

Chippenham Cycle Network Development Group (Cycle Chippenham) response to PL/2026/02190 ATS Euromaster, Cocklebury Road CHIPPENHAM, SN15 3QF

Proposal: Change of Use from Tyre Fitters (B1 use) to Convenience Shop (class E)

Cycle Chippenham response

As a Cycle Network Development group, we make no comment on the suitability of the site for the proposed use, or the social and economic impact that this may have on other shops in the area. Our response will focus solely on cycle provision for the site, based on the proposals being put forward.

Overall, we are concerned that little detailed consideration appears to be given to cycled journeys in the planning application (for staff or customers), and would highlight the following to Wiltshire Council's Highways Development Management team and the applicant.

1. Vision-led Transport Statement and reasonable Section 106 contribution towards off-site cycleways is required

While the application does not result in additional floorspace, it is reasonable to expect that the site's proposed new use (convenience store) will generate a **significantly greater number of journeys than its predecessor** (tyre fitter), since the typical duration of a tyre or exhaust replacement is significantly longer than a typical visit to a convenience store. We can therefore reasonably expect many more visitors per day to a convenience store compared to a vehicle repair centre.

As a consequence, the change of use will result in increased use of both the local road network and the cycle network. We would therefore expect some form of vision-led assessment of this increase on the local highway network to be provided by the applicant, in line with the requirement set out in NPPF paragraph 118.

Requirement 1:

We would expect a vision-led Transport Assessment or Transport Statement to be provided to assess the increased trip-generation resulting from the proposed change of use, so that its effects on the local highway network can be understood and appropriately mitigated.

Requirement 2:

Given the anticipated increase in journey numbers resulting from the change of use, we feel a section 106 requirement towards off-site cycle enhancements set out in the Chippenham LCWIP or Neighbourhood Plan be provided. In addition, this could be used towards the improvement identified in point 2 below.

Policy justification:

- NPPF para 118 (developments that generate significant amounts of transport movement require a vision-led TS or TA).

2. Cycle connectivity enhancement is required

The site is close to existing and new proposed cycle routes via the Cocklebury Road shared use path opposite the site entrance and the nearby NCN403 route, accessed through Great Mead. With the nearby Rawlings Green housing application, this shared path route is likely to serve new housing accessing the proposed convenience store. The narrow motor vehicle connection to Rawlings Farm through Darcy Close means that it is important to facilitate easy cycling access for staff and visitors to minimise car journeys to the store.

However, there is no dropped kerb access onto the cycleway opposite the site entrance. This means it will not be possible to get on/off the cycleway to access the store, and may result in people cycling on the footway on the south side of the road, which we wish to discourage.

Requirement:

Provide a dropped kerb on the shared use path, directly opposite the site entrance. This could be secured via a section 106 contribution, or ideally a section 278 agreement.

Policy justification:

- Wiltshire Core Policies 60 + 61 (Promoting sustainable transport and reducing need for travel by car);
- NPPF pars 115a (prioritising sustainable modes), 115b (ensuring safe access for all users), 117a (priority must be given to pedestrian and cycle movements);
- Chippenham Neighbourhood Plan – Transport Objective 3 (promote sustainable transport).

3. Cycle parking is required for visitors and staff

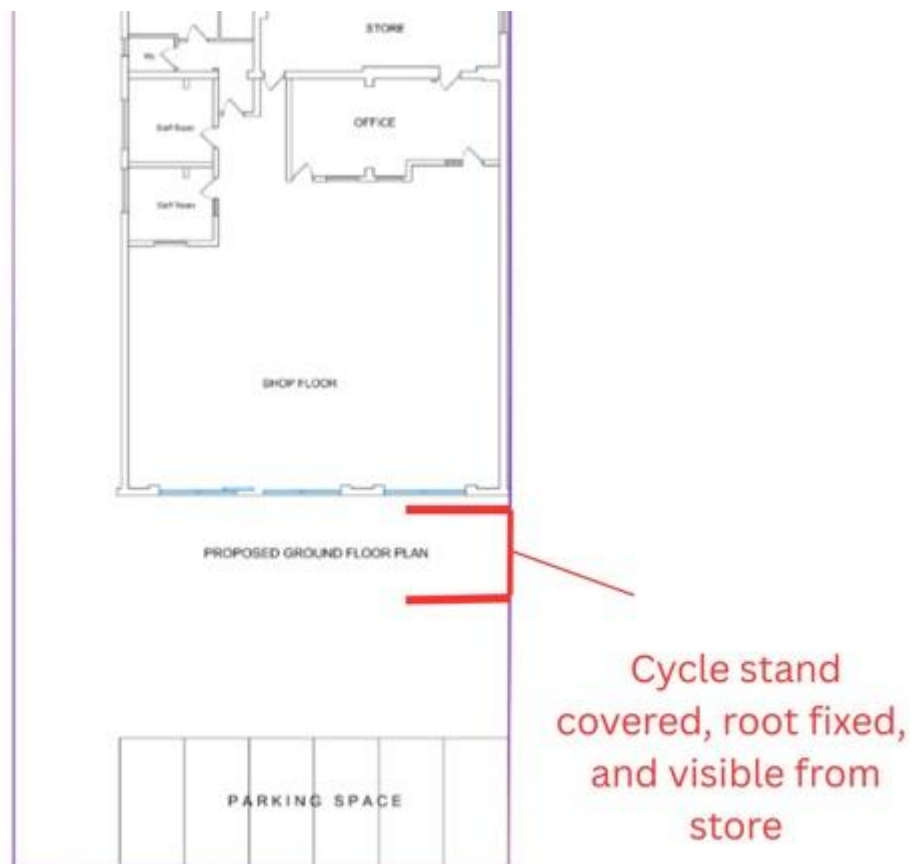
In line with local and national policy, cycle parking for visitors and staff is required for a facility of this nature. The numbers of spaces are set out in Wiltshire Council's LTP3 Cycling Strategy, though this document is 12 years old and soon to be replaced. We expect LTP4 to align with or exceed LTN 1/20, so it is reasonable to use the numbers set out in LTN 1/20 as the minimum requirement.

The Design and Access statement describes the 'potential to create **bicycle storage**'. The Town Centre Impact statement acknowledges the site is accessible by 'foot, **cycle**, and car'; yet no cycle parking appears to be proposed.

Requirement:

Cycle parking is required, in line with the numbers set out in LTN 1/20 table 11-1. This should be immediately outside the main front entrance to the Convenience store, as indicated in the photo and diagram below.

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It is critical for a facility such as this that cargo cycles and cycles with trailers are accommodated in the cycle parking (up to 2.8m long and up to 1.2m wide, as per the Cycle Design Vehicle specified in LTN 1/20).

Visitor cycle parking should be:

- Covered;
- Near the store entrance;
- Use root fixed stands;
- Capable of accommodating cycle design vehicle in LTN 1/20;
- Designed so it can't be blocked by parked vehicles, e.g. with a hatched area in front. The [cycle parking at Cinch self-storage](#) is an example of good practice that we would recommend following.

It is suggested that the entrance to the cycle parking area be parallel to the store front, such that cycles parked inside of the stand are visible from inside the store, for additional security. Visibility from inside the store is likely to instil staff and visitors with greater confidence that their cycles can be safely locked and left, encouraging cycling to work and cycle journeys to the store.

Policy justification

- Wiltshire Council LTP3 Cycling Strategy;
- LTN 1/20;
- Wiltshire Core Policies 60+61.

4. Staff showers, lockers, and changing facilities are required

It is now common practice for sites such as this to provide changing facilities, lockers, and showers for staff, to encourage people to cycle to work. Wiltshire Council's LTP3 Cycling Strategy Policy 4a requires shower and changing facilities in this type of unit.

Such facilities have been provided or required at other employment sites in Chippenham, including Cinch self-storage, Kellaways Builders Merchant, and LF Replacement Windows.

Requirement:

Provide **showers, lockers and changing facilities** for staff.

The plans show two WCs and a staff room, with one of the WCs located the opposite side of the wall to the staff room. It is recommended to include a staff shower and changing room. This should be possible with a small modification, given water, drainage, and the staff room are in the same location.

Policy justification

- Wiltshire Council LTP3 Cycling Strategy;
- LTN 1/20;
- Wiltshire Core Policies 60+61.

ENDS