

Cycle Chippenham response to revised plans submitted under PL/2025/09200, March 2026

49, 51 & 53 (Rowden Hill House), Rowden Hill, Chippenham, SN15 2AN

Proposal

Full: Redevelopment and renovation of the existing site to provide, within the retained buildings: 1 detached dwelling, 5 flats, A terrace comprising 4 dwellings, alongside the erection of 1 self-build detached dwelling. A new one-way access road, Parking areas and footpaths, External landscaping and associated works, Installation of photovoltaics and air source heat pumps and site drainage features.

Outline: Construction of 6 detached self-build dwellings

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Position: No objection, subject to condition

1. Section 106 contribution required

As highlighted in our original response, the site lacks safe off-site cycle connectivity. We welcome the Highways officer's requirement for a contribution towards active travel options to help mitigate this. We also understand that the applicant is open to providing such a contribution, which we welcome.

Requirement: We would request that any planning permission granted be subject to a meaningful section 106 contribution towards off-site cycle infrastructure in the vicinity of the site, with sufficient flexibility in the wording to allow a variety of options to be explored and the best ultimately taken forward. This might include a cycle/walking spur to the Rowden Mile from St Luke's Drive.

2. Visitor cycle parking locations needs refinement – to be conditioned

We welcome the provision of visitor cycle parking, in the form of 4no Sheffield hoops adjacent to the terrace.

However, we remain hopeful that a walking and cycling access between this site and the adjacent site can be provided in the future, making use of this piece of land. We therefore wouldn't wish a) that this future access usage be constricted, or b) that such a future access use of this land result in the loss of visitor cycle parking.

In addition, the proposals show the cycle parking on grass. This will churn up into mud when wet, so needs to be some form of hard standing.

We also note that while this location is convenient for some of the dwellings, it is not convenient for the flats in number 53, nor for the public open space.

Requirement: We would therefore request a planning condition that prior to first occupation, the location(s), quantum, and design of the visitor cycle parking be agreed with the local highways authority, and that all visitor cycle parking be implemented and ready for use.

3. Resident cycle parking for number 53 needs refinement – to be conditioned

We welcome the provision of a ground-floor cycle storage area in number 53, in addition to the basement storage.

We also appreciate that the current layout of the building results in some constraints, including 90 degree turns to access the store room.

We would therefore be keen to explore with the applicant the possibility of an additional secure external cycle store for number 53, to enable those who are unable to manoeuvre longer or wider cycles into the internal stores, to have somewhere secure to store their cycles, with direct access from the parking areas.

This could be conditioned and details agreed prior to first occupation.

Requirement: We would request that a condition be placed requiring details of residential cycle parking for number 53 to be agreed with the local planning authority, and that such parking be capable of accommodating the Cycle Design Vehicle specified in LTN 1/20 (2.8m long x 1.2m wide). Parking in line with the agreed details would need to be implemented prior to first occupation, and retained in perpetuity.

4. Rowden Hill junction details need to be conditioned

We welcome the Highways officer's requirement that the 2no junctions on Rowden Hill be the crossover type, i.e. continuous footways along the A4 Rowden Hill.

As set out in our original response, these need to use Dutch entrance kerbs (and not dropped kerbs), so as to provide level footways along Rowden Hill.

We understand that both the developer and the Highways officer are happy with the Dutch kerb approach. However, no details of this commitment appear to be provided in the revised plans.

Requirement: We would ask for a condition to be placed that specifies that the 2no junctions between the development road and A4 Rowden Hill provide level, continuous footways, and use Dutch entrance kerbs.

ENDS