must give way to people on the path. We'd request that the designs be tweaked to provide a level footway with Dutch entrance kerbs on either side.

2. A section 106 contribution towards off-site cycleway improvements is essential

Previous applications for this site have resulted in significant concern from the local community regarding the increased amount of traffic they will generate.

While we recognise that those coming to this site will be doing so to charge their cars, so would not be able to cycle, we do feel that a section 106 contribution towards off-site cycle improvements is essential, to mitigate the not-insignificant highways impact that this development will have.

Such a contribution, which would contribute to delivery of one or more local cycle improvement schemes identified in the Chippenham Neighbourhood Plan or Chippenham LCWIP, would help make cycling a genuine option for others who are currently driving to this area, thereby offsetting the highways impact that the proposed development will have.

ENDS