

**Chippenham Cycle Network Development Group (Cycle Chippenham)
response to PL/2026/04850: Green Square Group, Methuen Park,
Chippenham, SN14 0GU**

Proposal: The erection of cycle and refuse storage facilities and associated works

Cycle Chippenham response

We welcome the principle of providing cycle parking, seemingly to serve potential future residents of the flats (should application PL/2026/05133 proceed as proposed).

However, there are various design shortcomings that would need to be addressed for the application to be fit-for-purpose, particularly with the future proposed residential conversion in mind.

Therefore our current position is of a holding objection. But we would be keen to work with the applicant to address the issues set out below. Should these issues be addressed, we would be happy to withdraw our objection. The applicant is encouraged to contact us via hello@cyclechippenham.org.

We note that Chippenham Town Council has also placed a holding objection, for similar reasons.

In summary:

1. Cycle stores must be capable of accommodating the Cycle Design Vehicle specified in LTN 1/20
2. Additional spaces required in line with Wiltshire Council standards
3. Dedicated visitor cycle parking area required
4. Details of access management need to be provided
5. Stands must be root fixed
6. Bike Store 2 is too close to Bin Store 1

In detail:

- 1. Cycle stores must be capable of accommodating the Cycle Design Vehicle specified in LTN 1/20**

No internal measurements are shown on the Proposed Bike Store Designs. However, the implication from the drawings is that the stores will be approximately the length of a 'standard' two-wheel cycle.

Bay width also appears to be around that of a 'standard' two-wheel cycle.

This will mean that longer and wider cycles, such as tandems, cargo cycles, long-tails, trikes, and trailers, will not fit in these stores. Future occupiers wishing to own such cycles may end up storing them within the building, potentially blocking escape routes. This needs to be avoided.

Requirement: Please redesign the stores to create a proportion of longer and wider bays capable of accommodating the Cycle Design Vehicle, specified in LTN 1/20 section 5.4.1.

2. Additional spaces required in line with Wiltshire Council standards

Wiltshire Council's LTP3 Cycling Strategy requires 1 covered cycle parking space per bedroom. The proposed conversion of the building will create 40 bedrooms.

The two new stores provide 36 spaces between them. While there is an 'Ex Bike Store' shown, which we presume will be retained, this appears to be an open shelter, rather than an enclosed store. It is therefore not of the same standard as the two new stores and in our eyes its spaces should not be counted towards the residential cycle parking.

4 additional secure spaces are therefore required.

Requirement: Please increase the number of secure cycle spaces in the new stores to at least 40.

3. Dedicated visitor cycle parking area required

Wiltshire Council's LTP3 Cycling Strategy requires 1 visitor space per 20 bedrooms. This development has 40 bedrooms, meaning at least 2 visitor spaces are required.

Assuming it is being retained, the "Ex Bike Store" would be suitable for visitor cycle parking. However, its location, around the rear of the building, means many visitors will not realise it is there, so it will see little use unless relocated or clearly signposted.

Requirement: Please either relocate the visitor cycle parking area to be at the front of the building, or at the very least some signage should be provided at the front of the building to direct people to this store.

4. Details of access management and store security need to be provided

Strong security is essential if future occupiers are to have the confidence to store higher-value cycles, such as e-bikes, in these stores.

Communal cycle storage for residential developments needs to be protected by robust access control.

No detail appears to have been provided setting out how access to these stores will be managed.

Secondly, no detail is provided around the security standard to which the stores will adhere. Simple wooden sheds will not provide adequate protection, particularly for higher-value cycles.

Requirement 1: Please provide detail of how access to the cycle stores will be managed. Electronic access control fobs that can be disabled if required, are recommended.

Requirement 2: Please provide details of the security standards to which the stores will adhere. This should be Secured By Design, Sold Secure, or similar.

5. Stands must be root fixed

The Proposed Bike Store Details drawing shows 'Sheffield stand fixed down to base of shed'. This does not specify how the stands will be fixed down.

If the stands are to be 'root fixed' – ie set in concrete, this will be fine. However, bolt-down stands are not secure, since they can be unbolted.

Requirement: Please specify that the Sheffield stands will be root-fixed to the shed floors in concrete.

6. Bike Store 2 is too close to Bin Store 1 and the hedge

The proximity of Bike Store 2 to Bin Store 1 and the hedge alongside the building means that getting cycles into and out of this store – and in particular the end bays – will be at best challenging, and for some cycles impossible.

Requirement: Please resolve this by moving Bike Store 2 towards the east, to create a larger turning area (hard standing) in front of it.

ENDS