

Cycle Chippenham response to PL/2026/01431, Southpoint Business Park (Plot 100), A350 West Cepen Way / B4528, Chippenham, SN15 2NU

Proposal: Erection of health, fitness and racquets club, including three outdoor tennis courts within an enclosed air dome structure, three outdoor padel courts enclosed within canopies, indoor and outdoor swimming pools, outdoor multi use court, outdoor battle box exercise facility, external spa garden, child activity area, lounge facilities including a business hub and terrace, together with ancillary facilities, car parking, servicing, landscaping and associated works.

Cycle Chippenham response

Overall

The Chippenham Cycle Network Development Group (Cycle Chippenham) will only be commenting on the proposals from an active travel perspective.

It is disappointing to see so many parking spaces provided, given the substantial additional traffic this will induce, not only in the immediate vicinity of the site, but throughout its catchment area, which includes the already congested roads in Chippenham itself.

Particularly given that this facility is all about being active, we would have expected the applicant to offer a more ambitious scheme designed to discourage car travel by those living locally, and instead offer safe and attractive active travel routes to and within the site. This would align with Wiltshire Council's emerging vision-led transport strategy in LTP4.

Requirements in summary:

- 1. Substantial section 106 contribution towards off-site cycle links is required;**
- 2. On-site cycle route needs improvement;**
- 3. Visitor cycle parking area needs expanding and refining;**
- 4. Separate staff cycle parking area required.**

Detailed comments

1. Substantial section 106 contribution towards off-site cycle links is required

The site is located within easy cycling reach of most of Chippenham, in terms of distance. However, without *safe routes* to the site, people will understandably resort to driving. In particular, those living north of the railway line, in areas such as Hilltop Park, Cepen Park South, Queens Crescent, and the Sheldon division, have no easy way of walking, wheeling, or cycling to the site. While the Rowden Park development will provide some cycle and walking routes to the site, these will not serve the areas listed above. Routes for those living in these areas therefore need to be provided.

Requirement: Whilst we recognise that a single developer can't solve this issue in its entirety, we would expect a substantial section 106 contribution towards off-site cycle routes to improve active travel access to the site.

This is justified by:

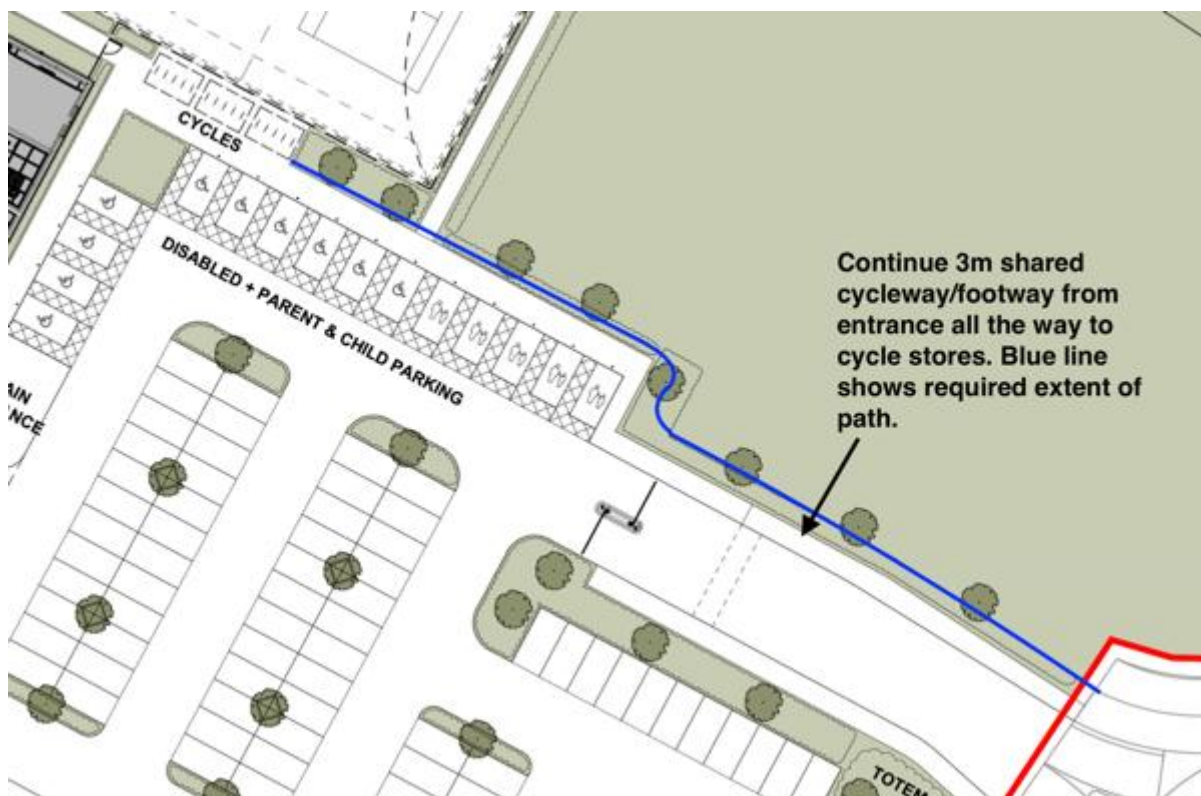
- **Chippenham Neighbourhood Plan Policy T1:** Major developments must make contributions towards the high-priority cycle network improvements shown in the Neighbourhood Plan. Scheme 34, for example, is currently at optioneering stage, and will require funds to construct. This scheme will enable those living north of the railway to access the site via Rowden Lane and the Rowden Mile.
- **Wiltshire Core Strategy Policies 60 and 61:** Developments must promote sustainable transport; maintain and selectively improve the local transport network; consider the needs of all transport users in line with the hierarchy set out in CP61 (where people walking, wheeling, and cycling are above private car drivers).
- **The Chippenham Local Cycling and walking Infrastructure Plan (LCWIP):** Routes CC11 and CC15 are identified as requiring improvement, and both directly serve the site from different parts of Chippenham.
- **The NPPF;** paragraphs 115a, b, d, 117a, b, c.

2. On-site cycle route needs improvement

We note the 3m shared use footway/cycleway along the development spine road ends at the applicant's red line boundary. It is unclear what people cycling to the site via this route are expected to do at this point. Rejoining the carriageway on the wrong side would not be safe, nor would it be safe to require them to cross two lanes of traffic so close to a roundabout.

A narrow (1.5m) footway appears to be provided along the north side of the access road from the red line. This needs to be upgraded to provide a continuous and direct cycle route to the proposed cycle parking area, as shown in the annotation below.

Requirement: Widen the footway along the north side of the entrance road, to provide a continuous cycle route from the on-site cycle parking to connect with the cycleway at the red line boundary. Note that the corners need rounding, so that they're not 90°. The planting can be pushed back into the open space to accommodate this, without loss of planting area.



This is justified by:

- **Wiltshire Core Strategy Policies 60 and 61:** specifically, the hierarchy that prioritises cycle movements over car movements;
- **NPPF paragraph 115a** which requires sustainable transport modes to be prioritised;
- **NPPF paragraph 115b** which requires safe and suitable access to be achieved for all users;
- **NPPF paragraph 117a** which requires priority to be given to pedestrian and cycle movements;
- **NPPF paragraph 117c** which requires minimisation of scope for conflicts between people cycling and vehicles – the current proposals would require people cycling to leave the off-site shared use path at the entrance junction, crossing over where vehicles are turning in and out of the site, thereby creating unnecessary conflicts.

3. Visitor cycle parking area needs expanding and refining

While we welcome the provision of visitor cycle parking, we note that Wiltshire's LTP3 Cycling Strategy is now 10 years old, and standards have moved on since. We expect LTP4 Cycling Strategy to align with the requirements in LTN 1/20, so it is reasonable to expect LTN 1/20 to be the standard used for new developments in the meantime.

LTN 1/20 table 11-1 requires 1 covered visitor cycle space per 50m² of floor area. Since the proposed facility has a floor area of 6479m², this would require a minimum of 130 visitor cycle parking spaces.

We note and welcome the overall design of the cycle parking areas, with the use of root fixed stands, and flush access. However, we note that the distance between the Sheffield stands needs to be 1.0m, and a certain number of bays also need to be provided capable of accommodating the Cycle Design Vehicle (up to 1.2m wide).

Requirements:

1. Increase visitor cycle parking spaces to at least 130.
2. Increase distance between Sheffield stands to 1.0m to ensure sufficient room for two cycles to be tied to each stand.
3. Provide some cycle parking spaces large enough to accommodate the Cycle Design Vehicle (1.2m wide x 2.8m long).

4. Separate staff cycle parking area required

No separate long-stay staff cycle parking appears to be provided. LTN 1/20 table 11-1 requires 1 space per 5 employees.

Requirement: Provision of a separate secure area for staff cycle parking, at 1 space per 5 employees.

ENDS