



ENGAGE

COMMUNITY
CONSULTANTS

LAND ADJACENT TO LONDON ROAD AND PEWSHAM WAY, CHIPPENHAM

Statement of Community Engagement

July 2026

Prepared for Gallagher Developments and Gleeson Land

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1. SUMMARY

Gallagher Developments and Gleeson Land are preparing to submit planning applications for Land adjacent to London Road and Pewsham Way in Chippenham. The sites were proposed as part of a wider allocation in the recently withdrawn Wiltshire Local Plan Review. The masterplan is expected to offer around 1,200 new homes, land for a primary school, a local centre, open space and play areas.

The description of development for the Gleeson application is:

Outline planning application with all matters reserved except access from the A4/London Road for up to 600 dwellings, together with land for a local centre (Use Classes E and F), areas of open space, landscaping and associated infrastructure.

2. THE PUBLIC CONSULTATION PROCESS

Prior to the submission of the planning applications, Gallagher Developments and Gleeson Land undertook pre-application consultation with the local community. This included meetings with local representatives and online consultation via the project website. This was followed by a feedback webinar to respond to the issues raised during the consultation and is available to view on the project website.

i. Meetings with Local Representatives

Chippenham Town Council

A briefing meeting was held with Chippenham Town Council councillors on 17 June 2026, prior to their Full Council meeting. Representatives of Gallagher Developments and Gleeson Land attended, together with the project planning consultant and transport consultant, to cover specific details of the proposals. The briefing included a presentation covering the masterplan for the site, access details, transport aspects and the planning background. Councillors had the opportunity to raise questions and offer their views about the plans.

Wiltshire Division Member, Cllr Clare Cape

A briefing meeting was held with Cllr Clare Cape, the Wiltshire Council member for Chippenham Pewsham division, on 4 June 2026. The briefing included an overview of the masterplan for the site, the planning background and aspects including access, transport and sustainability.

Chippenham Town Council, Pewsham ward member Cllr Bettina Nonhoff

A virtual briefing meeting was held with Cllr Bettina Nonhoff on Thursday 9th July. The briefing included discussing the masterplan, links through to the surrounding area, highways, sustainability and disposal.

Wiltshire Canal's Trust

A virtual meeting was held with the Canal's Trust to learn about their proposals and understand future ambitions.

ii. Public Consultation

Consultation Website

A consultation letter was sent to 1,628 addresses within the vicinity of the site. The letter provided an overview of the proposals together with a location plan and directed consultees to visit the project website for further information and to submit feedback on the proposals. The letter was also sent to Chippenham Town Council, Derry Hill & Studley Parish Council, the Wiltshire division members for the site and adjacent areas and the Chippenham Town councillors for the site ward. The project website is <https://www.pewshamchippenham.co.uk/>

iii. Feedback Webinar

A feedback webinar will be posted onto the website in August to provide responses to the main issues raised during the online consultation.

3. PUBLIC CONSULTATION FEEDBACK

A total of 537 feedback forms were received during the consultation. The following section sets out the questions that were asked and the key issues raised in response.

QUESTION 1:

THE COUNCIL'S RECENTLY WITHDRAWN PROPOSED LOCAL PLAN SET OUT THAT THIS AREA SHOULD PROVIDE FOR MIXED-USE DEVELOPMENT INCLUDING HOUSING. DO YOU AGREE WITH THE PROPOSALS FOR THE SITE?

The majority of respondents disagreed with the principle of development. Those who expressed objections to the proposals raised issues including the loss of greenfield land, impact on local landscape character and recreation, highway capacity, pressure on local services, flood risk, biodiversity and a desire to see the Wilts & Berks Canal restoration corridor included.

Supportive and neutral responses acknowledged the need for additional housing and the benefits of a mixed-use development. Some respondents welcomed the principle of housing, local retail opportunities, affordable housing, schools, employment uses, green infrastructure and sustainable construction.

Qualified supportive comments included requests for a reduced scale of development, early delivery of road improvements, reduced dependency on car travel, provision of healthcare and education facilities, protection and integration of the canal route, retention of green spaces and access to the countryside, and ensuring the scheme delivers its sustainability objectives.

Key issues raised:

Principle, Scale and Timing of Development

Many respondents objected to the principle of development on this site, particularly given the withdrawal of the Local Plan.

Highways and Transport

Respondents referred to existing congestion on Pewsham Way, London Road, Avenue La Flèche, the A4 corridor, the Bridge Centre roundabout and routes to the A350 and M4. Many said they felt that the development should not proceed without a bypass, link road or substantial highway mitigation.

Community Infrastructure and Services

Concerns raised related to capacity at GP surgeries, dentists, schools, nurseries, secondary education, public transport, local shops, utilities, drainage, sewerage, water supply and electricity capacity.

Greenfield Land, Landscape and Amenity

Respondents placed significant value on the site as countryside, farmland, open space and a recreational resource for walking, cycling, dog walking and access to nature.

Biodiversity

Respondents said they were concerned over the impact on wildlife including bats, birds, owls, kingfishers, deer, hedgehogs, otters, beavers, pollinators, mature trees, hedgerows and wetland habitats.

Flood Risk and Drainage

Respondents said they were concerned over surface water flooding with concerns that parts of the site flood or remain waterlogged, particularly in winter, with potential implications for existing residents and roads particularly in downstream areas.

Wilts & Berks Canal

One of the most frequently raised issues was the importance of incorporating the Wilts and Berks Canal restoration into the proposals which is valued for heritage, recreation, education and biodiversity.

Comments received included;

“No I don’t. This space has been used by the existing residents of Pewsham since I moved here over 30 years ago for recreation. Access to this green space is essential to support mental and physical health. It is used by walkers, dog walkers, bird spotters, joggers and cyclists, giving the space for people to be in nature without having to resort to a car to find it.”

“Broadly fine. It is a lot of houses in one go, but they need to go somewhere; this proposal should work as long as it has the infrastructure to support it and comes with amenities that make it attractive to existing locals (and new residents), rather than a burden. However, the proposals ignore the canal that is being restored and runs through the site. Volunteers have been working very hard to restore this, and it has become a much-loved local amenity. This development needs to respect that and

allow that project to continue. The former canal bed is under water for most of winter so doesn't seem suitable for building anyway."

"No. I think this land should be left as farmland and green space for nature. It is a lifeline for the local community, allowing them space to access nature, supporting their mental health. Chippenham has already had enough housing built in the last couple of years, and there are insufficient amenities to support more houses. The local roads cannot cope with more traffic - Pewsham Way regularly becomes congested, with over 1,000 more families the road will be gridlocked regularly."

Many of these issues were repeated in the answers to the further questions below.

QUESTION 2:

THE DO YOU HAVE A VIEW ON THE TYPE OF HOMES YOU WOULD LIKE TO SEE AND/OR THAT YOU OR YOUR FAMILY ARE IN NEED OF? IF SO, PLEASE INDICATE BELOW.

In response to Question 2, the table below sets out the type of housing that was considered to be required in the area.

Type of housing	Number of responses
Affordable homes	157
Bungalows	95
1-bed	72
2-bed	107
3-bed	111
4-bed	75
5-bed	40

QUESTION 3:

THE PROPOSALS INCLUDE POTENTIAL LAND FOR A NEW PRIMARY SCHOOL, A LOCAL CENTRE, RECREATION/ PLAY AREAS, PUBLIC OPEN SPACES AND COMMUNITY ALLOTMENTS. DO YOU HAVE ANY THOUGHTS ABOUT THESE FACILITIES OR OTHER COMMUNITY FACILITIES?

The key issues raised in response to this question included;

Delivery of Facilities

A recurring concern was the use of the term "potential". Respondents questioned whether the proposed facilities would be delivered, who would fund them and when they would be opened.

Healthcare

Healthcare provision was the most frequently mentioned issue. Respondents said that existing GP surgeries, dental provision, pharmacies and wider healthcare services in Chippenham and Pewsham are already under pressure. Many considered that a new GP surgery, dental provision, pharmacy or wider healthcare centre should be included within the local centre or otherwise secured as part of the development. Several responses also raised concerns about the capacity of Chippenham Hospital and the need for health infrastructure to be considered before additional housing is occupied.

Education

Views on the proposed primary school were mixed. Some respondents consider a school may be necessary if a development of this scale were approved, but many questioned whether there is a need for a new primary school given the perceived availability of places at existing local schools including Kings Lodge and Charter. A number of respondents suggested that secondary school capacity, nursery provision and safe routes to school should be considered alongside any primary school proposal. Concerns were also raised about the proposed location of the school, particularly in relation to walking and cycling access, traffic generation, school drop-off activity and its proximity to the canal and existing recreational routes.

The Wilts & Berks Canal and Pewsham Locks

The Wilts & Berks Canal was one of the most consistently raised matters. Respondents referred to the canal as a heritage asset, wildlife corridor, recreational route, active travel opportunity and potential place-making feature. Many respondents requested that the canal alignment be safeguarded, restored or integrated into the masterplan. There was also support for locating public open space and biodiversity planting along the canal corridor so that it functions as a meaningful green and blue infrastructure route.

Open Space, Recreation and Allotment Provision

Open space, recreation and allotment provision were generally supported. However, many respondents said that such provision would not compensate for the loss of existing countryside, footpaths, wildlife habitat and informal recreational land.

Respondents asked for larger, quality open spaces, natural play areas, spaces for teenagers, sports provision, woodland, community orchards, walking and cycling routes. Specific requests included multi-use games areas, swimming pool, skate or pump-track provision, dog-walking routes, and shaded tree-lined paths.

Several people questioned whether allotments are needed, while others considered them a positive addition if properly located, funded and managed. Questions were asked over the long-term maintenance of these areas.

Local Centre

Respondents said that the proposals for the local centre were not detailed enough to comment fully. Respondents asked whether it would include a GP surgery, dentist, pharmacy, optician, care home, convenience store, café, pub, community hall, post office, hot-desking or small business space, petrol station, food store or other day-to-day services. Several respondents questioned whether additional

retail units would be viable given existing vacant units and facilities at Pewsham. Others considered that a development of this scale must include a genuine local centre to reduce reliance on car travel across Chippenham.

Respondents asked for further details on how these areas would be managed and maintained with scepticism expressed about private management companies, future maintenance charges and whether facilities would be retained for public benefit in perpetuity.

Comments received included;

“Why is a new school needed? Aren't current schools undersubscribed. Where shall the residents go to the doctor?”

“We'd need a primary and a secondary school, doctors' surgery, NHS dentist, care home, better swimming pool, better fire service, petrol station this side of Pewsham, pharmacy, better hospital, optician, more clubs for children and elderly, better swimming pool, plus a community hall etc if this housing is allowed. The roads will not cope with all these extra houses. We'd need another supermarket. The town doesn't have the infrastructure or jobs to support all these homes.”

“Need to provide additional GP surgery as I would be surprised if Lodge Surgery could cope with the additional people. Even if you considered 2 people per household that would be an additional 2400 patients. There are no petrol stations this side of town or large supermarkets, need to go through town to the train station and hospital so there having to go through town centre will be a necessity on many occasions without a relief road.”

“The provision of a primary school, open space and community facilities sounds positive in principle, but I am concerned that these are being used to make a very large housing proposal appear more acceptable without enough detail about delivery. It is not clear whether the proposed school would definitely be built, when it would open, who would fund it, and whether it would have sufficient capacity for the development and the wider area. Simply setting aside land for a school is not the same as providing a funded, delivered and staffed school. The same applies to the local centre and community facilities. These should not be vague aspirations. They should be secured through binding planning obligations, with clear triggers so that infrastructure is delivered early, not after hundreds of houses have already been occupied.”

“I am not against the development in principle, provided that it does not compromise the restoration of the Wilts & Berks Canal (supported by Wiltshire and Chippenham Councils) on the eastern side of the proposed development. Indeed, there are a number of benefits to all stakeholders from the local community to the developer if the restoration is acknowledged and worked into the proposal.”

QUESTION 4:

DO YOU HAVE ANY COMMENTS ON THE PROPOSED MOVEMENT STRATEGY FOR THE SITE INCLUDING PROPOSED ROADS, PUBLIC TRANSPORT LINKS, PEDESTRIAN AND CYCLE ROUTES?

A substantial number of responses were received in relation to the proposed movement strategy. Respondents expressed concern that the proposed development would generate a significant increase in traffic on an already constrained local highway network. The most frequently cited locations were Pewsham Way, London Road/A4, Avenue La Fleche, the Bridge Centre gyratory/roundabout, King Henry Drive roundabout, Studley Crossroads and routes towards Calne, Devizes, the A350, the railway station and the M4.

Respondents stated that the existing road network experiences regular congestion, particularly during school drop-off and pick-up times, commuter peak hours, roadworks and incidents. Many considered that a development of approximately 1,200 dwellings would result in substantial additional vehicle movements. Several responses referred to the potential for rat-running through existing residential streets, increased journey times, noise, air-quality impact and road-safety risks.

A recurring theme was that strategic highway infrastructure should be provided before any housing is occupied. Respondents referred to the need for a link road with many stating that the development should not go ahead unless such infrastructure is secured and delivered at an early stage.

Public transport was generally supported in principle, but many respondents considered the proposals insufficiently detailed. Concerns were raised about existing bus service frequency, reliability, coverage of the Pewsham area, capacity at school times, and the lack of firm commitments to routes, operators, funding or delivery from first occupation. Some respondents requested direct, frequent and reliable services to Chippenham town centre, the railway station, bus station, schools, hospital, supermarkets and employment areas, including possible shuttle or through-site services.

Walking and cycling provision was also supported in principle. Specific concerns were raised about safe crossings of Pewsham Way and the A4, particularly for children accessing schools and for existing residents seeking access to countryside routes. Requests included pedestrian refuges, controlled crossings, traffic calming, lower speed limits, improved links to the town centre and railway station, and better integration with existing public rights of way and cycle routes.

Many respondents considered that the Wilts and Berks canal route should be protected, restored and incorporated as a primary pedestrian, cycle, recreational, heritage and wildlife corridor. Comments referred to the towpath as a potential traffic-free active travel route, the importance of Pewsham Locks and existing restoration work, and the need to avoid severing or obstructing the historic canal alignment. Several respondents suggested that integration of the canal could enhance the proposals, provide biodiversity and wellbeing benefits, and support wider connectivity towards Lacock, Semington, Swindon and existing restored sections.

A number of responses requested further technical work, including a full Transport Assessment, junction capacity modelling, cumulative impact assessment, construction traffic strategy and clear phasing commitments.

A Construction Traffic Management Plan was requested to identify construction access routes, HGV routing, timing restrictions, measures to protect residential streets, arrangements for pedestrians and cyclists and communication with local residents.

Comments received included;

"I have serious concerns about the traffic impact of this proposal. A development of around 1,200 homes could generate a very large number of additional car journeys each day, particularly at school drop-off/pick-up times and commuter peak times. The existing road network around London Road, Pewsham Way and the surrounding residential streets is not designed to absorb this level of extra traffic without causing congestion, rat-running, delays, noise and air-quality impacts for existing residents."

"There should be generous public transport links to the station and bus station, and directly to local big supermarkets (as big supermarkets will only be driveable from this development). The developers need to honour cycle and pathways and maintain them for a set number of years beyond the development completion date."

"As many cycle and pedestrian routes should be incorporated especially including along the A4 London Road and Pewsham way, like has been done in towns such as Melksham."

"I think this is only viable if a link road exists. Travelling through Chippenham is already difficult and this will just add to the weight of traffic and so introduce more delays."

QUESTION 5:

FURTHER COMMENTS. PLEASE USE THIS SECTION TO LEAVE ANY FURTHER COMMENTS YOU MAY HAVE ON THE PROPOSALS.

Respondents used this section to repeat some of the issues addressed above with additional comments.

Issues included;

Principle, Scale and Location of Development

A substantial proportion of respondents objected to the principle of developing the site, describing the land as valued countryside, productive or potentially productive farmland and an important rural buffer to the east and south of Chippenham. There was repeated concern that the proposal would represent urban sprawl, alter the character of Pewsham and contribute to the cumulative expansion of Chippenham without sufficient supporting infrastructure. Several comments also questioned whether the site should proceed outside, or ahead of, an up-to-date Local Plan.

Wilts & Berks Canal and Heritage

The most frequently recurring issue was provision for the Wilts & Berks Canal restoration corridor. Respondents identify the canal as a heritage asset, a community-led restoration project, a recreational

route, a potential blue-green infrastructure corridor and an opportunity for biodiversity, flood attenuation, placemaking and active travel. Many respondents stated that the canal route should be safeguarded, restored or incorporated as a central design feature, with early engagement with the Wilts & Berks Canal Trust and appropriate developer contributions secured through the planning process.

Landscape, Ecology and Green Infrastructure

Respondents emphasised the ecological and amenity value of the site and adjoining countryside. Residents said the area supported birds, bats, badgers, deer, foxes, hedgehogs, otters, beavers, water shrews, insects and other wildlife. Concerns were raised that habitat loss would not be adequately offset by landscaped open space within a housing estate. Requests were made for robust ecological surveys, a credible biodiversity net gain strategy, protection of existing hedgerows, trees and wildlife corridors, a landscape-led masterplan with meaningful buffers to sensitive areas.

Highways, Traffic and Movement

Traffic impact was a major and repeated concern. Respondents refer to congestion on Pewsham Way, London Road, the A4 corridor, the Bridge Centre roundabout and wider routes to the A350 and M4. Many comments stated that the existing highway network is already under pressure and would not accommodate the additional vehicle movements associated with approximately 1,200 homes. Calls were made for a link road or wider strategic highway solution before development proceeds, together with safe walking and cycling routes, improved public transport and clear construction traffic management.

Flood Risk, Drainage and Utilities

Respondents said parts of the site are waterlogged or prone to flooding and raised concerns about the loss of permeable land, increased surface water runoff, sewage capacity and downstream impacts. A full Flood Risk Assessment together with foul drainage, water supply and utilities assessments were requested. Several comments suggested that the canal corridor could contribute positively to sustainable drainage and flood attenuation if properly integrated into the development strategy.

Community Infrastructure and Services

Respondents raised significant concerns about the capacity of GP surgeries, dentists, schools, public transport, emergency services, local shops, petrol stations, recreation facilities and wider community infrastructure. A number of respondents said that infrastructure should be provided before or alongside the housing, rather than at a later stage.

Housing Mix, Affordability and Design

Where respondents commented on the proposed housing, there were suggestions for genuinely affordable homes for local people, rented affordable housing, smaller homes, bungalows and accessible homes. Concerns were raised over visual impact, build quality, density, parking provision, estate management arrangements with requests made for a strong design code or design review process.

Consultation Process

Several respondents said they would have preferred to see in person engagement rather than online only. Further in person consultation with residents and stakeholders was requested, together with more details provided, including more detailed mapping.

Comments received included;

“The land already appears prone to waterlogging and flooding. A full flood risk and drainage assessment should be required before any application is considered. Development should not be allowed if it increases surface water run-off or flood risk to existing homes, roads, fields or watercourses.”

4. RESPONSE TO ISSUES RAISED

Gallagher Developments and Gleeson Land would like to thank those who responded to the public consultation for the thoughtful and considered feedback received.

Please see the table below for the response to the main issues raised and where further information can be found within the planning application documents.

Table of Responses

MAIN ISSUE	ISSUE	RESPONSE	FOR FURTHER INFORMATION, PLEASE SEE THE FOLLOWING DOCUMENT
Principle, Scale and Timing of Development	Development is premature in relation to Local Plan process	The preparation of the Local Plan has been delayed, but the urgent need to for new housing remains. Applications on appropriate sites must therefore be brought forward as soon as possible.	The full case for development and design rationale are set out in the submitted Planning Statement and Design and Access Statement.
	Development is too large	The scale of development has been established and tested through the Local Plan process. The proposal provides for up to 600 dwellings at an average density of 36 dwellings per hectare, reflecting the prevailing character and residential densities of the surrounding area.	
	Opposed to the development	The application proposes a sustainable form of development to meet identified need.	
Berks and Wilts Canal	Ensure the canal and Pewsham locks are included/supported within the proposals	The proposals have been designed to enable the future restoration of the canal.	The proposed route of the canal restoration is shown on the illustrative masterplan.
Highways and Transport	Concern over impact on local road network including Pewsham Way, London Road, Avenue La Flèche, the A4 corridor, the Bridge Centre roundabout and routes to the A350 and M4	The application is supported by a comprehensive Transport Assessment, which considers the effects of the proposed development on the local highway network. The assessment concludes that the impacts are acceptable and identifies a package of mitigation measures and highway improvements that will be delivered as part of the development.	The highways and transport impacts of the development are fully considered in the submitted Transport Assessment.
	Consider new link road essential	The application will facilitate the future delivery of the link road.	
	Public transport services need improvement	The proposed development will provide financial contributions to support improvements to the local public transport provision. In addition, the layout has been designed to facilitate the introduction of a future bus route, ensuring flexibility to meet future transport needs.	

	Road safety improvements needed		
	Transport Assessment, including junction capacity modelling, cumulative impact assessment, construction traffic strategy and clear phasing commitments requested	This information is included within the Transport Assessment.	
	Construction Traffic Management Plan requested	It is anticipated that a CTMP will be secured by planning condition and submitted for approval prior to the commencement of development.	
Community Infrastructure and Services	Capacity within local healthcare services	The local NHS Health Trust will be consulted to determine whether financial contributions towards enhancing local healthcare facilities are required to mitigate the impact of the proposed development.	
	Capacity at local schools, including potential under subscription in primary schools	Discussions will take place with the Local Education Authority to determine whether the need for a new primary school remains.	
	Question location of school by canal	Should a new primary school be delivered as part of the development, it will be designed in accordance with current best practice guidance and safety standards.	
	More detail requested on local centre likely facilities, suggestions included GP surgery, dentist, pharmacy, optician, care home, convenience store, café, pub, community hall, post office, hot-desking or small business space, petrol station, food store or other day-to-day services.	The proposed local centre has been designed to provide a flexible range of facilities and services, enabling it to respond to the evolving needs of the local community.	
	Ensure facilities are included alongside new housing		
Landscape and Biodiversity	Concern over loss of greenfield land, access to nature and impact on biodiversity	The proposed development will be providing much needed housing in a landscape-led environment with large areas of open space.	
	Further details requested on biodiversity net gain and how this is achieved	The application is supported by a Biodiversity Net Gain (BNG) Assessment, which sets out the proposed biodiversity enhancements and demonstrates how the development will achieve the required net gain in biodiversity.	The submitted Biodiversity Net Gain Assessment fully details the proposed BNG measures.
Drainage	Assurances sought that the drainage strategy will be robust and not lead to flooding in the area	The application is supported by a Flood Risk Assessment and Drainage Strategy, which provides a detailed assessment of flood risk affecting the site and outlines the proposed drainage strategy to ensure the development can be delivered in a safe and sustainable manner.	The submitted Flood Risk Assessment and Drainage Strategy.

	Concern over foul drainage capacity		
Utilities	Capacity of local utility providers sought	The application is supported by a Utilities Assessment Report, which confirms the availability and capacity of utility infrastructure in the area to serve the proposed development.	The submitted Utilities Assessment Report.
Open space suggestions	Larger, quality open spaces, natural play areas, spaces for teenagers, sports provision, woodland, community orchards, walking and cycling routes, multi-use games areas, swimming pool, skate or pump-track provision, dog-walking routes, and shaded tree-lined paths	The Design and Access Statement sets out the proposed quantity, distribution and range of open spaces across the site, which have been designed to accommodate a diverse range of recreational, ecological and community needs.	The submitted Design and Access Statement.
	How will open spaces be maintained	It is anticipated that our client will enter into a legal agreement to confirm future management arrangements.	
New homes	Ensure affordable homes for local people suggest rented affordable housing, smaller homes, bungalows and accessible homes	The proposed development will deliver 40% affordable housing (up to 240 homes), with a range of house types, sizes and tenures to support local housing requirements.	
	Questions over long-term maintenance and management companies	Gleeson is committed to entering into a legal agreement that will establish the arrangements for the future management, maintenance and stewardship of the development's open space and communal areas.	
	Design Codes requested	The Design and Access Statement demonstrates a commitment to high-quality design and establishes the key design principles that will guide and inform the subsequent detailed design stages.	The submitted Design and Access Statement.

APPENDIX I: INVITATION LETTER



10th June 2026

The Resident

Dear Resident,

RE: Land adjacent to London Road and Pewsham Way, Chippenham - Public Consultation

Gallagher Developments and Gleeson Land are proposing residential developments at the Land adjacent to London Road and Pewsham Way, Chippenham - please see the site location plan overleaf for the precise location.

Ahead of the submission of separate outline planning applications in the coming months, Gallagher and Gleeson are undertaking pre-application consultation on their proposals for the site. The combined proposal is expected to offer around 1,200 new homes, land for a primary school, a local centre, open space and play areas. There will be a wide mix of house types, a generous provision of public open space, and the local centre has the potential to incorporate convenience retail, café/restaurant, community uses and/or employment spaces to serve the needs of residents.

This site was previously proposed as part of a wider allocation in the recently withdrawn Wiltshire Local Plan Review. The proposals will be designed in a way that accords with the wider allocation design previously envisaged, and as such will not prejudice the potential delivery of the wider site in the future.

For further information, and a chance to provide feedback on the proposals, please visit the consultation website: www.pewshamchippenham.co.uk

We would be grateful if you could send your comments by 28 June 2026.

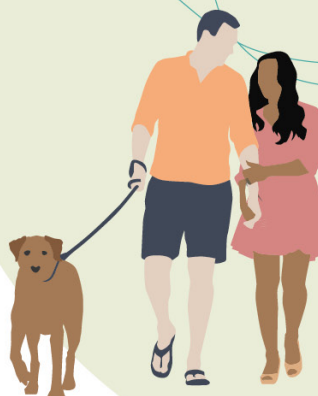
Yours faithfully,
Engage Planning Ltd

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gleeson land **GALLAGHER**
DEVELOPMENTS

Land adjacent to London Road and Pewsham Way, Chippenham Public Consultation



Gallagher Developments and Gleeson Land are seeking the views of the community on plans for new developments near Pewsham, Chippenham.

The combined proposals include around 1,200 new homes, land for a primary school, a local centre, open spaces, play areas and walking and cycling connections.

The consultation is open until 28th June 2026.

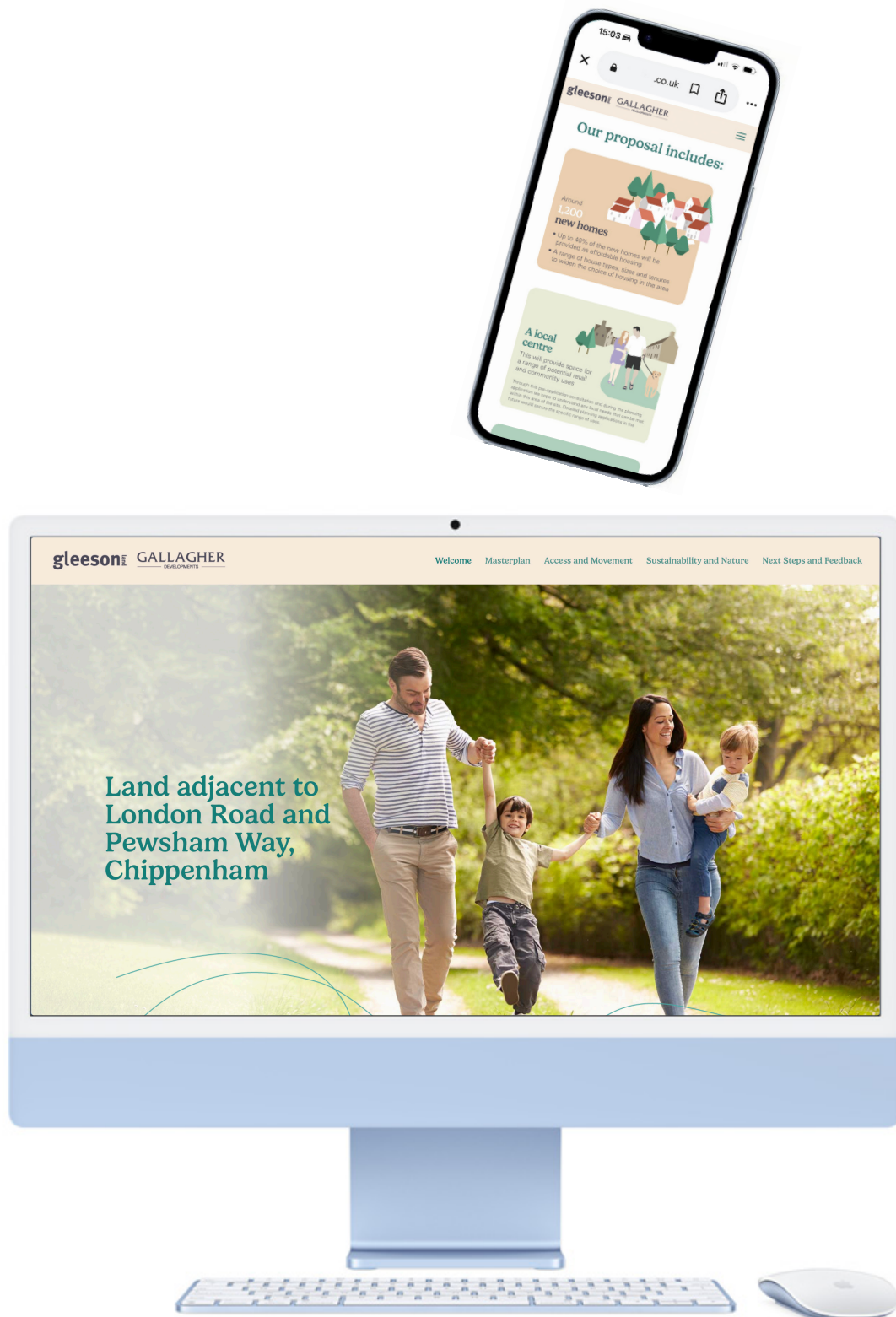


For more information
and to leave feedback
please visit:

pewshamchippenham.co.uk

APPENDIX IV: WEBSITE

[https:// www.pewshamchippenham.co.uk/](https://www.pewshamchippenham.co.uk/)





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