

Cycle Chippenham response to PL/2026/04823, Land at Forest Farm, Chippenham

Proposal: 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 and landscaping, and associated infrastructure.

Cycle Chippenham response

Overall:

As always, Cycle Chippenham is commenting on the proposals from an active travel perspective.

While there are many positive aspects about the proposals from an active travel perspective, the plans do not comply with local and national policies in a number of areas.

Our position is therefore currently a **holding objection**, until the matters below can be addressed. As always, we are happy to work directly with the developer and their transport consultants to address the shortcomings.

Please note that while the on-site cycle routes do not form part of the current outline application, we would like to put on record our expectation that all on-site cycleways will be segregated, **and not shared use**, so as to comply with Chippenham Neighbourhood Plan Policy T1 and LTN 1/20 core principle 2.

Requirements in summary:

- 1. Off-site link to Pewsham Centre requires improvements (details below);**
- 2. London Road and Pewsham Way improvements require some adjustments;**
- 3. Cycleways around London Road Roundabout need to be segregated, not shared use;**
- 4. Cycle priority crossing required on access road south of new roundabout;**
- 5. Direct cycle link to Stanley Park required;**
- 6. Canal towpath integration and restoration.**

Policy justifications:

Policy justifications for the below are as follows:

- Chippenham Neighbourhood Plan Policy T1 requires new developments' cycle schemes to comply with LTN 1/20 and demonstrate how the design adheres to the Core Design Principles of LTN 1/20;
- Wiltshire Core Policy 60: Requires new developments to promote sustainable transport alternatives to the private car, and also to maintain and selectively

improve the local transport network in accordance with its functional importance;

- Wiltshire Core Policy 61: Requires developments to demonstrate that consideration has been given to the needs of all transport users, in line with the hierarchy set out in the policy, where people walking and cycling are above motorised vehicle users;
- NPPF section 15 sets out various requirements to actively promote active travel over the private car. In particular, we draw attention to section TR4.

A note on the Active Travel England response

We welcome the response from Active Travel England (ATE), which makes some excellent points to complement our own, and which we broadly endorse.

However, we would offer a few observations:

- Section 2.0 of the ATE response suggests there is no wider cycle network plan for Chippenham. We feel that there is – the LCWIP and the Chippenham Neighbourhood Plan.
- The proposed off-site infrastructure to London Road in the proposed development, referenced at paragraph 4.6, **does** connect to forthcoming infrastructure, of which ATE may not be aware, including the forthcoming link along the north side of London Road from Stanley Lane to Hardens Lane, toucan crossing, and upgrade of the path between Baydons Lane and Long Close. People cycling will not be required to join the London Road carriageway, as stated by the ATE response.

Issues and proposed remediations in detail:

1. Off-site link to Pewsham Centre requires improvements

We welcome the principle of upgrading the link to Pewsham Centre, including for people cycling. Depending on when the local centre in the proposed development is built, Pewsham Centre will be the main ‘local’ amenities for the proposed development. Suitable walked, wheeled, and cycled access is therefore essential.

However, the proposals as shown require some improvements to provide a continuous, high-quality link from the proposed development to Pewsham Centre. These are set out below.

We also endorse the concerns raised by ATE in paragraph 4.7 of their response, regarding the lack of surveillance along much of this route, and as a consequence that the route is unlikely to be deemed safe by many in hours of darkness, particularly women and girls.

Requirement 1: The proposed link to Pewsham Centre is not complete and the shared use path close to Pewsham Centre currently ends to the north of Pewsham Park. At this point it reverts to footway. There is also no way to get back on the carriageway to access Pewsham Centre. **This footway-only section needs upgrading to permit cycling,**

otherwise it will not be possible to legally cycle to Pewsham Centre from the proposed development.

See drawing below.



Imagery © Airbus, Maxar Technologies, Map data © 2026 Google. Annotations by Cycle Chippenham.

Requirement 2: While the links to the west of Pewsham Way are shared use due to existing constraints, **we would expect the links east of Pewsham Way and into the development to provide segregated cycle routes, in line with the other site access links further north.** This is to align with LTN 1/20 core principle 2, which requires that in urban areas such as this, people cycling need to be separated from people walking (to comply with Chippenham Neighbourhood Plan policy T1).

Requirement 3: The crossing over Monks Way should be a priority cycle and walking crossing point on a raised table. See LTN 1/20 figure 10.6. (to comply with Wilts Core Policies 60 and 61).

Requirement 4: It is unclear from the drawings whether the upgrade to the footpath between Monks Way and Pewsham Way will include lighting this path. Lighting is essential to help make the route feel safer in hours of darkness. **Please can the applicant confirm that appropriate streetlighting will be provided along this path?**

Requirement 5: It is also unclear whether the link to the east of Pewsham Way will be lit. **This too requires appropriate streetlighting for safety.**

2. London Road and Pewsham Way improvements require some adjustments

First and foremost, we welcome the proposals for a segregated cycle facility from the existing shared use path on the south side of London Road, to the proposed crossing at

Pewsham Way, and onwards into the development. However, it is unclear from the drawings submitted whether this link will be lit.

Requirement 1: We welcome the separation of people walking and cycling, including on the proposed signalised crossing of Pewsham Way. However, the width of the cycle crossing appears to be less than the width of the adjoining cycle paths. **This should be widened to match the width of the adjoining paths.**

Requirement 2: The approaches to the above crossing point culminate in sharp 90-degree turns for people cycling. This manoeuvre is challenging and potentially hazardous, particularly on longer and wider cycles, such as cargo box bikes or cycles with trailers. **Please can the approach path be slewed away from Pewsham way, and a gentler turn towards the crossings provided, such that you approach from both sides perpendicular to Pewsham Way?**

Requirement 3: Please confirm that the entirety of the segregated cycleway shown in the proposals, from London Road via Pewsham Way, into the proposed development, will be lit. This is essential given it will be the main active travel access between the site and town centre.

3. Cycleways around London Road Roundabout need to be segregated, not shared use

Whilst we welcome off-road provision for people cycling around the proposed London Road roundabout (at Wedmore Farm), we are concerned to see old-style shared-use paths being proposed here. In line with Chippenham Neighbourhood Plan Policy T1 and LTN 1/20 core principle 2, on urban streets (which is what these will be), people cycling are to be segregated from people walking. As this is a greenfield development, there appear to be no existing physical constraints that would prevent this.

Requirement: Replace all 3m shared use paths with 3m segregated cycleways alongside footways.

4. Cycle priority crossing required on access road south of new roundabout

South of the new London Road roundabout, the proposed cycleway and footway cross a road into the development. The current proposals do not show a priority crossing here to reinforce Highway Code rule H2.

Requirement: Please upgrade this crossing point to provide marked or design priority for people walking, wheeling, and cycling (see LTN 1/20 figure 10.13 for possible design treatments). Note that we would expect to see all locations where cycleways cross roads given priority, across the development.

5. Direct cycle link to Stanley Park required

The development site is close to Stanley Park Sports Ground, which will likely be used by many of the new residents. Better provision needs to be provided for people wishing to cycle from the development to Stanley Park. While some of the changes below required may be deemed outside of the applicant's control, we would encourage them to work with Chippenham Town Council (the owner of Stanley Park) to make cycling and

walking the default means of travel from the proposed development to the sports facility.

Requirement 1: Ensure the 3.7m 'Emergency vehicle access' is designed in such a way as to always be open for people cycling – no barriers etc. Alternatively, upgrade the footway link to the south of the proposed crossing to include a 3.0m segregated cycleway alongside the footway, to link into the site.

Requirement 2: Provide a toucan crossing over London Road, instead of the proposed puffin crossing.

Requirement 3: Work with Chippenham Town Council to create an access point into Stanley Park from immediately north of the proposed crossing (or in this general vicinity). This should be for people walking, wheeling, and cycling only (no motor vehicles).

6. Canal towpath integration and restoration

We welcome the canal and towpath restoration work being undertaken by the Wiltshire and Berkshire Canal Trust. Given the line of the canal passes through the development site, we had hoped to see the developer include the restoration of the canal and towpath within its red line as part of the proposals.

Requirement: At the very least, we would expect to see the **on-site cycleways connect in to the track leading towards Pewsham Locks**, which runs across the southern edge of the proposed development.

ENDS