

PL/2026/00902 LEONORA HOME, WOOD LANE, CHIPPENHAM, SN15 3DY

Proposal: Outline application for the redevelopment of the site, following demolition of buildings, to provide up to 31 no. dwellings with matters of Access, Layout, and Scale to be considered

Cycle Chippenham response

1. Section 106 contribution required

We agree with Wiltshire Council's Highways Development Management officer in their pre-application advice (published as part of the applicant's Transport Statement), that an appropriate section 106 contribution is required towards off-site cycle infrastructure.

We welcome the applicant's agreement to providing such a contribution.

On the basis that the car parking provision will be substantially below the usual Wiltshire Council requirement, we would expect the contribution towards off-site cycleways to be substantial enough to deliver meaningful improvements in the local area, towards enhancement projects that have been identified in the Chippenham LCWIP and/or Chippenham Neighbourhood Plan, and/or through community requests. Close to the site, these include:

- Delivery of the 2no path upgrades from Wood Lane to Pewsham (at Wicks Drive and Daniell Drive – currently going through the LHFID design process);
- Upgrade of the path linking Baydons Lane to Long Close (preliminary designs progressing);
- Creation of a cycle link along Avenue La Fleche, from Wood Lane to the Butts, including crossing facilities over The Causeway (high-priority scheme in Neighbourhood Plan).

This requirement is justified in planning terms by Chippenham Neighbourhood Plan Policy T1, which requires that major developments (10+ dwellings) that generate increased use of the existing cycle network to access the site – which this development will – are expected to make financial contributions towards relevant improvements shown in the Neighbourhood Plan.

This requirement is justified in planning terms by Chippenham Neighbourhood Plan Policy T1, which requires that major developments (10+ dwellings) that generate increased use of the existing cycle network to access the site – which this development will – will be expected to make financial contributions towards relevant improvements shown in the Neighbourhood Plan.

2. Residential cycle parking requires redesigning

We agree with Wiltshire Council's Highways Development Management officer in their pre-application advice (published as part of the applicant's Transport Statement), that cycle parking must be suitable for residential use, and must be capable of accommodating longer and wider cycles – specifically the Cycle Design Vehicle specified in LTN 1/20 (2.8m long x 1.2m wide).

While the applicant's Transport Statement claims that its proposals are compliant, we do not believe they are.

Firstly, double-deck parking alone is not appropriate for residential use. Some people will not have the strength to use the upper level, while the lower level can be challenging to use due to the very confined headroom resulting in people injuring their heads when storing/retrieving cycles.

The type of parking proposed can also exclude cycles with wider tyres, and does not allow wider or longer cycles to be stored.

The suggestion that the outdoor visitor cycle parking can be used for larger cycle storage for residents is also unrealistic. Large cycles (e.g. cargo bikes, trikes) are expensive, so people will not wish to leave them locked up outside in the open for extended periods, for security reasons. The Transport Statement effectively concedes this security issue at paragraph 4.36, stating that 'visitor spaces can be accessed without entry to the secure cycle stores'.

We also have concerns around cycle access to the proposed cycle stores, which requires people to navigate narrow paths with one or more 90° turns in them – this will be difficult or even impossible for the Cycle Design Vehicle to access.

The residential cycle parking therefore requires redesigning.

Requirement: Please redesign the residential cycle parking areas, such that:

- All parking is floor-level, using Sheffield stands set in concrete (root-fixed);
 - Some double-deck parking may be acceptable, but in each store where it is provided there must also be alternative provision for those unable to use the upper or lower double-deck areas for whatever reason;
- Stands positioned per the measurements shown in LTN 1/20 table 11-2;
- There is space within each the lockable structures to store multiple Cycle Design Vehicles (2.8m long x 1.2m wide);

- The structures meet recognised security certifications, such as Secured By Design or Sold Secure;
- There is sufficient manoeuvring space to get the Cycle Design Vehicle from the carriageway into the secure stores – i.e. no sharp corners, sufficiently wide paths, no raised kerbs, no opportunity for obstruction by parked vehicles. Ideally, the storage areas should front directly onto the parking area's circulation space;

3. Visitor cycle parking needs moving northwards

The visitor cycle spaces, as currently shown on the Illustrative Site Plan, are too close to the access road to be usable by visitors with longer and wider cycles, which would protrude into the road.

Access from the road to this parking area must also be flush, since not everyone will be able to lift their cycles up a kerb.

Requirement: This can be resolved by extending the hard standing area and Sheffield stands to the north, such that there is more space between the stands and the access road. Please also ensure the transition from the access road to the cycle parking hard standing area is flush.

4. Visitor cycle parking is required for blocks C and D

We welcome the provision of visitor cycle parking, which is well-located for blocks A, B, and E. However, those visiting blocks C and D are likely to need to leave their cycles closer to these buildings. Moreover, these visitors are likely to access the site from London Road rather than Wood Lane. The current location does not serve these users well.

Requirement: Please provide an additional 2-3no Sheffield stands close to the pedestrian entrances to blocks C and D for visitor cycle parking. Easy, flush, unobstructed access from the parking areas is essential.

5. Footway crossovers should use Dutch entrance kerbs

We welcome the provision of continuous footways across the site entrances. However, the proposed dropped kerb approach results in a sloping footway that is uncomfortable for wheeled users (who are tipped to one side), and hazardous to people walking when icy.

Requirement: Best practice is now to provide fully level footways, with [Dutch entrance kerbs](#) (other brands are available) to enable vehicle crossover.

ENDS