

PL/2025/08741 90A Wood Lane: Outline application for the demolition of 90A Wood Lane and the erection of 5no. dwelling houses, with matters of Access to be considered

Cycle Chippenham response

1. Contribution towards off-site cycleway improvements

On the basis that the council's Highways team has requested a reasonable and proportionate section 106 contribution from the adjacent development ([see request here](#)), which is similar in scale to this one, it is reasonable to request a similar contribution from this development. This will help to mitigate the impact on the local highways network that five additional dwellings will create.

Requirement: Please provide a reasonable and proportionate S106 contribution towards the enhancement of off-site cycleways in the vicinity of the development.

2. Concern over proposed cycle store locations

While we recognise that the proposed cycle stores are the same as those previously approved under PL/2022/00586, we have concerns about their location.

- Location at the far end of the gardens is unattractive, making it much less convenient for a resident to access their cycle, than their car (which will be parked at the front of the house);
- Getting a cycle from the proposed stores to the carriageway will require cycles to be manoeuvred through multiple sharp 90° turns in the narrow access path. This will not be possible with the Cycle Design Vehicle specified in LTN 1/20 (2.8m long x 1.2m wide). This layout will consequently prevent people living in these properties from owning e.g. cargo box bikes, long-tail cargo bikes, trikes, or using cycle trailers;
- Vehicles parked across the fronts of the properties are likely to make access by cycle difficult or even impossible, again due to the sharp turns involved.

Requirement: Relocate the cycle stores to make access to the road easier. Ideally, cycle storage should be to the front of the houses, but if that isn't feasible, then as a minimum the stores for all plots need to offer access to the carriageway that will accommodate the Cycle Design Vehicle, and swept path analysis should be provided to demonstrate this.

3. Cycle stores need to meet a recognised security standard

The security standard for the cycle stores is not specified, beyond that the stores will be 'lockable'. For people to have the confidence to store cycles of any significant value in the stores, they must have confidence that the store cannot easily be broken into.

A store that conforms to a recognised security standard is therefore essential, and was something that Wiltshire Council Highways has requested on other developments (including in its [response to PL/2022/06908](#)), where it specified that:

Where a storage facility is to be provided in the gardens please tell the developer it will not be acceptable to provide a standard wooden shed. It must:

- a) be of an appropriate capacity for the required number of bikes*
- b) be located where it is easy to get bikes in and out of the storage then off the premises*
- c) meet secured by design level. Bicycle storage companies will advertise if their lockers / metal sheds meet these standards and they should also be listed here: List of Member Companies (Alphabetical) ([securedbydesign.com](#))*

Requirement: Please specify the exact storage units that will be provided, demonstrating that they meet Secured By Design or an equivalent security standard.

ENDS

CYCLE CHIPPENHAM