

Highway Development Management Consultation Response

Planning Application Ref: PL/2026/04850

Site Address: Green Square Group, Methuen Park, Chippenham, SN14 0GU.

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

Date of Consultation Response: 08/10/2026

I refer to the above planning application dated 18/08/2026 seeking permission for the erection of cycle and refuse storage facilities and associated works. Revised plans have been submitted to address previous concerns in regard to highways comments.

The site is located with existing access from Methuen Park, an unclassified section of public highway subject to a speed limit of 30mph. There are no proposals to alter the existing access with the public highway.

The proposals seek to erect cycle and refuse storage within the site curtilage, a total of 48 cycle parking spaces within stores or shelters are demonstrated around Block A with a further 10 spaces adjacent to Block B. There are proposed to be 2no. new secure cycle stores, to complement the existing cycle storage on site. The cycle stores have been shown with 10no Sheffield stands within the timber structures for securing the bicycle, this would allow for the storage of 20 standard cycles and would be considered a long-term parking facility for a workplace.

It is noted that the storage facility has the stands now placed at 1m centres which would not accommodate anything more than a standard cycle and would not be in line with the advice within LTN 1/20 (11.2.4-11.2.6), the spacing proposed is the absolute minimum as per table 11-2 within LTN1/20.

Visitor parking could be considered as provided with the existing cycle store and the bicycle shelter, which are both open facilities and would be considered a short stay facility, this again does not accommodate anything other than a standard cycle in terms of dimensions. In total there are 26 spaces within covered facilities, 16 of which are in the existing provision and 10 situated adjacent to Block B.

It is noted that there is a further application on this site for a prior approval application for change of use to residential, the cycle facilities within this application have not been assessed fully in regard to this, though it should be noted that the provisions within this application would still not be acceptable for a residential development. The needs of both site uses are very different when considering the requirements for secure overnight storage for residential uses

It is difficult to determine if the level of cycle parking proposed is in line with the required standards for cycle parking provision as no detail of the office space has been provided. For information the cycle parking standards set out by Wiltshire council within the LTP3 cycling Strategy require a minimum of 4 covered cycle spaces plus 2 covered spaces for each 400sqm above 1000sqm gross floor area for the existing use class.

Advice within LTN 1/20 at 11.3.2 suggests that a proportion of cycle parking offered should be provided for non-standard cycles and that this, as with car parking, is typically 5%. Therefore, I consider that at least 2 bays should be offered with larger dimensions to enable use by non-standard cycles. It has been demonstrated on plans that cargo cycle parking would be included at an appropriate level, however this is neither secure or covered and therefore does not meet the required standard.

As mentioned above, the level of cycle parking is required to be assessed against the existing land use and gross floor area for the building(s). I require further information in regard to existing floor space to fully assess the proposals for the existing use, however, should you be minded to permit the application the provisions would be seen as a betterment to the existing provision and enable/encourage travel to the site by means other than the private motor vehicle.

If you have any queries regarding the above advice, please contact:

HighwaysDevelopment@wiltshire.gov.uk