

**Chippenham Cycle Network Development Group (Cycle Chippenham)
response to PL/2026/03545: Land east of Showell Farm, Chippenham,
Wiltshire**

Proposal: Outline Planning Application for up to 400 dwellings (Class C3 use), land for a Local Centre, accommodating commercial, business and service uses (Class E use), drinking establishment and hot food takeaway (Sui Generis); and local community uses (Class F2); open space and landscaping to include natural green space, amenity green space, area of formal play, allotments and community orchard, sustainable drainage infrastructure and ground remodelling. All matters reserved except for the formation of a new vehicular access and cycle and pedestrian access including emergency access onto the B4528.

Cycle Chippenham response

As a Cycle Network Development group, we make no comment on the suitability of the site for the proposed use. Our response will focus solely on cycle provision for the site, based on the proposals being put forward.

Our current position is of a **holding objection** until the matters below are addressed. We look forward to working constructively with the council and applicant to resolve these matters.

In summary:

- 1. Section 106 contribution towards off-site cycle connectivity is required**
- 2. Cycle connectivity northwards along Patterdown must be provided**
- 3. Cycle permeability to adjacent residential sites to the north must be provided**
- 4. Cycle and walking connectivity southwards to Lackham College must be provided**
- 5. Cycle routes must be segregated, not shared use**
- 6. Buffer is required between cycle route alongside Patterdown and the carriageway**
- 7. Main access junction needs redesigning to reinforce Highway Code Rule H2**

In detail:

1. Section 106 contribution towards off-site cycle connectivity is required

The Transport Assessment makes reference to various locations as being within a reasonable cycling distance from the site, including Langley Road and Bumpers Farm for employment. However, what it fails to acknowledge is that safe cycle routes from the development site to many of these destinations are not complete, and have sections that currently class as 'red' or 'amber' provision as per LTN 1/20 Figure 4.1 (ie infrastructure that excludes some or most potential users). Until 'green' provision is achieved between the

development site and these destinations (ie infrastructure suitable for most people), most residents will not deem these destinations reachable by cycling, on safety grounds.

To address this, a variety of cycleway improvement plans are set out in the Chippenham Neighbourhood Plan and Chippenham LCWIP. Chippenham Neighbourhood Plan Policy T1 states that developments such as this will be expected to make a contribution towards high-priority schemes shown on its improvement map.

Schemes linking this site towards the destinations listed in its Transport Assessment include:

- Chippenham Neighbourhood Plan project 34 (which is currently at optioneering stage and will shortly require funds for detailed design and construction)
- Chippenham LCWIP routes CC11, CC15, CC19, CC27.

Requirement: While we would not expect a single developer to deliver all of these schemes, we believe that a substantial section 106 contribution towards off-site cycleways would meet the necessary tests. We note that other major developers in this area have either made such contributions (Siemens £200K), or have been requested to do so by Wiltshire Council highways (David Lloyd).

Policy justification:

- Chippenham Neighbourhood Plan policy T1
- Wiltshire Core Policies 60, 61
- NPPF 115a, 115b, 117a, 117c
- LTN 1/20

2. Cycle connectivity northwards along Patterdown must be provided

While we welcome the provision of what appears to be a signalised pedestrian crossing over Patterdown with a parallel cycle facility, it is unclear what onward cycle connectivity is provided to the north of the crossing (on the west side of Patterdown). While the Transport Assessment mentions a link to the Rowden Park roundabout, this is not shown on the drawings.

Since this is currently the primary cycle access route to the site, we would expect the plans to show how this will connect to other nearby cycleways, or quiet streets.

Requirement: Details to be provided of how people cycling will connect between the developer's red line boundary to other nearby cycle facilities to the north of the site on the western side of Patterdown. If there is no facility planned beyond the red line, then we would expect there to be a requirement for the developer to provide an onward connection to link up with other nearby cycle facilities as part of the S278 site access agreement.

We would expect such links to provide segregated cycleways, and not shared use paths (see point 5).

Policy justification:

- Chippenham Neighbourhood Plan policy T1
- Wiltshire Core Policies 60, 61
- NPPF 115a, 115b, 117a, 117c
- LTN 1/20

3. Cycle permeability to adjacent residential sites to the north must be provided

The Parameter Plan shows the only cycling and walking accesses to the site as being on the western boundary onto Patterdown. This on its own would not be sufficient; cycle, wheeling, and walking connectivity to the north, into both the Showell Nurseries and Rowden Park Phase 5 developments, is essential.

The Design and Access Statement on page 12 lists two rights of way routes providing access to the north. However, the text specifies these as footpaths, which would imply they are not cycle routes.

Requirement: It is essential that cycle routes linking to the developments to the north of the site are provided. Details of these connection points need to be included on revised parameter plans.

Policy justification:

- NPPF 115a, 115b, 117a, 117c
- Wiltshire Core Policies 60, 61

4. Cycle and walking connectivity southwards to Lackham College must be provided

We note that the proposed cycle and walking routes along Patterdown end at the proposed bus stops. This is only just short of the Lackham Roundabout, with its access to Wiltshire College.

Requirement: To enable those living on the development to access the college site, we would expect these walking and cycling routes to continue to the Lackham roundabout to provide a connection to Wiltshire College. This should form part of the S278 site access agreement.

Policy justification:

- Wiltshire Core Policies 60, 61
- NPPF 115a, 115b, 117a

5. Cycle routes must be segregated, not shared use

The cycle routes shown on the Site Access Plan, connecting to the crossing over Patterdown, are currently shown as shared paths.

This would not comply with LTN 1/20 core principle 2, which requires people cycling to be separated from people walking on urban streets, such as the ones proposed here. By failing to comply with LTN 1/20 core principle 2, it therefore also fails to comply with Chippenham Neighbourhood Plan policy T1, which requires that developers must demonstrate how their cycle schemes adhere to the Core Design Principles set out in section 4 of LTN 1/20.

The same principle holds for the arterial cycle routes through the development: these must be fully segregated routes, and not shared paths.

Requirement 1: All arterial cycle routes within the developer's red line boundary must be segregated, and not shared paths. This includes the link to the crossing on Patterdown.

Requirement 2: The quality of cycle infrastructure must be quantified using the Cycling Level of Service Tool, as required by Chippenham Neighbourhood Plan policy T1.

Policy justification:

- Chippenham Neighbourhood Plan policy T1
- Wiltshire Core Policies 60, 61
- NPPF
- LTN 1/20

6. Buffer is required between cycle route alongside Patterdown and the carriageway

The Site Access Plan shows a cycle route running parallel to the carriageway along Patterdown. In addition to the need for this link to provide a segregated cycleway (and not a shared path), there needs to be a horizontal buffer area between the carriageway and cycleway, given the 40mph speed limit on this section of road.

LTN 1/20 table 6-1 sets out the desired and absolute minimum horizontal separation between the carriageway and cycle tracks. At 40mph this is a desired 1.0m, and an absolute minimum of 0.5m.

Note that any street furniture such as lamp columns would then need to be set back from the rear of the path by 0.5m, to avoid narrowing the usable width.

Requirement: The cycleway adjacent to Patterdown must be set back from the carriageway by a minimum of 0.5m, and ideally by 1.0m.

Any street furniture such as lamp columns would then need to be set back from the rear of the path by 0.5m.

7. Main access junction needs redesigning to reinforce Highway Code Rule H2

Highway Code Rule H2 requires vehicles turning into/out of side roads to give way to people walking/wheeling/cycling across that side road junction.

The current bellmouth design of the junction, with no crossing provision and large corner radii, will encourage people driving to speed round this corner, with few likely to stop for people crossing from one side to the other.

This will result in significant highways safety risks to people walking, wheeling and cycling.

Requirement: The main site access junction must be redesigned to provide a safe and prioritised crossing facility for people walking, wheeling, and cycling. This would ideally take the form of a continuous footway and cycleway across the junction, since research has shown this type of crossing to be the most effective at ensuring driver adherence to Highway Code Rule H2.

If such a design is deemed unworkable in this location, then an alternative that achieves the same priority for people walking, wheeling and cycling must be provided, as close as possible to the desire line for people walking north/south along Patterdown.

Policy justification:

- Highway Code Rule H2
- Wiltshire Core Policies 60, 61
- NPPF 115a, 115b, 116, 117a, 117b, 117c

ENDS