



Transport Assessment

Chippenham David Lloyd

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1.0 Introduction

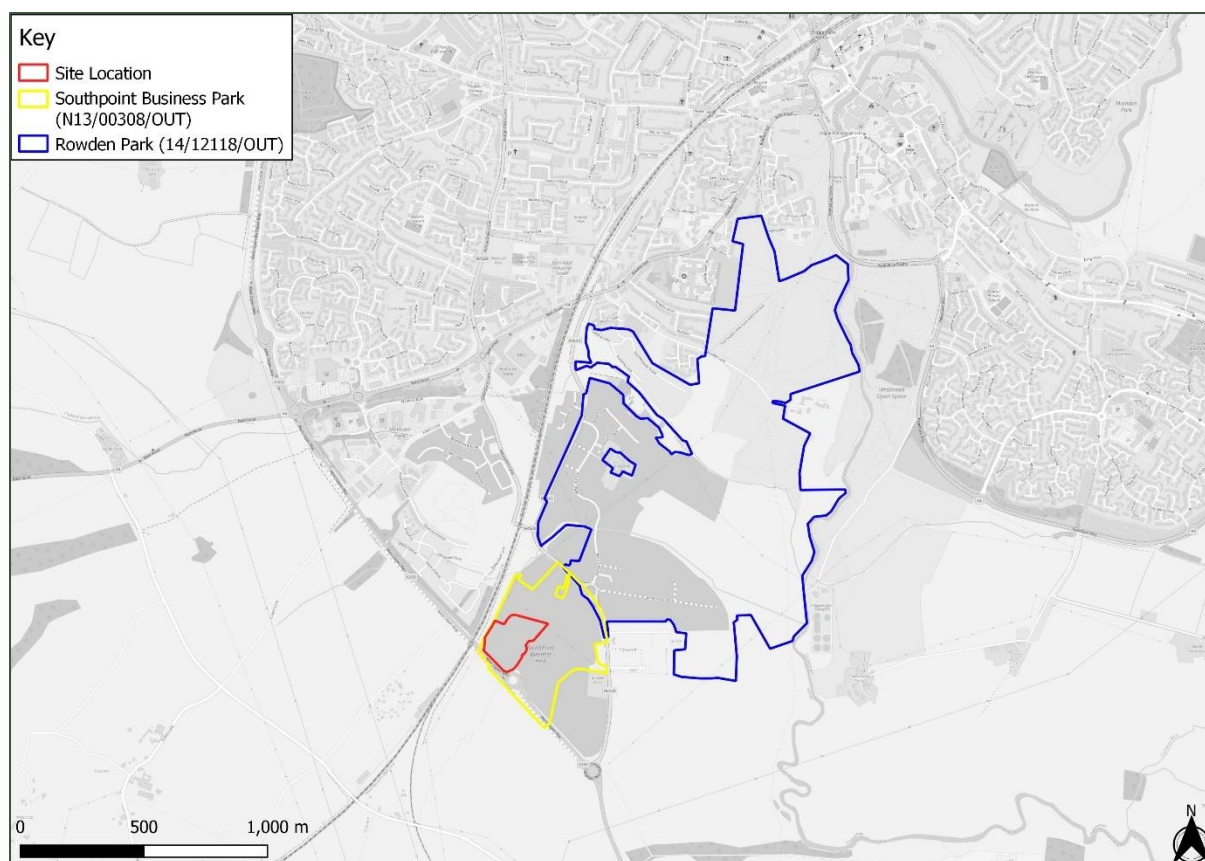
- 1.1 SLR Consulting Ltd has been appointed by David Lloyd Leisure Ltd. to prepare a Transport Assessment (TA) in support of a planning application for development of a Health, fitness and sports facilities in Chippenham. A BREEAM compliant Travel Plan has also been prepared and is provided at **Appendix A**.
- 1.2 A pre-application enquiry (ENQ/2025/00641) was registered on April 30th, 2025, and received a response from Wiltshire Council on June 11th, 2025. This officers response (Provided as **Appendix B**) included expectations for the Transport Statement, the proposed site layout, and the national and local policy that the Site should consider:
- To include within the Transport Statement:
 - An expected trip generation for the proposed site, compared with that expected from Plot 100 (addressed in **Section 5**);
 - An assessment of likely car parking demand; and parking provision that is assessed against Appendix C of the LTP3 Parking Strategy “Maximum Standards” (addressed in **Section 4** and **Section 5**);
 - Assessed compliance with the LTP3 Cycling Strategy, specifically the cycle parking standards outlined in Appendix 4 (addressed in **Section 4**);
 - Consideration of relevant Policy for Transport (addressed in **Section 2**);
 - National Planning Policy Framework (NPPF);
 - Planning Practice Guidance (PPG);
 - Wiltshire Core strategy, adopted 2015 (WCS);
 - Chippenham Site Allocations Plan, Adopted May 2017 (see **Paragraph 1.3**);
 - Chippenham Neighbourhood Plan 2023-2038, Made May 2024 (CNP);
 - Wiltshire Local Plan (Pre-submission Draft 2020-2038 (Regulation 19) dated September 2023 and submitted for Examination November 2024) (emerging LPR);
 - Reviewing the proposed layout (addressed in **Section 4**);
 - Providing a sensible route to the site entrance from the proposed cycle parking;
 - Providing cycle parking in line with LTP3 Cycling Strategy Appendix 4; and
 - The servicing solution for the site should be supported by swept path analysis drawings that show the largest service vehicles expected can satisfactorily access and egress the area adjacent to the service yard.

Planning Context

- 1.3 The proposed DLLC is located within an allocation outlined within Chippenham Site Allocations Plan (May 2017). The allocation is referred to Site CH1, a large mixed residential and employment allocation. The Site is specifically located within the upcoming Southpoint Business Park (SBP) (N13/00308/OUT / 20/02511/REM) north of W Cepen Way. The SBP is located to south of Rowden Park (14/12118/OUT), a large mixed use urban extension including provision for up to 1000 homes.



Figure 1.1: Site Location and Planning Context



Southpoint Business Park

N13/00308/OUT / 20/02511/REM

- 1.4 The SBP application (N13/00308/OUT) considered an:

“Outline Planning Application For Employment Development Comprising 50,000sqm Incorporating Class B1(b), Class B1(c), B2 With Ancillary B1(a), B8 & Ancillary B1(a) Uses Including Means of Access, Car Parking, Servicing, Associated Landscaping & Works”

- 1.5 This application was approved with conditions in March 2017. Further to this the application 20/02511/REM was also approved with conditions in March 2021:

“Application for the approval of reserved matters (on appearance, landscaping, layout and scale) for the delivery of employment development comprising 50,000sqm incorporating Class B1(b), Class B1(c), Class B2 with ancillary B1(a), Class B8 and ancillary B1(a) uses including means of access, car parking, servicing and associated landscaping and works (Pursuant of Outline Application N/13/00308/OUT)”

- 1.6 The details established by these applications include the breakdown of the sites proposed floor area into four plots (Plots 100, 200,300,400). Plot 100, located in the southwest of the site is proposed to be replaced by the DLLC. The proposals for Plot 100 included 14,426sqm of mixed B1,B2, and B8 use.
- 1.7 The details established by these applications also include the final design of the Southern access, Northern Access, and internal site access roundabouts which will be used by the proposed DLLC.



Rowden Park

14/12118/OUT

- 1.8 The Rowden Park application considered for 14/12118/OUT included:

“Mixed Use Urban Extension Comprising Residential (Class C3), Local Centre (Classes A1-A5) and (Classes D1 and D2), Primary School, Public Open Space Including Riverside Park and Allotments, Landscaping, 4 Vehicular Accesses, Site Roads and Associated Infrastructure.”

- 1.9 This application established details of a link road that will connect into and through the SBP and provide an access to the north of the site.
- 1.10 It is also expected that a majority of the future residents of Rowden park will be within a reasonable 2km walking distance of the upcoming Rowden park development.

Structure of Report

- 1.11 This TA investigates the accessibility of the site by sustainable modes, sets out the development proposals including access and parking numbers, as well as setting out the vehicle trip generation forecast associated with the development.
- 1.12 This TA considers the potential transport effect of the development proposals. Following this introduction, the report is structured as follows:
- **Section 2** – Policy Context – A review of key current and emerging transport planning relevant to this application;
 - **Section 3** - Existing Conditions – A review of the existing site, context and surrounding area, existing pedestrian and cycle routes, public transport provision and the highway network;
 - **Section 4** – Development Proposals – A description of the proposed development;
 - **Section 5** – Effects of Development - A consideration of the potential transport effects as result of the development proposals with regard to trip generation and junction impact; and
 - **Section 6** – Site Access Modelling – A modelling assessment of the consented site access junction; and
 - **Section 7** – Summary and Conclusion – A review of the key points described in this report.



2.0 Policy Context

Introduction

- 2.1 This section summarises the key transport policies at a national and local level, in the context of the development proposals. The documents included within this review are:
- National Planning Policy Framework (NPPF);
 - Planning Policy Guidance;
 - Wiltshire Local Transport Plan 4;
 - Wiltshire Local Transport Plan – Car Parking Strategy;
 - Wiltshire Local Transport Plan – Cycling Strategy;
 - Wiltshire Core Strategy;
 - Wiltshire Local Plan (Pre-submission Draft 2020-2038 (Regulation 19) dated September 2023 and submitted for Examination November 2024) (emerging LPR); and
 - Chippenham Neighbourhood Plan.

National Policy

NPPF (December 2024)

- 2.2 The key overarching policies are set out in paragraphs 7 to 9 in terms of defining sustainable development, and paragraphs 10 to 14 in respect of the delivery of sustainable development.
- 2.3 The NPPF advocates for a presumption in favour of sustainable development in the planning process setting out the place of the NPPF within the plan-making and decision-taking process in paragraph 11. Paragraph 12 emphasizes that a presumption in favour of sustainable development does not negate the statutory status of development plans but is complementary to it. Paragraph 13 sets out the implications of presumption on neighbourhood planning.
- 2.4 Section 9 of the NPPF covers sustainable transport and how the impact of development should be considered from the transport perspective.
- 2.5 The approach of NPPF is that sites should be considered on their relative sustainability - locally and across the district – and their economic, social and environmental impacts should be fully considered and how development will impact positively and negatively in these respects on surrounding communities.
- 2.6 Paragraph 117 states that “applications for development should
- (a) *give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport...”*.
- 2.7 Paragraph 115 prescribes that in assessing sites and applications for development, “it should be ensured that:
- (a) *sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
- (b) *safe and suitable access to the site can be achieved for all users;*
- (c) *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*



(d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.

2.8 The NPPF at Paragraph 116 states that “development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts would be severe”.

2.9 Paragraph 118 emphasizes that:

“All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a Transport Statement or Transport Assessment so that the likely impacts of the proposal can be assessed”.

Planning Policy Guidance – Travel Plans, Transport Assessments and Statements (March 2014)

2.10 Paragraph 113 of the National Planning Policy Framework sets out that all developments that generate significant amounts of transport movement should be supported by a Transport Statement or Transport Assessment.

2.11 Key issues to consider at the start of preparing a Transport Assessment or Statement are covered in Paragraph 014, and may include:

- The context of the development proposal;
- appropriate study parameters;
- Assessments of public transport networks, Walking and cycling capacity, and road network capacity;
- Road trip generation and trip distribution methodologies;
- measures to promote sustainable travel;
- safety implications of development; and mitigation measures.

2.12 The scope and level of detail in a Transport Assessment or Statement will vary from site to site but Paragraph 015 suggests the following should be considered when settling the scope of the proposed assessment:

- Site layout;
- information about neighbouring uses, amenity and character, existing functional classification of the nearby road network;
- data about existing public transport provision, including provision/ frequency of services and proposed public transport changes;
- a qualitative and quantitative description of the travel characteristics of the proposed development, including movements across all modes of transport that would result from the development and in the vicinity of the site;
- an assessment of trips from all directly relevant committed development in the area;
- data about current traffic flows on links and at junctions within the study area and identification of critical links and junctions on the highways network;
- an analysis of the injury accident records on the public highway in the vicinity of the site access for the most recent 3-year period, or 5-year period if the proposed site has been identified as within a high accident area;



- an assessment of the likely associated environmental impacts of transport related to the development, particularly in relation to proximity to environmentally sensitive areas (such as air quality management areas or noise sensitive areas);
- measures to improve the accessibility of the location (such as provision/enhancement of nearby footpath and cycle path linkages) where these are necessary to make the development acceptable in planning terms;
- a description of parking facilities in the area and the parking strategy of the development;
- ways of encouraging environmental sustainability by reducing the need to travel; and
- measures to mitigate the residual impacts of development (such as improvements to the public transport network, introducing walking and cycling facilities, physical improvements to existing roads.

Local Policy

Wiltshire Council Local Transport Plan 4 (March 2025)

- 2.13 The fourth Wiltshire Council Local Transport Plan (LTP4) is a statutory document which the Council is required to produce and covers the period from 2025 to 2038.
- 2.14 It sets out the Council's strategic objectives and policies for transport across Wiltshire and details the monitoring and evaluation approach the Council intends to use to ensure successful implementation. The implementation and delivery of policies in LTP4 will contribute to meeting the Council's Business Plan objectives maximising opportunities and tackling the challenges currently facing Wiltshire including concerns over climate change.

Wiltshire Local Transport Plan 2011- 2026 Car Parking Strategy (March 2015)

- 2.15 The Local Transport Plan (LTP) sets out a long-term transport strategy, a shorter-term implementation plan based on a realistic assessment of available funding and a number of theme and area transport strategies. In addition, the LTP provides the framework for all other organisations with a direct or indirect involvement in transport in Wiltshire. This supporting strategy document focuses on car parking, including standards for car parking in new developments
- 2.16 The maximum standards for car parking are provided in Appendix C of the strategy and are summarised below in **Table 2.1**

Table 2.1: Wiltshire Car Parking Standards (Maximum)

Use Class	Land Use	Standard
D2 Assembly and Leisure	Sports Facilities	1 Space per 22sqm (>1000sqm)

Wiltshire Local Transport Plan 2011- 2026 Cycling Strategy (March 2014)

- 2.17 The Local Transport Plan (LTP) sets out a long-term transport strategy, a shorter-term implementation plan based on a realistic assessment of available funding and a number of theme and area transport strategies. In addition, the LTP provides the framework for all other organisations with a direct or indirect involvement in transport in Wiltshire. This supporting strategy document focuses on cycling, including standards for cycle parking in new developments.



- 2.18 The maximum standards for car parking are provided in Appendix 4 of the strategy and are summarised below in **Table 2.2**

Table 2.2: Wiltshire Cycle Parking Standards (Minimum)

Use Class	Land Use	Standard
D2 Assembly and Leisure	All other Areas	4 covered cycle spaces + 2 covered spaces for 5000sqm above 1000sqm GFA

Wiltshire Core Strategy (January 2015)

- 2.19 The Wiltshire Core Strategy sets out the strategic vision for delivering sustainable growth over the period up to 2026 for Wiltshire. However, it is not the only development plan document in the planning policy framework for Wiltshire. The council has said it is committed to bringing forward a suite of plans designed to support the Core Strategy which collectively deliver the aspirations for growth across Wiltshire.

- 2.20 Some of the Policy outlined within this strategy includes CP60 “Sustainable Transport” that states:

“The council will use its planning and transport powers to help reduce the need to travel particularly by private car, and support and encourage the sustainable, safe and efficient movement of people and goods within and through Wiltshire. This will be achieved by:

i. planning developments in accessible locations

ii. promoting sustainable transport alternatives to the use of the private car

iii. maintaining and selectively improving the local transport network in accordance with its functional importance and in partnership with other transport planning bodies, service providers and the business community

iv. promoting appropriate demand management measures

v. influencing the routing of freight within and through the county

vi. assessing and, where necessary, mitigating the impact of developments on transport users, local communities and the environment.”

- 2.21 Key to new developments, Policy CP61 “Transport and Development” states that:

“New development should be located and designed to reduce the need to travel particularly by private car, and to encourage the use of sustainable transport alternatives. As part of a required transport assessment, the following must be demonstrated:

i. That consideration has been given to the needs of all transport users, where relevant, according to the following hierarchy:

a. Visually impaired and other disabled people

b. Pedestrians

c. Cyclists

d. Public transport



e. Goods vehicles

f. Powered two-wheelers

g. Private cars.”

- 2.22 In addition, Policy CP66 refers to the “Strategic Transport Network” which includes plans to improve connections which could benefit the proposed Site such as:

“In particular, the strategic transport network along the A350 corridor will be maintained, managed and selectively improved to support development growth at Chippenham, Melksham, Trowbridge, Westbury and Warminster. The following improvements to enhance the strategic network will be progressed:

i. The A350 national primary route at Yarnbrook / West Ashton will be improved. The improvement works necessary will be identified through further study work, including detailed bat survey information on Annex II species. The design and layout of any such improvements will incorporate sufficient mitigation measures to ensure that important commuting routes for Annex II species are protected.”

Emerging Wiltshire Local Plan (Pre-Submission Draft 2020-2038) (September 2023)

- 2.23 It also noted Wiltshire in the process of updating its local plan. The upcoming Wiltshire’s Local Plan is produced against an up-to-date evidence base, making provision for land across the county to provide for the homes and employment needs for Wiltshire residents and businesses up to the year 2038. The plans updates and introduces new policies to guide the determination of planning applications.

- 2.24 Similar to CP60 in the existing local plan Policy 70 “Sustainable Transport” builds on this previous policy by developing the original points to be clearer and more specific. These sustainable transport priorities include:

- *“Planning significant developments in locations that are or can be made accessible by sustainable transport modes, including walking and cycling facilities;*
- *promoting walking, cycling and public transport to be the natural first choice for shorter and single journeys in urban areas;*
- *promoting appropriate demand management measures that reflect local circumstances and objectives working with partners;*
- *working with partners and others to deliver electric vehicle charging and other alternative fuel infrastructure;*
- *influencing the routing of freight within and through the county to ensure appropriate use of the Strategic and Primary Road Network;*
- *assessing and, where necessary, mitigating the impact of developments on transport users, local communities and the environment;*
- *and developing proportionate transport strategies for the Principal Settlements and Market Towns. These will be supported and implemented through private and public funding opportunities, including developer contributions, as well as joint working with partners and other stakeholders.”*



- 2.25 This also includes Policy 71 on “Transport and new development”, the policy builds on CP61 from the current local plan and states:

“Development proposals must be capable of being served by suitable and safe access to the highway network.

Where required as part of the normal functioning of the proposed development, fit for purpose and safe loading/unloading facilities must be provided.

Where appropriate, developer contributions will be sought towards sustainable transport improvements, and travel plans will be required to promote the use of sustainable transport alternatives and more sustainable freight movements. Electric vehicle infrastructure will be required in accordance with national or local standards as relevant.

Where necessary, development should provide appropriate mitigating measures to offset any adverse impacts on the transport network at both the construction and operational stages.”

Chippenham Neighbourhood Plan (May 2024)

- 2.26 The Chippenham Neighbourhood Plan is a community-led framework for guiding the future development and growth of Chippenham town in the period up to 2038. It contains a vision, objectives, and planning policies which seek to ensure that future development within the town is sustainable during this period.

- 2.27 This includes Policies such as T1 “Provision and Enhancement of Cycle Paths” :

“Cycling schemes shall be prepared for all major development proposals, to encourage modal shift from the private car to cycling. Such schemes should comply with LTN 1/20 (or any subsequent updated version of this) and the developer must demonstrate how the design adheres to the Core Design Principles set out in Section 4 of LTN 1/20.

The quality of cycling infrastructure that has been incorporated into the design must be quantified by using the ‘Cycling Level of Service Tool’ as set out in Appendix A of LTN 1/20 (or any subsequent updated version of this).

Cycle paths incorporated within major development proposals need to link to the existing town cycle network, as shown on Figure 9.1.

Major development proposals which generate increased use of the existing cycle network to access the site (directly or indirectly) will be expected to make on-site or off-site financial contributions towards the relevant high priority improvements to the cycle network shown on Figure 9.1.”

- 2.28 In addition, policy T2 considered “Access to the Bus Network” includes the responsibilities of large-scale upcoming proposals such as consented developments like Rowden Park. These major development that will add demand on to public transport should:

“accommodate new on-site bus network infrastructure. Financial contributions fairly and reasonably related to the development will be sought towards the cost of new or improved bus services which link the site to the town centre, where the direct impact of development would make such measures necessary.”

- 2.29 Policy T3 relates to “Electric Vehicle Charging Infrastructure” and transport objective to of the Neighbourhood Plan is to Incorporate electric vehicle charging infrastructure for car users into new development and in public places. This proposed Site will support this by providing 10% of car parking on site as EV charging bays, with a further 10% supported for future conversion.



3.0 Existing Conditions

Introduction

- 3.1 This section of the report establishes the existing conditions in relation to local highway network, public transport, walking and cycling in the vicinity of the development site.

Site Location

- 3.2 The proposed development is located north of W Cepen Way, Chippenham. The site will be accessed via a new roundabout junction (already consented and under construction) located on W Cepen Way which borders the site to the south. To the north of the site an additional access is also being constructed which will connect the wider SBP to the Rowden Park residential development.
- 3.3 The location of the site is shown in **Figure 3.1**.

Figure 3.1: Site Location



Accessibility

Active Travel

Walking

- 3.4 Currently the site is relatively isolated with no existing pedestrian routes into either the northern or southern access. However, the DLLC should not be considered in isolation as it will be delivered alongside the SBP, and Rowden Park residential development.

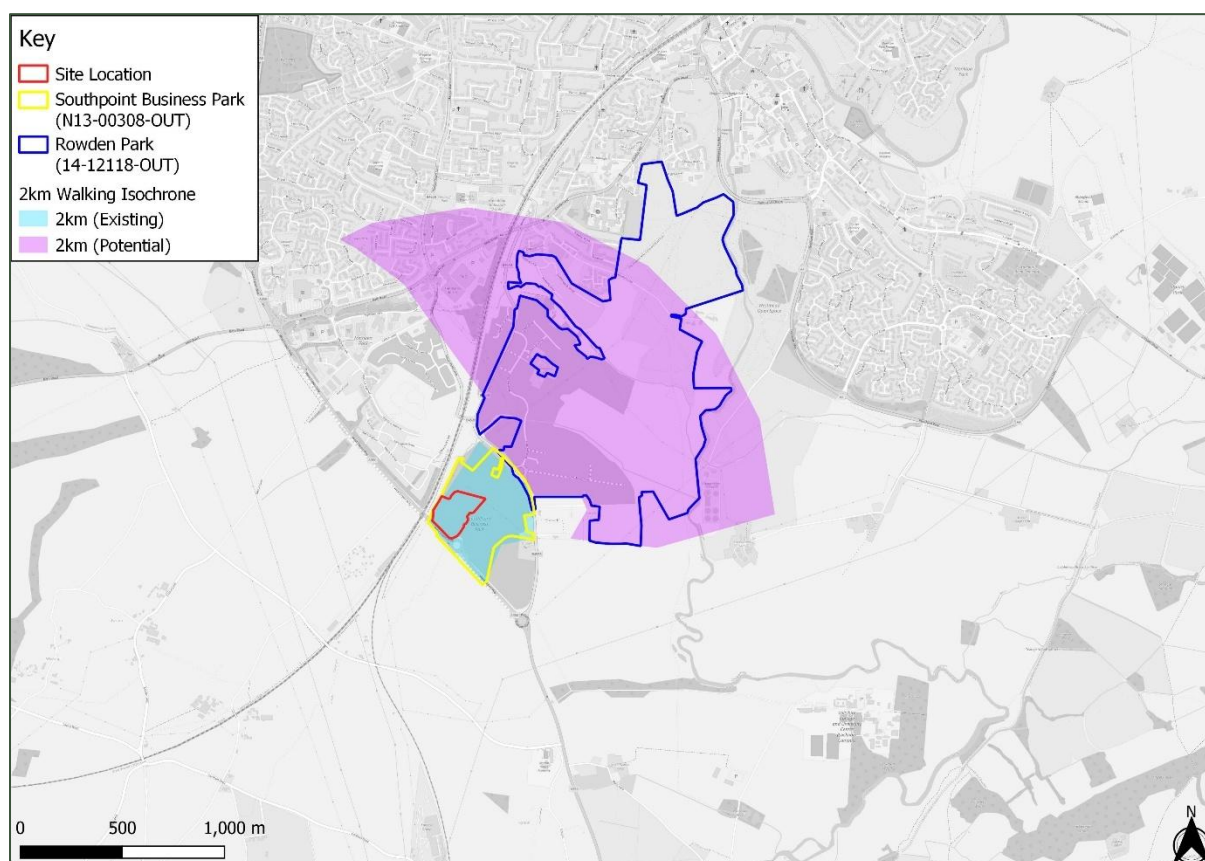


- 3.5 The primary desire line for trips on foot would be expected to originate from the up-and-coming Rowden Park development (14/12118/OUT) to the North. Here the majority of trips on foot would travel along new internal site roads and use the informal crossings on the northern site access roundabout that provide dropped kerbs, tactile paving, and a refuge Island. these crossings will be used to access footways that will be provided by the wider SBP application. The Rowden park TA indicates that the site will provide

“New foot and cycle connections [...] to connect to the proposals at Showell Farm to encourage walking and cycling from both existing Chippenham and the site to the new employment area.”

- 3.6 **Figure 3.2** provides a 2km walking isochrone, which is approximately a 24-minute walk when assuming a 1.4 m/s walking speed. 5km/hr equates to a walking speed of 1.4 m/s (rounded from 1.38888 m/s) which is the standard applied by the DfT Active Mode Appraisal Toolkit User Guidance (May 2022).
- 3.7 This isochrone assumes an appropriate walking distance using existing routes, and also provides a further assessment using routes that will be provided by Rowden Park and SBP.

Figure 3.2: 2km Walking Isochrone



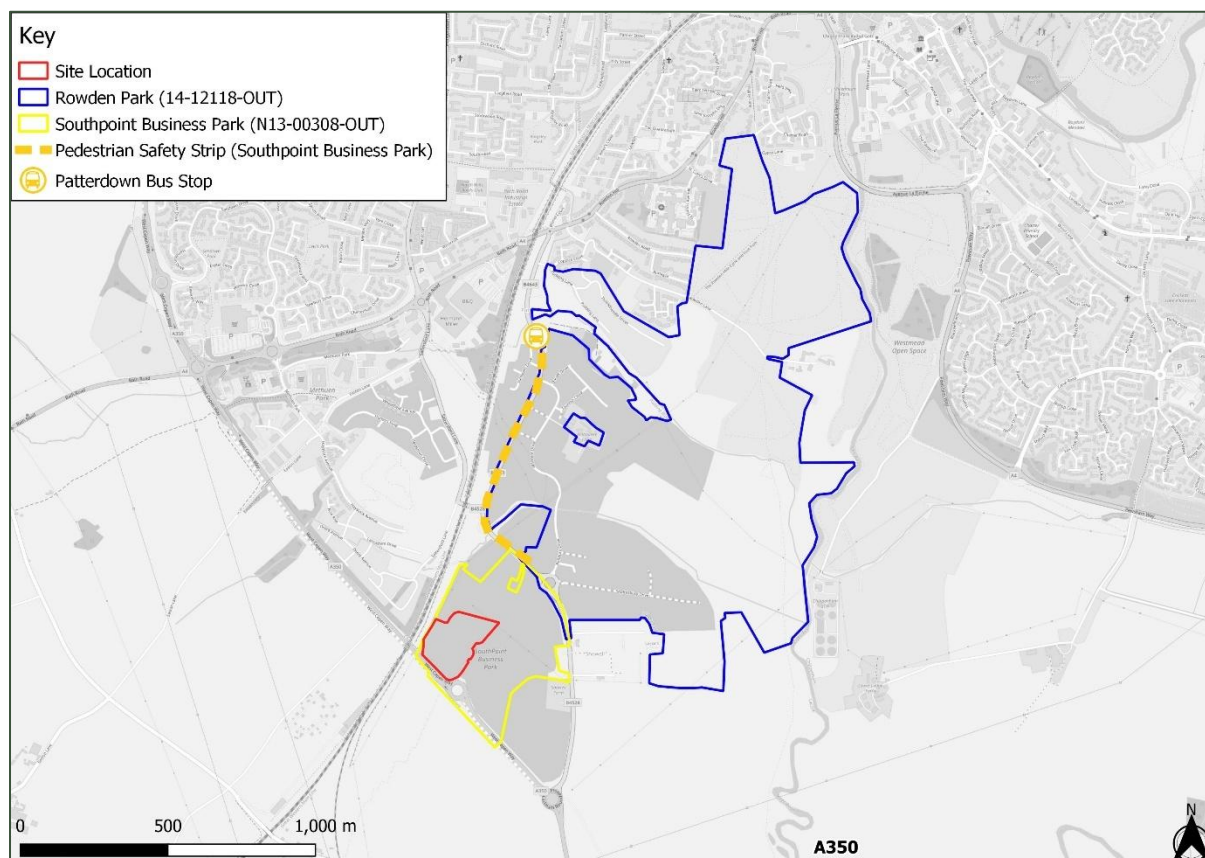
- 3.8 As shown above the site will be within an acceptable walk distance from Rowden Park.
- 3.9 In addition to Rowden Park, through routes provided by this development will also provide reasonable access to the site from neighbourhoods within Chippenham such as Rowden Hill.
- 3.10 As the Rowden Park development may not have implemented the active travel improvements by the delivery of the SBP, as a part of the wider application, access for pedestrians will be provided to Patterdown Road via a pedestrian safety strip or a visually



separated pedestrian lane. This will enable access to the bus services, town centre, railway station and existing areas of Chippenham and also to the planned residential development on the adjacent land.

- 3.11 **Figure 3.3** provides an overview of the proposed pedestrian safety strip to be provided by the SBP.

Figure 3.3: Pedestrian Safety Strip to be Provided by Southpoint Business Park

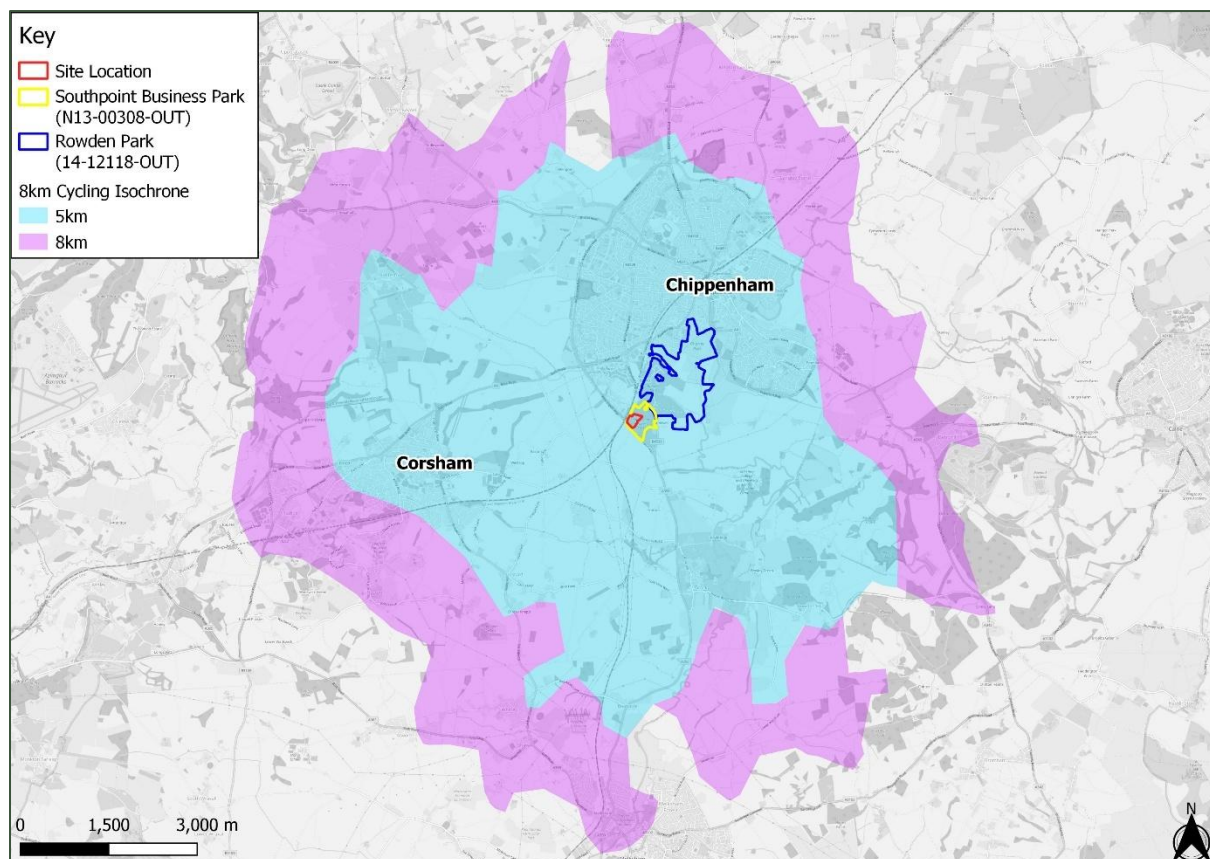


Cycling

- 3.12 **Figure 3.4** provides an 8km cycling isochrone, which is approximately a 30-minute cycle when assuming a 4.2 m/s cycle speed. 15km/hr equates to a cycle speed of 4.2 m/s (rounded from 4.16666 m/s) which is the standard applied by the DfT Active Mode Appraisal Toolkit User Guidance (May 2022).



Figure 3.4: 8km Cycling Isochrone

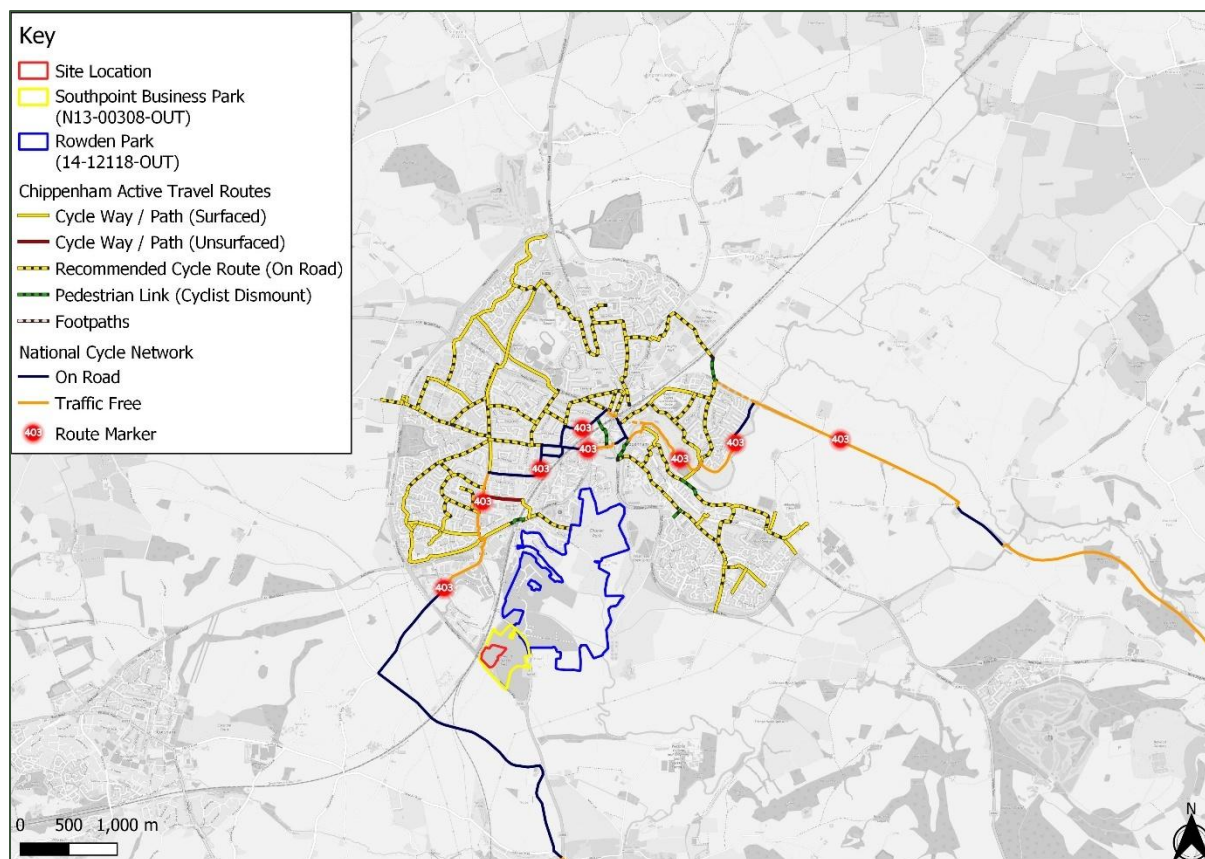


3.13 As shown above the site is within an acceptable distance of the entirety of Chippenham in addition to Corsham to the west.

3.14 **Figure 3.5** provides the extent of the existing cycle network within Chippenham.



Figure 3.5: Local Cycle Routes (Existing and Proposed)



- 3.15 As shown in **Figure 3.5** Chippenham has an extensive existing cycle route across the town. This will be further bolstered by through routes provided by the Rowden Park Development and SBP.

Public Transport

Bus

- 3.16 The nearest existing bus stops to the site are the Showell Farm bus stops located 800m from the proposed site access. It is not expected that these would see regular use as only the X37 which connects into the centre of Chippenham (a service that is only once a day), and there are no footways connecting these stops to the site.
- 3.17 As detailed in **Figure 3.3**, the wider SBP will provide a visually separated pedestrian lane up to the Patterdown Bus Stops allowing pedestrians to access the X37.
- 3.18 As a part of the Rowden Park TA the diversion and enhancement of services (X34, and 55) is considered to provide a regular bus service to the residential development and could improve public transport access to the DLLC.

Rail

- 3.19 The closest railway station to the site is the Chippenham railway station which can be accessed approximately 4km from the site which equates to an approximately 16 minutes by bike. The station is served by Great Western Rail (GWR) and provides services from several locations including London Paddington, Bristol Temple Meads, Swindon and Westbury.



3.20 The following facilities are provided at the station:

- Car parking spaces
- 106 cycling spaces that are CCTV monitored
- Taxi Rank; and
- Step-free access.

3.21 **Table 3.1** provides a summary of the services available to Chippenham Station. Only direct services have been accounted for.

Table 3.1: Summary of Train Services to Chippenham Train Station

Origin	Frequency (Mins)	Journey Time (Minutes)
London Paddington	30	66
Bristol Temple Meads	30	24
Swindon	30	10
Westbury	60	25

Local Highway Network

3.22 The application site is considered to have good access to the local highway network.

3.23 As previously stated, access will be directly off W Cepen Way at the site access roundabout. W Cepen Way is a single carriageway road which is subject to a 40mph speed restriction, west of the site access roundabout and 60 mph east of the roundabout.

3.24 W Cepen Way links west to Bath Road. Bath Road links east into the centre of Chippenham and West towards Bath. To the east the site W Cepen Way continues as the A350 which runs south towards Dorset via settlements such as Melksham, Westbury, and Shaftesbury.

3.25 To the north of the site of the site a future access to the site will also be provided onto the B4528. The B4528 links south.

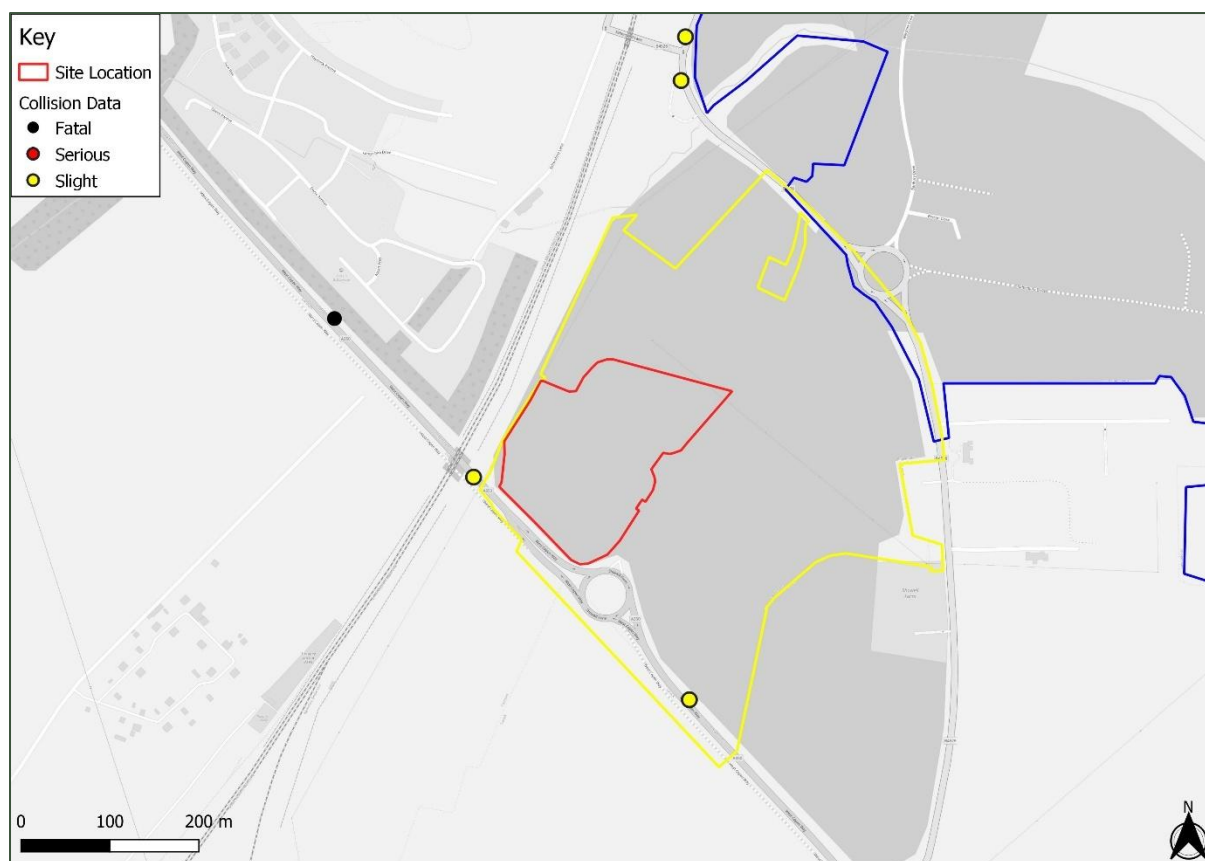
Personal Injury Collision (PIC) Analysis

3.26 The Mapping Application for Visualisation of Road Injury Collisions (MAVRIC) run and operated by DfT has been consulted to understand road collision data in the vicinity of the site. The most recent five-year period between 2020-2024 has been assessed, comprising the most recent available data.

3.27 A plan showing the locations and severity of the collisions within the most recent five years' worth of data is shown at **Figure 3.6**.



Figure 3.6: Locations of Personal Injury Collisions



- 3.28 **Figure 3.6** indicates that there have been five incidents recorded along the local highway network.
- 3.29 This includes 1 fatal incident, and 4 slight incidents. Each of these incidents appears to be isolated and they do not form a pattern or cluster incidents that might suggest a highway design-based safety concern is present. None of the recorded incidents involved a vulnerable road user such as a pedestrian, cyclist or motorcyclist.
- 3.30 Further analysis of the fatal collision indicates that it occurred in 2023 and involved a car attempting to overtake an HGV. this incident is isolated and does not form a part of a wider cluster of collisions. No further details are provided that would indicate that this incident was a result of a highway design-based safety concern.
- 3.31 In light of the above, there is no obvious road safety concern within the vicinity of the site.

Summary

- 3.32 The site is considered a sustainable location for Health, fitness and sports facilities, as a number of residential areas and public transport services are within walking and cycling distance.
- 3.33 Currently the site is relatively isolated with no existing pedestrian routes into either the northern or southern access. The primary desire line for trips on foot would be expected to originate from the up-and-coming Rowden Park (14/12118/OUT) development to the North. Here the majority of trips on foot would travel along new internal site roads proposed as a part of these developments.



- 3.34 Bus services will be made accessible to the site via stops on Patterdown Road, proposals from the wider SBP include a visually separated pedestrian strip that will connect the site and the stops. Currently these stops are only served by the infrequent X37 service. Discussion associated with Rowden Park have included providing more frequent services to residents, which could benefit future member of the proposed DLLC.
- 3.35 Frequent rail services are provided every from the Chippenham train station, linking with key destinations such as London, Bristol, and Cardiff. There are bus services accessible to the site provide connections to Cheltenham and Tewkesbury.
- 3.36 There have been no personal injury collisions recorded in the vicinity of the site access nor along Stoke Orchard within the five-year period dating back from 2022.
- 3.37 It is therefore concluded that the site is considered a sustainable location and provides a realistic alternative choice for visitors to travel by sustainable modes other than by car.



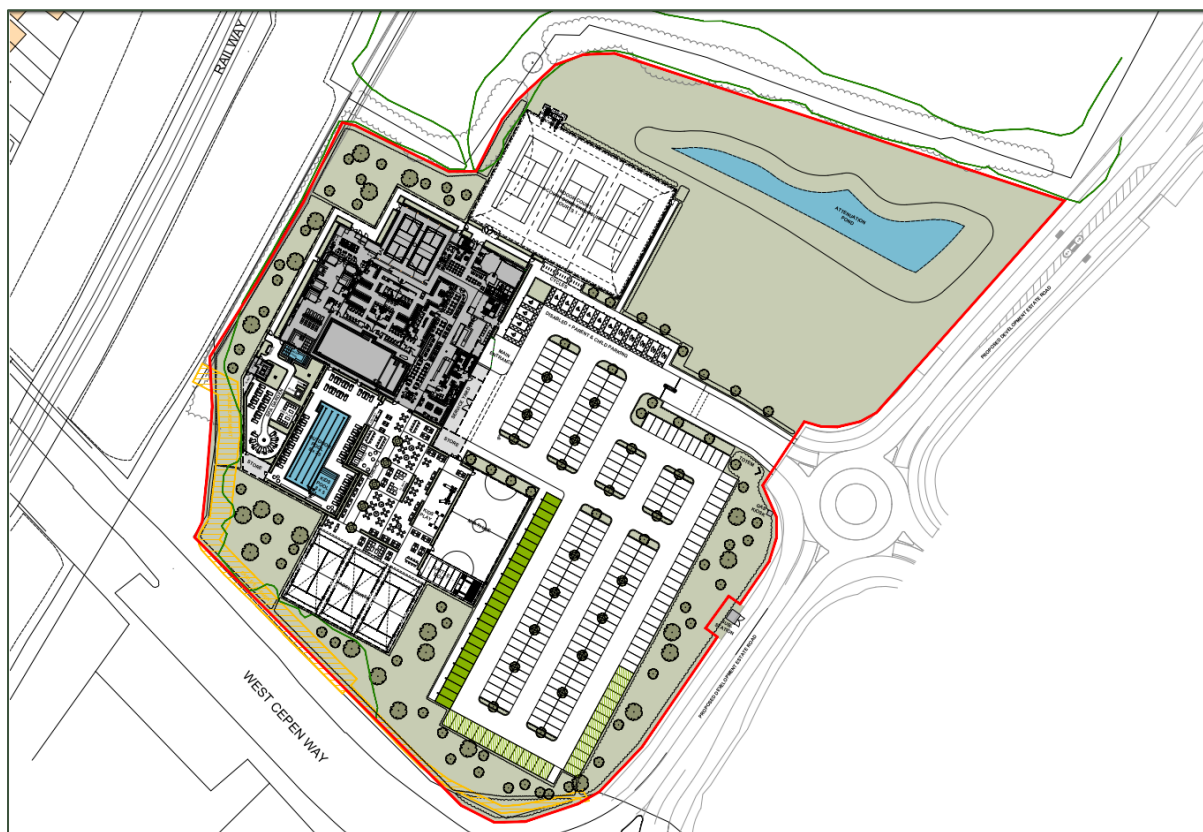
4.0 Development Proposals

- 4.1 This section of the report summarises the proposals for the site. It includes a description of the proposed land uses, details with regard to parking and servicing arrangements.

Development Proposals

- 4.2 The proposed Health and Fitness Club will measure 4,600 sqm GIA including 29 sqm GIA of Sauna Cabin, 1850 sqm GIA of Tennis dome and will benefit from 277 car parking spaces.
- 4.3 The health, fitness and sports facilities will be accessed to the south via a priority-controlled roundabout within the Southpoint Business Park, which has already been consented as part of planning permission 20/02511/REM. The access design to the north and south of the site will also match the design outlined in the reserved matters application.
- 4.4 The proposed layout of the site is provided in **Figure 4.1** and provided in full as **Appendix C**.

Figure 4.1: Illustrative Masterplan



Access Strategy

Pedestrian Access

- 4.5 The proposed development will benefit from one point of access for pedestrians via the northern access junction.
- 4.6 It is expected that the majority of pedestrian trips will originate from the Rowden Park (14/12118/OUT) development to the north and upon arriving at the site however as discussed in **Section 2** a visually indicated pedestrian lane will be provided by the Southpoint Business Park up to the Patterdown Bus stops, providing a pedestrian link for some residents in Chippenham to access the site.



- 4.7 Once pedestrians access the site, they can use shared foot/cycleways provided on the site spine road up to the access to the David Lloyd site. A continuous footway is provided to the DLLC main entrance.

Vehicular Access

- 4.8 Vehicle access to the wider Southpoint Business Park will be via a consented access to the south off W Cepen Way and to the north off the B4528. The internal site access roundabout off the internal spine road has also been consented in 20/02511/REM.

Parking

Car Parking

- 4.9 The Wiltshire parking strategy indicates that for proposals over 1000sqm the site should provide 1 space per 22sqm based on this standards the site should provide a maximum of 295 spaces.
- 4.10 A trip accumulation to demonstrate the appropriateness of the provided parking is provided in **Section 5** of this report.
- 4.11 The proposed development provides 277 parking spaces comprising a mix of:
- 206 Standard Parking Spaces;
 - 28 EV charging bays;
 - 28 Bays for Future conversion to EV;
 - 10 Disabled Parking Spaces; and
 - 5 Parent and Child Parking Spaces.
- 4.12 Dimensions of the proposed car park is provided in **Appendix D**. In summary the standard bay dimensions are 5m x 2.5m, the disabled bay dimensions are 6m x 3.6m and the parent and child bays are 6m x 3.6m.
- 4.13 An assessment of other Health and Fitness Clubs run by David Lloyd Leisure Ltd shows that the proposed level of car parking is comparable and in line with other Health and Fitness Clubs run by this particular operator.
- 4.14 The traffic generation forecast associated with the development is expected to be similar to other Health and Fitness Clubs run by David Lloyd Leisure Ltd and does not relate to the GIA of those facilities (See **Section 5**). Essentially regardless of the GIA of these sites, Health and Fitness Clubs run by David Lloyd Leisure Ltd generate similar amounts of traffic and essentially the demand for car parking. As such the traffic generation and car parking associated with the proposed development will be similar to other Health and Fitness Clubs run by David Lloyd Leisure Ltd.
- 4.15 The Wiltshire parking standards do not outline a specific requirement for a percentage blue badge spaces a site is required to provide, only that the site must ensure they have adequate provision.
- 4.16 The site will provide a total of 10 blue badge spaces, this is in line with the provision provided at other David Lloyd Leisure Clubs. The level of blue badge parking is considered an appropriate level based on likely usage.



Cycle Parking

- 4.17 The Wiltshire Cycling Strategy outlines that for D2 Assembly and leisure uses cycle parking should provide to a minimum standard of:
- 4 covered cycle spaces + 2 covered spaces for each 500m² above 1000m² gross floor.
- 4.18 As the development will provide 6,479sqm GFA this suggests a minimum provision of 26 parking spaces. As the site will provide a total of 30 cycle parking spaces the site will meet the minimum standards outlined in local policy.

Delivery and Servicing

- 4.19 The proposed site will provide a dedicated loading bay to the south of access to the main building. A refuse vehicle (and a 12m rigid vehicle) has been tracked to and from this loading bay. The site is designed to accommodate these vehicles as shown in **Appendix D**.

Fire Tender and Emergency

- 4.20 The proposed site layout has been designed so it can accommodate both fire tenders and emergency vehicles.



5.0 Traffic Impact

- 5.1 This section of the report sets out the traffic forecast associated with the proposed Health, fitness and sports facilities compared to the consented Industrial Estate and the impact that will result of the local highway network.
- 5.2 This section outlines:
- The net trip generation of the consented use and proposed use. This is demonstrated by comparing an updated assessment for the trips generated by the consented development (N13/00308/OUT) to a refined expected trip generation of the DLLC that considers pass by and diverted trips; and
 - Providing a robust modelling assessment of the contested site accesses. This is demonstrated by comparing the original assessment for the trips generated in (N13/00308/OUT) to the expected trip generation of the DLLC without assuming any changes in trip associated with pass by or diversions.

Consented Trip Generation N13/00308/OUT

- 5.3 The consented trip rates associated with proposed development were based on TRICS assessment undertaken in 2012 in the planning application N13/00308/OUT.
- 5.4 This assessment assumed B1b/c, B2 Industrial Estate (with Ancillary Offices) the following criteria
- Most recent 10 Years;
 - Edge of Town Only;
 - Up to 75,000sqm;
 - No Sites in London, Scotland, Wales and Ireland;
 - Weekday Only
- 5.5 This assessment is now 14 years old and was not based on contemporary TRICS best practice. Therefore, an additional assessment for estimating the trip generation associated with the consented Plot 100 has been revised in a new TRICS assessment. This assessment assumed the following:
- B1b/c, B2 Industrial Estate;
 - Most recent 5 years;
 - Edge of Town Centre + Edge of Town + Suburban;
 - Up to 75,000sqm;
 - Removing sites with a high levels of public transport accessibility; and
 - Weekday only.
- 5.6 A comparison between the previous assessment and this updated assessment is provided in **Table 5.1**



**Table 5.1: Consented and Updated Trip Generation Assessment for Plot 100
N13/00308/OUT (Vehicle Trips)**

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way
Consented Trip Rate	0.537	0.203	0.740	0.123	0.470	0.593
Updated TRICS 8 Trip Rate	0.571	0.260	0.831	0.261	0.471	0.732
Consented Trip Generation	77	29	107	18	68	86
Updated TRICS 8 Trip Generation	82	38	120	38	68	106

- 5.7 Based on the updated assessment it is assumed that Plot 100 consented Plot 100 would generate approximately 120 two-way trips in the AM peak and 106 two-way trips in the PM Peak.
- 5.8 This is an increase of approximately 13 two-way trips in the AM peak and 20 two-way trips in the PM peak when compared with the extant consent.

End Occupier Trip Forecast

- 5.9 David Lloyd has provided data on person trips data associated with 93 clubs across England. The data refers to swipes into the club and accounts for all users (Members, Staff and Visitors). The data is provided for week 41 which is the first week in October and represents a neutral month. During week 41, circa 900,000 people visited a David Lloyd Club. This therefore provides a comprehensive dataset to calculate trip forecast.
- 5.10 The data provides the time of entry but does not provide information when members staff depart. **Table 5.2** provides a summary of the average number of arrivals to a David Lloyd Leisure Club.



Table 5.2: Person Trip Arrivals

Hour Beginning	Mon	Tues	Wed	Thur	Fri	Sat	Sun	Average weekday
6	102	115	112	101	103	5	2	107
7	62	62	65	57	68	89	52	63
8	86	80	80	74	90	123	99	82
9	145	134	135	126	147	203	178	137
10	102	91	94	89	103	163	155	96
11	93	86	83	78	92	110	111	86
12	83	76	73	69	84	82	82	77
13	68	63	63	58	69	74	77	64
14	57	54	54	50	58	79	83	54
15	81	79	78	72	78	73	81	77
16	145	133	131	116	131	65	83	131
17	181	166	157	142	138	55	76	157
18	163	158	147	131	100	46	60	140
19	119	114	108	95	65	37	45	100
20	57	60	55	51	37	13	15	52
21	16	16	14	14	12	1	2	14
TOTAL	1558	1487	1447	1322	1374	1218	1200	1438

- 5.11 On average around 1,438 people visit a David Lloyd Club each weekday. Of this around 48 are staff. In order to calculate the departure profile, David Lloyd has conducted a survey which asks members to set out how long they would stay at the club for. This is summarised in **Table 5.3**.

Table 5.3: Duration of Stay

Duration	Percentage of members
Less than 1 hour	10.49%
1 to 2 hours	67.49%
2 to 3 hours	17.70%
3 + Hours	4.32%

- 5.12 The proportions in **Table 5.3** are applied to the arrivals in **Table 5.2** to calculate a person departure profile. This is set out in **Table 5.4** alongside the arrivals.



Table 5.4: Person Arrival and Departure Assumption

Hour beginning	In	Less than 1 hour	1 to 2 hours	2 to 3 hours	3 + hours	Total out
		10.49%	67.49%	17.70%	4.32%	
		Out	Out	Out	OUT	
6	107	11	-	-	-	11
7	63	7	72		-	79
8	82	9	42	19	-	70
9	137	14	55	11	5	85
10	96	10	93	15	3	120
11	86	9	65	24	4	101
12	77	8	58	17	6	89
13	64	7	52	15	4	78
14	54	6	43	14	4	66
15	77	8	37	11	3	60
16	131	14	52	10	3	78
17	157	16	88	14	2	121
18	140	15	106	23	3	147
19	100	11	94	28	6	138
20	52	5	68	25	7	105
21	14	2	35	18	6	60
22	0	0	10	9	4	23
23	0	0	0	3	2	5
24	0	0	0	0	1	1

5.13 **Table 5.5** summarises the person arrival and departure profile associated with the David Lloyd Leisure Club.



Table 5.5: Person Arrival and Departure Profile

Hour Beginning	In	Out	Total
6	107	11	118
7	63	79	141
8	82	70	152
9	137	85	223
10	96	120	216
11	86	101	188
12	77	89	166
13	64	78	142
14	54	66	121
15	77	60	137
16	131	78	209
17	157	121	278
18	140	147	287
19	100	138	239
20	52	105	157
21	14	60	75
22	0	23	23
23	0	5	5
24	0	1	1

Mode Share

- 5.14 David Lloyd has provided a car driver mode share to existing Leisure Clubs; this is calculated to be 75%. It is expected that the 25% trips by sustainable modes. This is based on a survey of existing clubs (75%) and has been validated by interrogating a TRICS database which shows that the car driver mode share for David Lloyd Glasgow is 74%.
- 5.15 The external vehicle trip forecast is set out in **Table 5.6**, based on a 75% car driver mode share.



Table 5.6: Vehicle Trip Forecast External

Period	Vehicle trips		
	In	Out	Two-Way
06:00-07:00	80	8	89
07:00-08:00	47	59	106
08:00-09:00	62	53	114
09:00-10:00	103	64	167
10:00-11:00	72	90	162
11:00-12:00	65	76	141
12:00-13:00	58	67	125
13:00-14:00	48	59	107
14:00-15:00	41	50	91
15:00-16:00	58	45	103
16:00-17:00	98	59	157
17:00-18:00	118	91	209
18:00-19:00	105	110	215
19:00-20:00	75	104	179
20:00-21:00	39	79	118
21:00-22:00	11	45	56
22:00-23:00	0	17	17
23:00-24:00	0	4	4
TOTAL	1078	1077	2158

Car Parking Assessment

- 5.16 As requested by Wiltshire County Councils officers response, an assessment of the proposed level of car parking has been undertaken based on the trips outlined in **Table 5.6**. This assessment assumes that the car park will be empty up to 06:00, when the site opens. Parking spaces are then accumulated by adding arrivals and subtracting departures within the hour. An additional robust test that assumes all arrivals occur before any departures take place, within the hour, has also been undertaken. This parking accumulation exercise is provided in **Table 5.7** below.



Table 5.7: Parking Accumulation Assessment

Hour Beginning	In	Out	Car Parking Accumulation (End of Hour) (Standard)	Accumulation % (Standard)	Car Parking Accumulation (All arrivals occur before departures within the hour) (Robust)	Accumulation % (Robust)
6	80	8	72	26%	80	29%
7	47	59	60	22%	119	43%
8	61	52	69	25%	121	44%
9	103	64	108	39%	172	62%
10	72	90	90	32%	179	65%
11	65	76	78	28%	154	56%
12	58	67	69	25%	136	49%
13	48	59	59	21%	117	42%
14	41	50	50	18%	99	36%
15	58	45	63	23%	108	39%
16	98	59	102	37%	161	58%
17	118	91	129	47%	220	79%
18	105	110	124	45%	234	85%
19	75	104	95	34%	199	72%
20	39	78	56	20%	134	49%
21	11	45	21	8%	67	24%
22	0	17	4	1%	21	8%
23	0	4	0	0%	4	1%
24	0	0	0	0%	0	0%

- 5.17 As shown in **Table 5.7** the proposed car park, although not meeting the required maximum parking standards, is able to operate with a large amount of spare capacity, with a minimum level of spare parking capacity of 53% occurring at 17:00.
- 5.18 In the robust “all arrivals occur before departures” test, the car park is still able to operate with sufficient spare capacity, with a minimum level of spare parking capacity of 15% occurring at 18:00.

Traffic Generation Refinement

- 5.19 A high proportion of trips to a gym / health club are generally linked with other journey purposes in particular during the morning and evening peaks and as such are already present on the road network.
- 5.20 The most up to date information is from 2019 where a survey of David Lloyd members was undertaken which collected data on where members travelled from / to the club and where they travelled to after visiting the club. If the origin and destination is the same, then this would be a sole purpose journey, however, if the origin and end point are different then this would mean that it's a linked trip. The survey shows 55% of trips in the AM peak period (0600 to



0900) are linked and 35% in the PM peak (1600 to 1900), however between 1700 and 1800 62% of trips are linked. The survey data is provided at **Appendix E**.

- 5.21 The updated trip forecast setting out discounts associated with linked trips and a summary of new trips on the wider network is set out in **Table 5.8** and it is this level of traffic impact that should be considered when considering the impact of the development.

Table 5.8: Linked/Pass-by Trip Discount and New Vehicle Trips

Period	Linked / Pass By Discount			New Vehicle Trips		
	In	Out	Two-Way	In	Out	Two-Way
06:00-07:00	-44	-5	-49	36	4	40
07:00-08:00	-26	-32	-58	21	27	48
08:00-09:00	-34	-29	-63	28	24	51
09:00-10:00	-36	-22	-58	67	42	109
10:00-11:00	-25	-31	-57	47	59	105
11:00-12:00	-23	-27	-49	42	49	92
12:00-13:00	-20	-23	-44	38	43	81
13:00-14:00	-17	-20	-37	31	39	70
14:00-15:00	-14	-17	-32	27	33	59
15:00-16:00	-20	-16	-36	38	29	67
16:00-17:00	-34	-21	-55	64	38	102
17:00-18:00	-73	-56	-129	45	35	80
18:00-19:00	-37	-39	-75	68	71	140
19:00-20:00	-26	-36	-63	49	68	117
20:00-21:00	-14	-27	-41	25	52	77
21:00-22:00	-4	-16	-20	7	29	36
22:00-23:00	0	-6	-6	0	11	11
23:00-24:00	0	-1	-1	0	3	3
TOTAL	-447	-426	-873	631	653	1285

Consideration of Consented trips

- 5.22 A comparison has been drawn between the proposed development trips and the previously consented trips. This is set out in **Table 5.9**.



Table 5.9: N13/00308/OUT Trips Vs Proposed Development Trips Summary

Period	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	In	Out	Two-way	In	Out	Two-way
Consented Development (Updated Assessment)	82	38	120	38	68	106
Proposed Development	28	24	51	45	34	79
Total	-54	-14	-69	7	-34	-27

- 5.23 **Table 5.9** demonstrates that the proposed development trips are well within the limit of previously consented trips for the site and would result in the reduction of trips from the network which represents better operational outcomes for the local transport network. The comparison of proposed trips to the previously consented trips clearly shows that two-way movements on the local network would be 69 less in the AM peak hour and 27 less in the PM peak hour going by the previously consented traffic levels.
- 5.24 As such as the trip forecast is less then what has previously been consented on site then we are of the view that no further assessment is required.

Site Access Modelling

Observed Traffic and Development Traffic

- 5.25 Within the reserved matter application for the Southpoint Business Park (20/02511/REM) two models have been produced for the southern access to the site, and the internal access to Plot 100. A model for the northern access has been assessed in the Rowden Park development (14/12118/OUT).
- 5.26 For the modelling assessment, in order to provide a robust assessment, it assumed that pass-by and diverted trips will not impact the site accesses. It is also assumed that the original 2013 consented trip generation, provided in **Table 5.1**, will be replaced by the David Lloyd trips outlined in **Table 5.6**.
- 5.27 The original 2013 assessment has been used as a comparison point due to the fact that the trips in these models are based on this original assessment. Furthermore, as the original trip generation assumed a lower number of trips, the net difference will be greater, making this assessment more robust.
- 5.28 The net trips detailed in **Table 5.10** will used in the modelling assessment.

Table 5.10: Net Trips at the Internal Site Access

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	In	Out	Two-Way	In	Out	Two-Way
Consented (Old Assessment)	77	29	107	18	68	86
Proposed Development	62	53	114	118	91	209
Net	-15	24	7	100	23	123

- 5.29 In order to undertake the modelling assessment, the net trips will be distributed and added to the worst-case assessments detailed in the original modelling assessments.



- 5.30 For Southpoint Business Park (20/02511/REM) this is the 2036 S3 assessments which assumed: Baseline Highway Network with dual carriageway between Chequers and Lackham Roundabout and SCLR via Showell Farm.
- 5.31 For Rowden Park the northern site access has been tested with a 2026+Dev+Mit+Retail sensitivity assessment.

Distribution

- 5.32 Traffic has been distributed onto the road network proportionally using the existing turning proportions outlined in the consented models. Copies of the consented models are provided in **Appendix E**.
- 5.33 It is also assumed that the proportions from the internal access will continue onto the respective northern and southern access. For example, in the AM peak 67% of arrivals on the internal site access originate from the southern access, therefore at the southern access this 67% of arrivals is distributed according also to turning proportions.
- 5.34 **Table 5.11**, **Table 5.12**, and **Table 5.13** provide a summary of the distribution and assignment of trips onto the road network at the access.

Table 5.11: Internal Site Access (Arrival and Departure Proportions)

AM Peak (08:00-09:00)					PM Peak (17:00-18:00)				
	A	B	C	D		A	B	C	D
A				33%	A				35%
B				0%	B				0%
C				67%	C				65%
D	36%	0%	64%		D	38%	0%	62%	

*A – Spine Road N, B – Plot 400, C – Spine Road S, D – Plot 100 (Site Access)

**Arrival – Italics, Departure – Bold

Table 5.12: Southern Site Access (Arrival and Departure Proportions)

AM Peak (08:00-09:00)				PM Peak (17:00-18:00)			
	A	B	C		A	B	C
A		18%	46%	A		25%	37%
B	<i>30%</i>			B	<i>17%</i>		
C	<i>37%</i>			C	<i>48%</i>		

*A – Site Access, B – A350 E, C – A350 W

**Arrival – Italics, Departure Bold

Table 5.13: Northern Site Access (Arrival and Departure Proportions)

AM Peak (08:00-09:00)						PM Peak (17:00-18:00)					
	A	B	C	D	E		A	B	C	D	E
A					<i>18%</i>	A					<i>27%</i>
B					<i>7%</i>	B					<i>5%</i>
C					<i>6%</i>	C					<i>3%</i>



AM Peak (08:00-09:00)						PM Peak (17:00-18:00)					
D					3%	D					0%
E	26%	6%	4%	1%		E	20%	6%	5%	7%	

***A** – A350 N, **B** – Primary Street (Rowden Park), **C** – Secondary Street (Rowden Park), **D** – A350 S, **E** – Showell Farm (Southpoint Business Park)

**Arrival – Italics, Departure Bold

Modelling Results

- 5.35 ARCADY Models have been replicated for all three access models associated with the development proposals.
- 5.36 **Table 5.14**, **Table 5.15**, and **Table 5.16** provide a summary modelling results. Full reports are provided in **Appendix F**.

Table 5.14: Internal Site Access Modelling Results

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2036 - S3						
1 - Spine Road North	2	11	0.69	2	11	0.69
2 - Plot 400	0	9	0.06	0	9	0.11
3 - Spine Road South	2	10	0.65	2	10	0.68
4 - Plot 100 Access	0	8	0.04	0	9	0.07
2036 - S3 W/David Lloyd						
1 - Spine Road North	2	11	0.69	3	12	0.73
2 - Plot 400	0	9	0.06	0	10	0.11
3 - Spine Road South	2	9	0.64	3	14	0.76
4 - Plot 100 Access	0	7	0.08	0	8	0.11

- 5.37 As detailed in **Table 5.14** the proposed David Lloyd will not have a significant impact on the operation of the junction. The greatest impact between the consented Plot 100 and the DLLC is on the on “Spine Road south” in the PM peak, which will see and increase from 0.68 RFC to 0.76 RFC which remains within the theoretical capacity of the junction. This will result in an additional queue of one PCU and additional delay of four seconds which is not considered to be significant.



Table 5.15: Southern Site Access Modelling Results

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2036 - S3						
1 - Site Access	2	7	0.58	2	10	0.69
2 - A350 E	3	6	0.70	2	5	0.61
3 - A350 W	2	5	0.63	3	6	0.73
2036 - S3 W/David Lloyd						
1 - Site Access	2	7	0.59	3	11	0.70
2 - A350 E	3	6	0.71	2	5	0.62
3 - A350 W	2	5	0.63	3	7	0.75

- 5.38 As detailed in **Table 5.15** the proposed David Lloyd will not have a significant impact on the operation of the junction. The greatest impact between the consented Plot 100 and the DLLC is on the on "A350 W" in the PM peak which will see and increase from 0.73 RFC to 0.75 RFC which remains within the theoretical capacity of the junction. This will not result in an additional queue but will result in an additional delay of one second which is not considered to be significant.

Table 5.16: Northern Site Access Modelling Results

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2026 - Base + Dev + Mit + Retail						
1 - A350 N	0	3	0.28	1	3	0.35
2 - Primary Street	0	4	0.16	0	5	0.14
3 - Secondary Street	0	3	0.07	0	3	0.05
4 - A350 S	1	3	0.36	0	3	0.27
5 - Showell Farm	0	3	0.11	1	4	0.33
2026 - Base + Dev + Mit + Retail W/David Lloyd						
1 - A350 N	0	3	0.28	1	3	0.37
2 - Primary Street	0	4	0.16	0	5	0.15
3 - Secondary Street	0	3	0.07	0	3	0.05
4 - A350 S	1	3	0.36	0	3	0.28
5 - Showell Farm	0	3	0.11	1	4	0.34

- 5.39 As detailed in **Table 5.16** the proposed David Lloyd will not have a significant impact on the operation of the junction. The greatest impact between the consented Plot 100 and the DLLC is on the on "A350 N" in the PM peak, which will see and increase from 0.35 RFC to 0.37 RFC which remains within the theoretical capacity of the junction. This will not result in an additional queue or additional delay. This is not considered to be a significant impact.



Summary

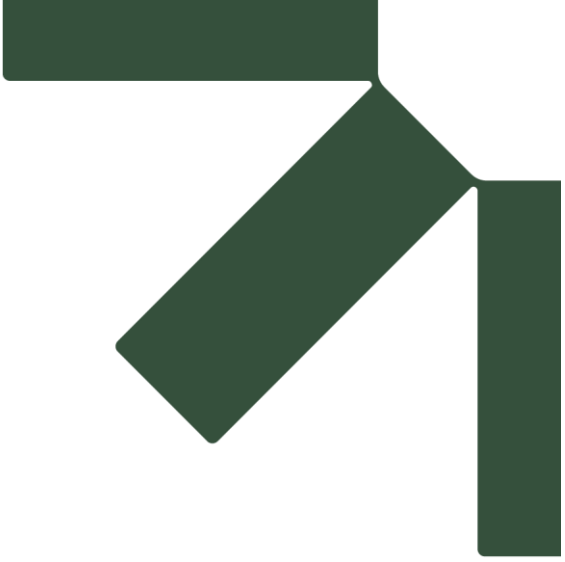
- 5.40 The development proposals for the David Lloyd when compared to the extant consent, will not result in a significant impact on the local highway network, and the proposed site access.



6.0 Summary and Conclusions

- 6.1 SLR Consulting Ltd has been appointed by David Lloyd Leisure Ltd. to prepare a Transport Assessment (TA) in support of a planning application for development of a Health, fitness and sports facilities in Chippenham.
- 6.2 A pre-application enquiry (ENQ/2025/00641) was registered on April 30th, 2025, and received a response from Wiltshire Council on June 11th, 2025. This officers response (Provided as **Appendix B**) included expectations for the Transport Statement, the proposed site layout, and the national and local policy that the Site should consider. These comments have been addressed throughout the Transport Statement.
- 6.3 The proposed Health and Fitness Club will measure 4,600 sqm and which will benefit from 277 car parking spaces. The site already benefits from planning permission, N13/00308/OUT / 20/02511/REM for 14,426sqm of mixed b1/b2 industrial estate use. This Transport Assessment confirms that the development proposal would not lead to a severe impact on the road network. Detailed modelling of the site access junctions confirms that the change in trips will not results in a severe impact and a three junction will continue to within their theoretical capacity.
- 6.4 Although the existing site is somewhat remote to residents within a regular walking distance of 2km. The wider application for the Southpoint Business Park (20/02511/REM) intends to provide a temporary pedestrian route which will connect the site to Chippenham. Further to this the site is also located next to the Rowden Park (14/12118/OUT) residential development. The majority of future residents living in this development will be within a reasonable walking distance of site.
- 6.5 Bus services will be made accessible to the site via stops on Patterdown Road, proposals from the wider SBP include a visually separated pedestrian strip that will connect the site and the stops. Currently these stops are only served by the infrequent X37 service. Discussion associated with Rowden Park have included providing more frequent services to residents, which could benefit future member of the proposed DLLC.
- 6.6 Rail services are provided every frequently from the Chippenham train station, linking with key destinations such as London Paddington, Bristol Temple Meads, Swindon and Westbury.
- 6.7 There are no inherent highway safety concerns within the vicinity of the site.
- 6.8 Vehicle access to the wider Southpoint Business Park will be via a consented access to the south off W Cepen Way and to the north off the B4528. The internal site access roundabout off the internal spine road has also been consented in 20/02511/REM.
- 6.9 The site access and layout has been designed so it can accommodate refuse, fire tenders and emergency vehicles.
- 6.10 A review of the site access junctions has demonstrated that they will operate with minimal queues and delay and will have spare capacity.
- 6.11 The proposals are therefore considered acceptable given the site is in a sustainable location and the overall impact in terms of NPPF is not severe.





Appendix A BREEAM Travel Plan

Transport Assessment

Chippenham David Lloyd

David Lloyd Leisure Ltd.

SLR Project No.: 416.066362.00001

20 February 2026



BREEAM Travel Plan

David Lloyd Chippenham

David Lloyd Leisure Ltd.

Prepared by:

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SLR Project No.: 416.066362.00001

20 February 2026

Revision: Issue

Revision Record

Revision	Date	Prepared By	Checked By	Authorised By
1	17 February 2026	CI	TM	DR
2	20 February 2026	CI	TM	DR

Basis of Report

This document has been prepared by SLR Consulting Limited (SLR) with reasonable skill, care and diligence, and taking account of the timescales and resources devoted to it by agreement with David Lloyd Leisure Ltd. (the Client) as part or all of the services it has been appointed by the Client to carry out. It is subject to the terms and conditions of that appointment.

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Appendices

Appendix A	Proposed Site Layout
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Acronyms and Abbreviations

BREEAM	Building Research Establishment Environmental Assessment Method
CCTV	Closed Circuit Television
EV	Electric Vehicle
GIA	Gross Internal Area
MSOA	Super Output Area – Middle Layer
PTAI	Public Transport Accessibility Index
SBP	Southpoint Business Park
TA	Transport Assessment
TP	Travel Plan
TPC	Travel Plan Coordinator
WC	Wiltshire Council



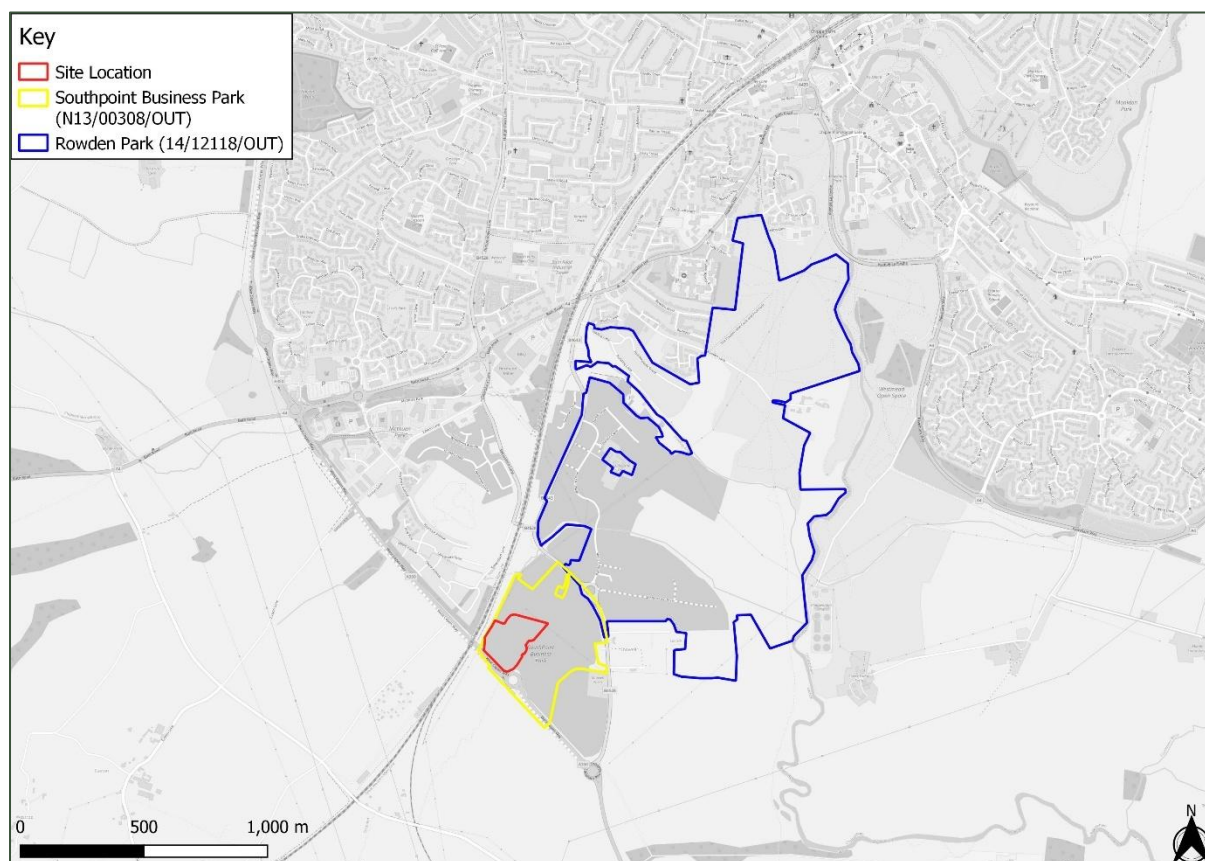
1.0 Introduction

- 1.1 SLR Consulting Ltd has been appointed by David Lloyd Leisure Ltd. to prepare a BREEAM Travel Plan (TP) in support of a planning application for development of a Health and Racquets Club facility on land north of West Cepen Way, Chippenham.
- 1.2 The site falls within the administrative boundary of Wiltshire Council (WC) as unitary authority functioning both as local planning and local highway authority.

Planning Context

- 1.3 The proposed development is located within the upcoming Southpoint Business Park (SBP) (N13/00308/OUT) north of A350 West Cepen Way. The SBP is located to south of large mixed use urban extension including provision for up to 1000 homes.
- 1.4 The proposed development will essentially replace Plot 100 of the SBP which has planning approval for 14,426sqm of mixed B1, B2, and B8 use as part of the planning permission for SBP (planning reference: N13/00308/OUT).
- 1.5 Access to the site and surrounding area was established as part of planning permission 14/12118/OUT for Rowden Park. This application established details of a link road that will connect into and through the SBP and provide an access to the north of the site. The site within its planning context is shown in **Figure 1.1**.

Figure 1.1: Site Location and Planning Context



- 1.6 A standalone Transport Assessment (TA) has been produced and will form part of the supporting planning submission.



- 1.7 The purpose of this Travel Plan document is to gain a BREEAM certification for the proposed David Lloyd Health and Racquets Club facility. Specifically, this report will provide information relating to BREEAM 2025 focusing on sections TRA-01 and TRA-02.
- 1.8 The requirements and specifications for TRA-01 and TRA-02 are outlined in the BREEAM UK New Construction Technical Manual – SD6074 Version 7.0 (July 2025) hereafter referred to as 'BREEAM guidance'.
- 1.9 Furthermore, the policy context of this proposal has also been set out in detail in Section 2 of the supporting TA. The following policy and guidance documents have been considered (in addition to the BREEAM guidance) in the preparation of this BREEAM TP according to the requirements set out therein:
- National Planning Policy Framework (NPPF);
 - Planning Policy Guidance;
 - Wiltshire Local Transport Plan 4;
 - Wiltshire Local Transport Plan – Car Parking Strategy;
 - Wiltshire Local Transport Plan – Cycling Strategy;
 - Wiltshire Core Strategy;
 - Wiltshire Local Plan (Pre-submission Draft 2020-2038 (Regulation 19) dated September 2023 and submitted for Examination November 2024) (emerging LPR); and
 - Chippenham Neighbourhood Plan.
- 1.10 The final occupants of the site are David Lloyd, and the site will operate as a Health and Racquets Club.

Travel Plan Scope

- 1.11 This TP contains all the relevant information needed to effectively implement and monitor the TP itself.
- 1.12 The remainder of this document is structured as follows:
- **Section 2** – Sets out the BREEAM guidance for TRA-01 and how this BREEAM Transport Assessment and Travel Plan applies;
 - **Section 3** – Sets out the BREEAM guidance for TRA-02 and then specifies the measures that the development will implement;
 - **Section 4** – Sets out the objectives and targets of the Travel Plan;
 - **Section 5** – Provides further details of the measures that will be implemented to help achieve the objectives and targets of the Travel Plan;
 - **Section 6** – Outlines the BREEAM credits that have been achieved;
 - **Section 7** – Set out the monitoring and review process for the travel plan;
 - **Section 8** – Outlines the action plan for the site; and
 - **Section 9** – Summarises the report and provides a final conclusion.



2.0 TRA-01 – Transport Assessment and Travel Plan

2.1 This section outlines the criteria as part of TRA-01 and how the BREEAM Transport Assessment and this Travel Plan accords with the BREEAM Guidance.

2.2 The aim of this section of the assessment as detailed within the BREEAM guidance is to “*enhance awareness of existing local transport and identify opportunities for sustainable transport improvements*”. A total of two BREEAM credits are available under this category.

TRA-01 Criteria 1

2.3 In relation to Criteria 1 of TRA-01, the BREEAM guidance states that applicants should:

“Conduct a site-specific transport assessment by the end of the Concept Design stage.”

2.4 As mentioned in **Section 1**, a planning application is being submitted for the development. The planning submission includes a detailed TA as a standalone report as well as this document which forms the BREEAM compliant TP for the site. The TA has been referenced within this report where necessary.

2.5 The methodology for a transport assessment as outlined within the BREEAM guidance requires the following elements to be covered as a minimum:

1. **“Development description:** An overview of the proposed development, including its size, type, location, and intended use.
2. **Existing transport infrastructure:** An analysis of current transport infrastructure and services to identify relevant constraints and opportunities. This must include the travel patterns of existing building users in relation to:
 - a. Walking infrastructure: sidewalks, paths and crossings
 - b. Cycle infrastructure: cycling lanes and cycle parking
 - c. Public transport: the site’s connectivity to public transport services
3. **Inclusive design:** Evaluation of transport infrastructure for people with disabilities, such as mobility, visual, and age-related requirements.
4. **Accessible amenities:** The number and type of existing accessible amenities within 500 m of the site. The distance to an amenity must be measured via a safe pedestrian route from the main building entrance. See Definitions and Table 7.1.
5. **Public Transport Accessibility Index (PTAI):** Calculate the existing PTAI, see M2.
6. **Future travel patterns:** Predicted travel patterns and transport impacts of future building or site users.
7. **Stakeholder engagement:** Consultation with local authorities, building users, and the surrounding community to ensure the travel plan aligns with local needs.”

2.6 The BREEAM guidance allows for elements not applicable to the proposal to be excluded from consideration.



“When certain elements may not be applicable or relevant, a brief justification can be provided for each consideration, explaining why it is not relevant to the project's scope or scale.”

Development Description

- 2.7 The proposed Health and Racquets Club will measure 4,600 sqm GIA including 29 sqm GIA of Sauna Cabin, 1850 sqm GIA of Tennis dome and will benefit from 277 car parking spaces.
- 2.8 The Health and Racquets Club facility will be accessed to the south via a priority-controlled roundabout within the Southpoint Business Park, which has already been consented as part of planning permission 20/02511/REM. The access design to the north and south of the site will also match the design outlined that application.
- 2.9 The proposed layout of the site is provided in **Appendix A**.

Pedestrian and Cycle Access

- 2.10 The proposed development will benefit from one point of access for pedestrians and cyclists via an access road which forms the western arm of a proposed four-arm roundabout along a proposed development estate road. The proposed development road extends south from this junction connect West Cepen Way and north from this junction towards Rowden Park.
- 2.11 It is expected that the majority of pedestrian and cycle trips will originate from Rowden Park development to the north of the site. A continuous route to the site from Rowden Park will be provided comprising a proposed shared pedestrian/ cycleway on both sides of the estate road on its sections north of the four-arm access road junction described above. This shared use path will route south from Rowden Park to the proposed site access where a proposed internal footway can be accessed leading to the main building access.
- 2.12 Cyclists can also arrive at the site having travelled along shared use links along the estate road. Within the site, it is anticipated that vehicle speeds and flows will be at a level low enough to support use of the internal road within the site as a shared space enabling cyclists to mix safely with vehicles on carriageway.
- 2.13 Details of the proposed site access is provided at Appendix C of the TA.

Vehicular Access

- 2.14 Vehicle access to the site will be via a proposed site access road which forms the western arm of a consented four-arm roundabout to be constructed as part of planning permission 20/02511/REM. The proposed site access road extends west from this junction into the site where vehicles can then head south to access an appropriate parking bay.
- 2.15 The carriageway width within the parking area is at least 6m on all sections. A car park layout can be seen in Appendix C of the TA.

Parking

Cycle Parking

- 2.16 The BREEAM guidance requires a provision of 1 space for every 10 staff and visitors subject to a sliding scale for sites with more than 200 users.
- 2.17 A trip generation assessment for the site has been presented in detail in Section 5 of the accompanying TA. The assessment is based on access swipes data and account information for all users (Members, Staff and Visitors) at 93 David Lloyd clubs across the country on a neutral day which confirms an average of 1438 site users visit a David Lloyd site daily including 48 staff and 1390 members and visitors. The data also confirms the duration of stay of site users which has been considered. Based on this, up to 287 site users are expected on site at



any given time. This recorded peak visit occurs around 18:00 – 19:00 and is assumed to exclude staff members. The proposed development will accommodate up to 40 staff members at any time on site. There would then be a requirement to provide 26 cycle parking spaces for members using the sliding scale¹ in Table 7.10 of the BREEAM guidance and 4 spaces for staff (totalling 30 spaces) to gain the BREEAM credit.

- 2.18 The proposed development will provide 30 cycle storage spaces which accords with the requirements to gain 1 point as informed by Table 7.3 of the BREEAM guidance (Option 7).

Car Parking

- 2.19 There are no car parking standards provided within the BREEAM guidance. The maximum parking standards for Assembly and Leisure (Sports Facilities) developments as specified within Appendix C of the *Wiltshire Local Transport Plan 2011- 2026 - Car Parking Strategy* allows for proposals over 1000 sqm to provide 1 space per 22 sqm which amounts to a maximum allowable parking provision of 295 spaces.
- 2.20 The proposed development will provide a total of 277 parking spaces comprising a mix of:
- 210 Standard Parking Spaces;
 - 26 EV charging bays;
 - 26 Bays for Future conversion to EV;
 - 10 Disabled Parking Spaces; and
 - 5 Parent and Child Parking
- 2.21 As shown in Appendix D of the TA, 26 spaces will benefit from electric vehicle (EV) charging and a further 26 will include passive provision (ducting and cabling to allow for easy conversion in the future). This equates to circa 9% of spaces being fitted with active EV charging provisions and circa 9% capable of being converted if required.
- 2.22 Dimensions of spaces within the proposed car park are provided in Appendix D of the TA. In summary, the proposed standard parking bay dimensions are 5m x 2.5m, the disabled bay dimensions are 6m x 3.6m and the parent and child bays are 6m x 3.6m.
- 2.23 The *Wiltshire Local Transport Plan 2011- 2026 - Car Parking Strategy* does not outline a specific requirement for a percentage blue badge spaces a site is required to provide, only that the site must ensure they have adequate provision.
- 2.24 The site will provide a total of 10 blue badge spaces which is in line with the provision levels at other David Lloyd Leisure Clubs. The level of blue badge parking is considered an appropriate level based on likely usage.

Delivery and Servicing

- 2.25 The proposed site will provide a dedicated servicing yard to the east of the main building. An 11m 4-axle refuse vehicle and a 10m 2-axle rigid vehicle have been tracked to and from this location. These are anticipated to be the largest vehicles that would enter and exit the site. The site is designed to accommodate these vehicles as shown in Appendix D of the TA.

¹ The BREEAM guidance provides a sliding scale to reflect an increased confidence in availability that occurs where there is larger scale cycle parking provision for sites with more than 200 users. A multiplier for standard unit of measure of X 1.0 for 1-200 users, X 1.5 for 201 – 300 users, X 2.0 for 301-400 users can be applied. For our site with 287 users at any given time, this works out as: 1–200 users @ 1 space per 10 users = 20 spaces; 201–300 users @ 1 space per 15 users (unit of measure × 1.5) = 5.8, rounded up to 6 spaces totalling 26 spaces in all.



Fire Tender and Emergency

- 2.26 The proposed site layout has been designed so it can accommodate both fire tenders and emergency vehicles as demonstrated in Appendix D of the TA.

Existing Transport Infrastructure (Walking and Cycling)

- 2.27 Currently the site is relatively isolated with no existing pedestrian or cycling routes leading directly to the site. The primary desire line for trips on foot would be expected to originate from Rowden Park (14/12118/OUT) development to the North. Here the majority of trips on foot would travel along new internal site roads and use the informal crossings on the northern site access roundabout that provide dropped kerbs, tactile paving, and a refuge Island. these crossings will be used to access footways that will be provided by the wider Southpoint Business Park application (N13/00308/OUT).

Bus

- 2.28 The nearest existing bus stops to the site are the Showell Farm bus stops and the Patterdown bus stops located approximately 800m and 1000m from the proposed site access. Both sets of bus stops are on the route of only one bus service (X37) which connects into the centre of Chippenham (a service that is only once a day), with no existing footways connecting these stops to the site. Consequently, access this bus service at these stops is currently limited. However, the wider Southpoint Business Park will provide pedestrian connections to the Patterdown Bus Stops allowing pedestrians to access the X37.
- 2.29 Furthermore, as a part of the Rowden Park TA the diversion and enhancement of services X34 and 55 is considered to provide a regular bus service to the residential development.

Rail

- 2.30 The closest railway station to the site is the Chippenham railway station which can be accessed approximately 4km from the site which equates to an approximately 16 minutes by bike. The station is served by Great Western Rail and provides services from several locations including London Paddington, Bristol Temple Meads, Swindon and Westbury.
- 2.31 The following facilities are provided at the station:
- Car parking spaces
 - 106 cycling spaces that are CCTV monitored
 - Taxi Rank; and
 - Step-free access.

- 2.32 **Table 2.1** provides a summary of the services available to Chippenham Station. Only direct services have been accounted for.

Table 2.1: Summary of Train Services to Chippenham Train Station

Origin	Frequency (Mins)	Journey Time (Minutes)
London Paddington	30	66
Bristol Temple Meads	30	24
Swindon	30	10
Westbury	60	25



- 2.33 **Table 2.1** demonstrates that there are numerous services calling at Chippenham railway station with frequent travel from local destinations provided for, offering significant potential for members (who are likely to reside locally to Chippenham) and staff to travel by rail as part of a multi-modal journey to site.

Baseline Travel Patterns of Existing Building Users

- 2.34 The site is currently vacant and there are no existing building users. As such it is not possible to determine the travel patterns of existing building users.
- 2.35 However, insight can be drawn from the 2011 Census *WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)* dataset. The site is located within Wiltshire 018 Super Output Area – Middle Layer (MSOA). Although data from the 2021 Census is now available, the 2011 census data is considered more representative of existing travel behaviour given that 2021 falls within the COVID-19 pandemic when there were a higher number of people either working from home or not working.
- 2.36 Although the census travel dataset relates to commuting journeys, it has been used to provide useful insight into all existing trips within the local area as commuting is the second most common trip purpose, behind education, in England in 2023² and 2024³ according to National Travel Survey. This is presented in **Table 2.2** for indicative purposes.

Table 2.2: Existing Mode Share for the Site Area (Census 2011 Data)

Mode of travel	Mode split (%)
Driving a car or van	76%
On foot	10%
Passenger in a car or van	7%
Bicycle	3%
Bus, minibus or coach	2%
Motorcycle, scooter or moped	1%
Train	1%
Other method of travel to work	0%
Taxi	0%
Underground, metro, light rail or tram	0%
Total	100%

² Available online at: <https://www.gov.uk/government/statistics/national-travel-survey-2023/nts-2023-trips-by-purpose-age-mode-and-sex>

³ Available online at: <https://www.gov.uk/government/statistics/national-travel-survey-mid-year-estimates-year-ending-june-2024>



- 2.37 The census mode share outlined in **Table 2.2** relates to commuting travel and is therefore considered representative of expected site users' travel mode choice.

Inclusive Design

- 2.38 Currently, there is no existing disabled access to the site as the proposed development is yet to be built. However, as outlined within detailed plans within the TA accompanying this submission, the proposed site will have level threshold access into the building from all access points.
- 2.39 A clearly defined internal pedestrian and cycle route will be provided leading directly to the main building within the site. The internal footways will feature dropped kerbs and tactile paving at crossings and will align seamlessly with accesses into the facilities within the site. The main building façade will be bounded by a paved footpath leading to a level entry main entrance. The footways will be sufficiently wide to support wheelchair movement. Obstructions to movement from furniture will be very minimal if any at all. Footpaths will be appropriately lit.
- 2.40 The car parking facilities are designed to include accessible bays (10 spaces) with dropped kerbs provided at any place where there is a differential between a designated accessible bay level and the adjacent pavement level. Pedestrian routes from the accessible parking spaces to the main entrances will be level, clearly sign-posted and adequately lit along the allocated route. Disabled parking spaces will be located immediately adjacent to the main building to reduce the distance between the user's vehicle and the fitness centre.
- 2.41 Cycle parking will be provided along the proposed internal cycle route and in proximity to the main building. A total of 30 cycle parking spaces will be provided.

Accessible Amenities

- 2.42 It is a requirement to show facilities within 500m of the site in line with the BREEAM guidance. There are no existing accessible amenities within the requisite catchment and offsite footways to facilitate access are currently still under construction. However, the lack of proximity to amenities within 500m is compensated for by the proposal itself which will provide access to a range of amenities including (but not limited to):
- An onsite café/ restaurant;
 - Access to leisure and sports facilities including tennis courts, padel courts, badminton courts, multi-use games area, swimming pools, gym etc

Public Transport Accessibility Index

- 2.43 As part of this Travel Plan, the Public Transport Accessibility Index (PTAI) has been used to assess the accessibility of the site from a public transport perspective.
- 2.44 The PTAI provides an indicator of the accessibility and density of the public transport network at a point of interest. The index is influenced by the proximity and diversity of the public transport network and the frequency of services at the accessible nodes. The greater the number of compliant nodes, services, and their proximity to the building, the higher the PTAI.
- 2.45 The methodology for calculating the PTAI as adopted in the BREEAM guidance takes account of the public transport nodes that meet the following criteria:



- a. *“A bus stop within 650 m or a railway station (or other transport service) within 1000 m of the main entrance, measured via a safe pedestrian route.*
- b. *The service must connect to an urban centre, major transport node, or community focal point (e.g., school, library, doctor’s surgery).*
- c. *Only local services are assessed; national services are excluded unless they function as local commuter routes...”*

2.46 Based on this, site achieves a PTAI of 0 as there are no public transport nodes within the requisite catchments.

Future Travel Patterns

2.47 To determine the future travel patterns of site users, the 2011 Census *WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)* presented in **Table 2.2** can be relied on as well. The information presented in **Table 2.2** indicates that approximately 76% of workers in the area travel as car driver, circa 13% use active modes and around 3% use public transport. The census data provided in **Table 2.2** will be relied on for setting mode share targets for this TP.

Stakeholder Engagement

- 2.48 The preparation of this TP presents an opportunity to engage with WC to ensure this TP aligns with local priorities and needs.
- 2.49 Although the future users of the site (staff, members, and visitors) are not yet known, David Lloyd (site owner/management) through their representatives have been actively involved in setting measures and targets contained within this TP and are therefore committed to its implementation and its success.

TRA-01 Criteria 2

2.50 In relation to Criteria 2 of TRA-01, the BREEAM guidance states that:

“Develop a site-specific travel plan following the transport assessment recommendations by the end of the Concept Design stage”

2.51 This report represents the travel plan for the site. The targets and measures of this travel plan have been set out in detail within **Section 4.0** and **Section 5.0** of this report respectively and have been informed by the transport assessment.

TRA-01 Criteria 3

2.52 Criteria 3 of TRA-01 of the BREEAM guidance states that:

“Demonstrate that the travel plan can guide the appropriate implementation of sustainable transport measures during the design, construction, and occupancy stages and be supported by the building's management during operation.”

2.53 The owners/management of the site, David Lloyd, have been actively involved in preparing this report and setting out the measures and targets herein. They are therefore committed to the success and implementation of this TP.



Summary

2.54 This BREEAM TP has met the criteria set out within TRA-01.



3.0 TRA-02 – Sustainable Transport Measures

- 3.1 This section outlines the criteria as part of TRA02 and how this BREEAM Transport Assessment and Travel Plan accords with the BREEAM Guidance.
- 3.2 The aim of this section of the assessment as detailed within the BREEAM guidance is to *“maximise the potential for people to choose public, active and lower-emission private transport by providing the site with convenient, sustainable options”*. Up to 10 credits can be achieved for TRA02.
- 3.3 As a prerequisite for achieving any credits for TRA02, a transport assessment will need to be completed in line with TRA01. This is set out within **Section 2.0** of this Travel Plan.
- 3.4 TRA02 states that the following measures shall be considered when developing the Travel Plan as a minimum:
1. *“Engaging with local authorities, building users, and the surrounding community to ensure the travel plan aligns with local needs.*
 2. *Considering all types of users, ensuring equitable access and inclusivity.*
 3. *Negotiating with public transport companies to increase the local service for the development.*
 4. *Providing a public transport information system in a publicly accessible area.*
 5. *Providing electric vehicle charging infrastructure.*
 6. *Providing priority parking spaces for car sharers.*
 7. *Designating priority parking spaces for individuals with disabilities.*
 8. *Reducing parking spaces or implementing parking charges.*
 9. *Consulting with the local authority on the state of, and improvements to, the local cycling network.*
 10. *Providing a pedestrian and cyclist-friendly environment. This includes providing:*
 - a. *Cycle lanes.*
 - b. *Safe crossing points.*
 - c. *Direct routes.*
 - d. *Appropriate tactile surfaces.*
 - e. *Landscaping and shelter for public transport waiting areas.*
 - f. *Good lighting, signposting to other amenities, public transport nodes, and adjoining off-site pedestrian and cycle routes.*
 11. *Providing dedicated and convenient cycle storage.*
 12. *Providing cyclists’ facilities.*
 13. *Identifying existing amenities and assessing potential enhancements.*



14. Providing suitable taxi drop-off or waiting areas.

15. Ensuring rural buildings have appropriate access to transport to serve the local community adequately.”

3.5 The aforementioned measures have been considered by the developer as part of the proposals. The following measures are to be implemented as part of the scheme, as these are considered appropriate having regard to the proposed development and are considered to be the measures that will contribute furthest to improving sustainable travel to and from the site:

- Engaging with local authorities, building users, and the surrounding community to ensure the travel plan aligns with local needs.
- Considering all types of users, ensuring equitable access and inclusivity.
- Providing electric vehicle charging infrastructure.
- Designating priority parking spaces for individuals with disabilities.
- Consulting with the local authority on the state of, and improvements to, the local cycling network.
- Providing a pedestrian and cyclist-friendly environment. This includes providing:
 - Cycle lanes.
 - Safe crossing points.
 - Direct routes.
 - Appropriate tactile surfaces.
 - Landscaping and shelter.
 - Good lighting, signposting to other amenities, public transport nodes, and adjoining off-site pedestrian and cycle routes.
- Providing dedicated and convenient cycle storage.
- Providing cyclists' facilities.
- Providing suitable taxi drop-off or waiting areas.

3.6 Further details regarding the implementation of each aforementioned measure are provided within **Section 5.0** of this report and the points accruable are outlined in **Section 6.0**.



4.0 Objectives and Targets

- 4.1 This chapter sets out the overarching objectives and aims for the Travel Plan.
- 4.2 Objectives are the high-level aims of the Travel Plan. They help to give the Travel Plan direction and provide a clear focus.

Objectives

- 4.3 As this stage, it is not possible to derive site-specific objectives which relate to the actual day-to-day operation of the site. Notwithstanding, the following generic objectives have been identified which are intended to achieve current Government and local policies on transport:
- Reduce reliance on car driver journeys;
 - Promote alternative modes of travel to the car;
 - Advocate means of travel that are beneficial to the health of those working on or visiting the site;
 - Minimise car travel in the area surrounding the site, therefore cutting down on associated costs (environmental, financial, health etc.); and
 - Contain car parking demand.
- 4.4 The BREEAM guidance and assessment methodology recognises that one or more of the above objectives may carry more weight than others, based on the individual characteristics of the site. As such, the relative importance of each of these objectives will be reviewed as part of the development of the full travel plan at the site.

Target

- 4.5 Targets are measurable goals by which the progress of the travel plan will be assessed. Targets are essential for monitoring progress and the success of the travel plan. These should be 'SMART,' i.e., **S**pecific, **M**easurable, **A**chievable, **R**ealistic and **T**ime-bound.
- 4.6 The key action targets are set out as follows:
- A Travel Plan Coordinator (TPC) will be appointed within three months of the site becoming operational;
 - A progress note will be completed on an bi-annual basis after the baseline review and will include a travel survey which includes stated main mode of travel undertaken for five years.
- 4.7 The current baseline car driver modal split is informed by the census data as detailed in **Table 2.2**. An indicative target to achieve a 10% (circa 8 percentage points) reduction in car driver mode share for staff has been set out in **Table 4.1** below and will be reviewed following the first survey being undertaken based on the timescales set out therein.



Table 4.1: Travel Plan Targets

Mode	Modal Share Monitoring Target			
	Year 0	Year 1	Year 3	Year 5
Car Driver Trips	76%	74%	71%	68%
Sustainable Travel (Walking, Cycling, Bus, Train, car passenger etc)	24%	26%	29%	32%

- 4.8 The actual staff modal share target will be set following the completion of the development and completion of the travel survey within 6 months of commencement of operations.
- 4.9 Travel patterns will be measured as the main mode of travel to the site by staff provided through monitoring surveys conducted at Year 1 and then biannually after the Year 1 survey.



5.0 Measures and Initiatives

- 5.1 Appropriate measures are the key to achieving the targets set out within Travel Plans. This section presents the measures that are proposed at the site.

Hard Measures

Site Design

- 5.2 The masterplan design will create an environment where walking and cycling is very safe and conducive. The pedestrians and cyclists will be provided with a direct route to the main building within the site. Segregated provisions will be provided for pedestrians with safe crossing points featuring dropped kerbs and tactile paving.
- 5.3 The active travel routes within the site will be appropriately lit at all times during the facility opening hours.

Provision of Dedicated and Convenient Cycle Storage

- 5.4 Cycle parking will be provided external to the fitness centre in sheltered spaces. A total of 30 cycle parking space will be provided.
- 5.5 The cycle parking will be compliant with the standards set out within the BREEAM guidance:
- The cycle will be secured with overhead covering and will be located in a permanent or locked structure with appropriate surveillance;
 - The cycle racks will allow appropriate access to the cycle storage space for easy storage and access to racks;
 - The storage facility or entrance will be located in a prominent site location, close to the entrance to the fitness centre;
 - The storage facility will have adequate lighting; and
 - The cycle shelter lighting will be linked to the external lighting which will be on a daylight sensor.
- 5.6 The proposed development will provide 30 secure sheltered cycle parking spaces. A detailed summary of the proposal for cycle parking has been set out in paragraphs 2.16 - 2.18.

Provision of Cyclists' Facilities

- 5.7 As the site proposals are for a Health and Racquets Club, changing facilities, showers, and lockers will all be available to any users of the site.
- 5.8 This aligns with the requirements of BREEAM in respect of end of journey facilities and would achieve 1 point as informed by Table 7.3 of the BREEAM guidance (Option 8).

Provision of Suitable Taxi Drop-Off or Waiting Areas

- 5.9 Whilst there is no formal pick up and drop off point, the car park is suitably designed for vehicles to use the parking aisles for pick up and drop off. This will encourage more sustainable travel to the site other than using a private car.



Provision of Electric Car Charging Stations

- 5.10 The proposed development will provide a total of 277 parking spaces comprising a mix of:
- 206 Standard Parking Spaces;
 - 28 EV charging bays;
 - 28 Bays for Future conversion to EV;
 - 10 Disabled Parking Spaces; and
 - 5 Parent and Child Parking
- 5.11 The minimum requirements to gain a point for EV charging infrastructure as specified within the BREEAM guidance is 30% of total car parking spaces comprising at least 10% active EV charging points with the remaining 20% equipped with passive EV charging infrastructure. The proposed development represents 9% active (26 spaces) and 9% passive provision (24 spaces) and falls short of the minimum requirements to gain a point.

Accessible Parking

- 5.12 A total of 10 priority parking spaces will be provided next to main building with a level threshold to access the building. Use of these spaces will be monitored and controlled to ensure they are used as designated.

Restrictions for Car Parking

- 5.13 The site design will include a deterrent to indiscriminate use of the car park by providing barrier control to restrict access to the site to members, staff and servicing vehicles. In total 245 car parking spaces will be provided comprising 10 disabled parking spaces, 5 parent and child parking spaces and 230 standard parking spaces.
- 5.14 All members are required to register their vehicle when joining and provided with a fob. The barrier will automatically open when vehicles approach the car park. When members leave after their session, they are required to use a code to exit the car park to enhance security. The site will therefore be restricted to member use preventing spaces in car park being used for purposes unrelated to the site.

Soft Measures

Marketing the Travel Plan

- 5.15 From the outset, sustainable travel will be promoted to staff and visitors of the development. The travel plan will be launched as soon as possible after the development is completed to instil sustainable travel behaviours among staff from their first day of employment and will be continually marketed through the provision of travel information, leaflets, and communication sessions.
- 5.16 Key to the success of the Travel Plan is the recognition from the outset of the roles and responsibilities of those who may be involved, particularly the TPC, the Councils' Travel Planning Team and other sustainable travel groups.
- 5.17 The TPC will implement and promote the travel plan measures from an agreed budget. The TPC contact details are to be provided to the local authority by the occupier. The TPC will also



be responsible for producing the monitoring reports on the targets and action plan of the TP and making this available to the local authority.

- 5.18 The TPC will be an individual with relevant experience and a requisite knowledge to discharge of the duties. Should the appointed TPC vacate the role at any point during the lifetime of the TP, a new TPC will be appointed with updated contact details provided to the local authority.
- 5.19 The TPC will be the first point of contact for staff and other outside organisations in all matters regarding staff travel. The TPC will maintain an up-to-date file containing all correspondence to and from staff relating to the Travel Plan.
- 5.20 The TPC will be responsible for:
- The implementation of the plan;
 - Ensuring staff surveys are completed as outlined in the plan;
 - Overseeing staff travel information is kept up to date;
 - Complete the feedback form for submission to WC (to be produced bi-annually as deemed necessary); and
 - Be a named contact for local authority's TPC.
- 5.21 Promotional events and literature will be arranged by the TPC, to encourage walking and cycling, and emphasising the health benefits of travelling sustainably.
- 5.22 The TPC will prepare and arrange for distribution of maps showing safe local walking and cycling routes as part of a Staff Travel Induction Pack. The Induction Packs will be prepared and kept up to date by the TPC, who will maintain a stock and issue to new staff members when they commence employment at the site. These can be available in hard copy and/or electronic format.
- 5.23 The objective of the Induction Pack is twofold: to inform and to promote. The latter aspects of the Induction pack are aimed at promoting and achieving sustainable travel choices for trips to/from the development. Targeted promotional events and literature will be arranged by the TPC, to promote sustainable travel initiatives and options. This will include encouraging walking and cycling, and emphasising the health benefits, taking advantage of the platform of national and local initiatives, such as National Bike Week, as well as arranging development specific events.

Initiatives to Promote Travel by Public Transport

- 5.24 Up-to-date information on the local public transport services available which can be accessed by staff and visitors to the site will be provided at an accessible area within the site.
- 5.25 The information will also be made available on print within the induction pack. This will include timetable details and links to online journey planning websites. Details of local public transport operators, including timetables and route maps, will be provided within the information packs. Opportunities to provide discounted tickets or taster tickets will also be investigated.



Initiatives to Promote Walking

- 5.26 The information pack will include a map identifying the pedestrian friendly routes surrounding the site, in order to ensure that employees are aware of the facilities available to them.
- 5.27 Staff will be encouraged to participate in national walking events, such as Walk to Work Week. These events will be promoted on the notice board and within the information packs.
- 5.28 A pedestrian/cycle route map will be provided within the information pack. Staff will be encouraged to participate in walking events.
- 5.29 The health benefits of walking and cycling will be promoted to all employees.
- 5.30 The site will be designed in a way to encourage pedestrian travel, with 2m wide footways provided within the site and dropped kerbs with tactile paving provided at convenient crossing locations.

Initiatives to Promote Cycling

- 5.31 The information pack will include information on the cycle routes available between the site and common destinations, including local amenities and facilities. Copies of local cycling maps will be provided within the information packs.
- 5.32 Details of local cycling shops will be provided to staff at the site using the travel notice board and within the information packs.
- 5.33 The TPC will set up a Cycle to Work scheme to enable staff to access a tax-exempt loan for the purchase of bicycles and safety equipment. (www.dft.gov.uk/publications/cycle-to-work-schemeguidance).

Reducing the Need to Travel

- 5.34 The Travel Plan Coordinator will promote online services (e.g. food delivery services, shopping, online council services) to encourage employees to utilise these in preference to making a trip out of the site to access these services. Details of popular online services will be promoted to employees through the notice boards and information packs.
- 5.35 Details of journey planning websites will also be promoted to employees. The TPC will promote the use of online services and journey planning services to employees.

Communication

- 5.36 The Travel Plan itself will be promoted to raise awareness of its existence and how it can help people to make more sustainable choices regarding how they travel. The promotion of the Travel Plan would link into other wider events, such as health promotion, cycle rides and bike week. Information on the Travel Plan, its progress, impacts and benefits will be disseminated to employees as follows:
 - E-mail sent to staff with the latest survey results, upcoming sustainable travel events, case studies of people using sustainable modes, reminders of the incentives available through the Travel Plan etc.); and



- Social media.

5.37 The TPC will commit to ongoing marketing and promotion of the measures e.g. through email, newsletters etc.



6.0 BREEAM Credits

- 6.1 BREEAM UK New Construction consists of individual assessment issues across nine environmental categories, plus a tenth 'innovation' category. Each assessment issue addresses a specific building related environmental impact or issue (in this case Transport) and is assigned a number of credits.
- 6.2 In the case of Transport this relates to assessment issues:
- TRA01 – Transport Assessment and Travel Plan; and
 - TRA02 – Sustainable Transport Measures
- 6.3 In order to receive these credits a scope of work must be carried out for each issue.
- 6.4 For TRA01, a Transport Assessment and Travel Plan must be produced that contains specific information. For TRA02, the criteria set out within TRA01 must be achieved, as well as presenting a number of sustainable transport measures which receive points, these points can then be awarded credits in line with the AI of the site.
- 6.5 **Table 6.1** summarises the scope of work which has been undertaken in order to comply with TRA01 and TRA02 and the associated number of credits achieved.

Table 6.1: BREEAM Scope of Work

Scope of work	Reference
TRA-01 – Transport Assessment and Travel Plan – 2 credits (maximum)	
Conduct a site-specific transport assessment by the end of the Concept Design stage	A site-specific Transport Assessment is provided alongside this BREEAM travel plan. This document acts as the Travel Plan for the site. Details in relation to development description, existing transport infrastructure, inclusive design, accessible amenities around the site, public transport accessibility index, future travel patterns and stakeholder engagement have been provided in Section 2 .
Develop a site-specific travel plan following the transport assessment recommendations by the end of the Concept Design stage	The report represents a travel plan for the site and has been informed by the transport assessment for the site. Existing conditions and travel around the site have been taken into account in preparing this travel plan. This has been discussed in detail in Section 2.0 .
Demonstrate that the travel plan can guide the appropriate implementation of sustainable transport measures during the design, construction, and occupancy stages and be supported by the building's management during operation	The final occupiers of the site, David Lloyd, are fully involved in the planning of the site and preparation of the Travel Plan and as such are committed to the success of this Travel Plan. David Lloyd through their representatives have reviewed the contents of the travel plan and as they are proposing the site have decided the facilities to be provided and measures to be implemented at the site.
The information set out within this report and its Appendices are in line with the information required to gain 2 credits for TRA01.	



Scope of work	Reference
TRA-02 – Sustainable Transport Measures – 10 credits (maximum)	
Provide up-to-date local public transport information in a convenient, accessible area to help building users plan journeys by public transport	1 Point as set out in paragraph 5.24 and 5.25.
Install at least the minimum number of cycle storage spaces as set out in Table 7.8	1 Point for compliant cycle storage spaces as set out in paragraph 2.16 - 2.18
Having supplied cycle storage space as per Option 7 above, provide building users with at least two of the following facilities: – Showers – Changing facilities – Lockers – Drying spaces.	The Health and Racquets Club will provide showers, lockers and changing facilities on site. – 1 Point
Providing suitable taxi drop-off or waiting areas.	Taxi drop-off/pick up will be accommodated within the site – 1 Point
New or enhanced amenities: Provide relevant and accessible new amenities within less than or equal to 500 m of the building entrance. These can be an enhanced existing amenity, or a new type of amenity (see M4).	The proposed development of a David Lloyd Health and Racquets Club represents a new “Access to a recreation or leisure facility for fitness or sports” which will be available to those within the locality of the site. A café/ restaurant will also be provided within the site which will be accessible to building users. This amounts to a total of two new amenities – 3 Points
On the basis of the information set out above, 9 credits should be awarded for TRA-02.	

- 6.6 The information set out within this report are in line with the information required to gain 2 credits for TRA01.
- 6.7 The proposed development will provide up-to-date information of public transport services in an accessible area within the site. This achieves 1 point.
- 6.8 The development will provide 30 cycle parking spaces from the outset. This is in line with the BREEAM standards and therefore achieves 1 point.
- 6.9 The Health and Racquets Club will have changing facilities, showers, and lockers for all visitors and staff to use. This achieves a further 1 point.
- 6.10 Suitable provisions for drop off and pick up by car will be provided. This achieves 1 point.
- 6.11 The proposed development itself will provide a new access to a leisure facility. The café to be provided within the site provides access to a new food outlet facility. These new facilities together achieve a further 3 points.
- 6.12 In total, the site merits 9 points in total comprising 2 points for TRA01 and 7 points for TRA02. This will be awarded 9 credits in line with the criteria outlined in Table 7.4 of the BREEAM guidance.



7.0 Monitoring, Reporting and Review

- 7.1 This section of the report sets out how the aim and action targets will be monitored and reviewed. The Travel Plan will be monitored for 5 years from the date of opening.

Monitoring

- 7.2 The TP will be monitored for a period of five years. The baseline staff survey will be undertaken in Year 0 (year of opening) within 6 months of commencement of operations, with further monitoring surveys taking place in Year 1, Year 3 and Year 5 after the baseline survey.
- 7.3 The monitoring surveys will entail issuing a questionnaire to collect information on travel behaviours. A draft questionnaire is provided in **Appendix B**. The contents of the questionnaire survey to be issued will be agreed with the WC TP representative prior to surveys being undertaken.
- 7.4 The main reasons for monitoring the TP are:
- To measure the level of success in meeting identified targets (mode share targets) using key performance indicators;
 - To understand cycle parking demand; and
 - To provide feedback to the TPC so the TP can be refined where necessary.

Reporting

- 7.5 The TPC will prepare a full monitoring report within three months of each of the monitoring surveys detailing the progress of the Travel Plan. The reports will include the following:
- Progress on the implementation of measures and initiatives to promote sustainable transport use;
 - Evidence of measures implemented including photographs where possible;
 - Summary of the results of the travel surveys; and
 - Survey of cycle parking usage.
- 7.6 The report will be provided to the Travel Plan Officers at the council.
- 7.7 All monitoring reports and associated documents will be provided to WC.

Review

- 7.8 Based on the results of the surveys, the targets and measures within the TP will be re-adjusted accordingly. An updated TP will be prepared for approval by WC at the end of the monitoring period.



8.0 Action Plan

8.1 The Action Plan outlined below in **Table 8.1** sets out the measures included within the Travel Plan that are directed at influencing staff and members' travel.

Table 8.1 – Action Plan

Action Type	Action	Responsibility	Timeframe
Management	Appointment of Travel Plan Coordinator (TPC)	Site Management	Three months prior to commencement of operations to be in place for the lifetime of the TP
	TPC contact details issued to WC	TPC	Upon commencement of employment
Travel Plan Document Progression	Finalisation of measures to be implemented	TPC and WC Travel Plan Officers	Within 3 months of commencement of operations
Measures, Monitoring, Review and Reporting	Monitoring of measures and initiative take-up	TPC	On-going
	Baseline Surveys	TPC	Within six months of commencement of operations
	Monitoring Surveys	TPC	At Years 1, 3 and 5
	First review report	TPC	At Year 1
	Year 1 review report	TPC	At Year 3
	Year 3 review report	TPC	At Year 5
	Final review and reporting	TPC and WC Travel Plan Officers	Following Year 5 monitoring report
Implementation	Provision of Induction Travel Packs to staff	TPC	As part of the onboarding process
	Provide electric car charging infrastructure of a minimum power rating of 7kW.	Developer as part of development and TPC to monitor maintenance/ usage	Within construction period and TPC to monitor usage to ensure provision is sufficient
	Cycle parking and facilities located on-site	Developer as part of development and TPC to monitor maintenance/ uptake	Within construction period and TPC to monitor uptake to ensure provision is sufficient
	Promote cycling through awareness campaigns	TPC	On-going
	Provide a public transport information system in a publicly accessible area	As part of development and TPC to monitor maintenance/ updates	Within construction period and ongoing - TPC to monitor updates are provided
	Promote walking through awareness campaigns	TPC	On-going



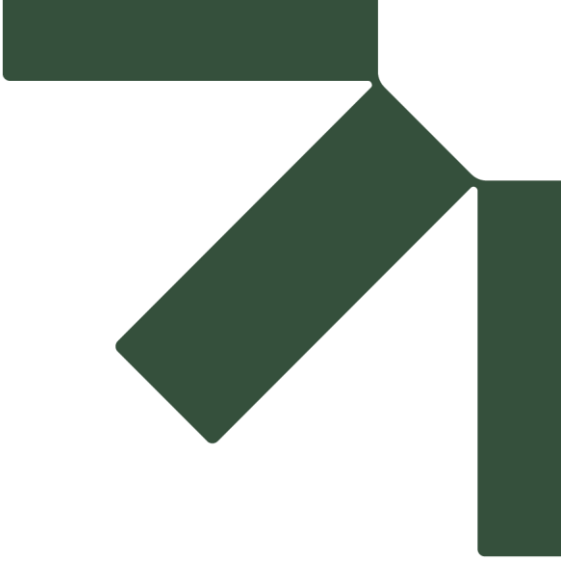
Action Type	Action	Responsibility	Timeframe
	Barrier controls and restrictions for car park	Developer as part of development and TPC to monitor compliance	Within construction period and ongoing - TPC to monitor compliance



9.0 Summary and Conclusion

- 9.1 SLR Consulting Ltd has been appointed by David Lloyd Leisure Ltd. to prepare a BREEAM Travel Plan in support of a planning application for development of a Health and Racquets Club facility on land north of West Cepen Way, Chippenham.
- 9.2 The site falls within the administrative boundary of Wiltshire Council (WC) as unitary authority functioning both as local planning and local highway authority.
- 9.3 The site forms part of the Southpoint Business Park (planning reference: N13/00308/OUT) and is located directly north of A350 West Cepen Way. Access to the site and surrounding area was established as part of planning permission 14/12118/OUT for Rowden Park. The proposed development will benefit from one point of access for pedestrians and cyclists via an access road which forms the western arm of a proposed four-arm roundabout along a proposed development estate road. The proposed development road extends south from this junction connect West Cepen Way and north from this junction towards Rowden Park.
- 9.4 The purpose of this document will be to gain a BREEAM certification for the site. Specifically, this report will provide information relating to BREEAM 2025 focusing on sections TRA-01 and TRA-02.
- 9.5 Alongside this document, a Transport Assessment has been produced for the planning submission. This BREEAM TP acts as the Travel Plan for the development site, and collectively the Transport Assessment and this BREEAM Travel Plan provide the information required to gain 2 credits for policy TRA-01.
- 9.6 Using Table 7.3 within the BREEAM guidance (2025) proposed measures including provision of 30 cycle parking spaces and cycle facilities including lockers, changing facilities and showers from the outset gain 1 point each amounting to 2 points (2 credits). The proposed development will provide at least two additional amenities (leisure facility and food outlet) which represents new amenities for the receiving environment and merits 3 points amounting to 3 credits. The proposed development will also provide an up-to-date public transport information system in an accessible area and suitable drop off and pick up point which merits 1 point each (2 credits). Therefore, 7 credits should be awarded in line with the policy set out within TRA-02
- 9.7 In total, 9 credits should be awarded as part of TRA-01 and TRA-02.





Appendix A Proposed Site Layout

BREEAM Travel Plan

David Lloyd Chippenham

David Lloyd Leisure Ltd.

SLR Project No.: 416.066362.00001

20 February 2026



NOTES

0m 10 20
1:500

Application Boundary
3.33 hectares / 8.23 acres

Cable easement

Car Parking
277 Total inc.
10 Disabled bays
5 Parent & child bays
30 Covered cycle parking

28 EV Charger bays
28 Future EV Charger bays

REVISION: P01 BY: HP CHECKED: MPB DATE: 12/02/2026
Planning Issue.

STATUS
S4a | FOR PLANNING

CLIENT
David Lloyd
CLUBS

PROJECT
CHIPPENHAM
SOUTHPOINT BUSINESS PARK

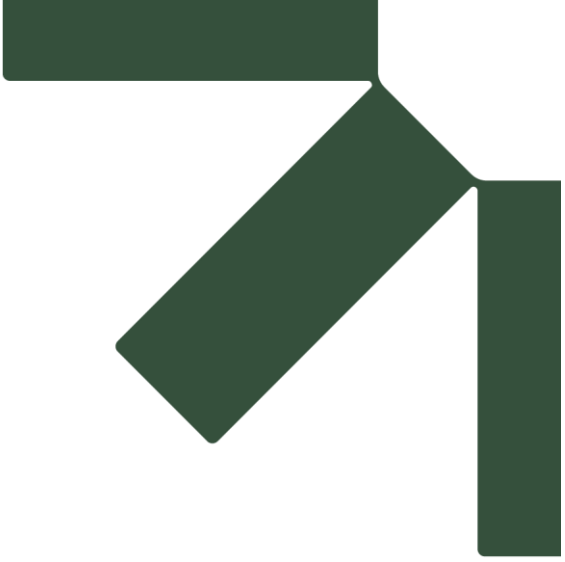
TITLE
PROPOSED
SITE PLAN

Hadfield Cawkwell Davidson

Broomgrove Lodge, 13 Broomgrove Rd, Sheffield, S10 2LZ T 0114 266 8181 www.hcd.co.uk

HCD PROJECT NO. 24245	SCALE 1:500 @ A1	REV P01
PROJECT NO. 24245	ORIGINATOR HCD	VOLUME ZZ
LEVEL 00	TYPE DR	ROLE - NUMBER A-PL-003

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Appendix B Draft Travel Questionnaire

BREEAM Travel Plan

David Lloyd Chippenham

David Lloyd Leisure Ltd.

SLR Project No.: 416.066362.00001

20 February 2026

1. How many days a week do you normally work at the David Lloyd Club site?

- ☐ Once a week
- ☐ Twice a week
- ☐ Three times a week
- ☐ Four times a week
- ☐ Five times a week
- ☐ More than 5 times a week

2. What is your main mode of travel for your journey to the David Lloyds Club site? Please note your main mode refers to the mode you use for the greater part of your commuting trip.

- ☐ Walk
- ☐ Cycle
- ☐ Passenger in a Car/ Van
- ☐ Motorcycle, Moped or Other Powered Two-Wheelers
- ☐ Bus
- ☐ Train
- ☐ Car Sharing
- ☐ Taxi
- ☐ Car or Van

3. What are your main reasons for choosing this main mode of travel? Please specify

.....

.....

.....

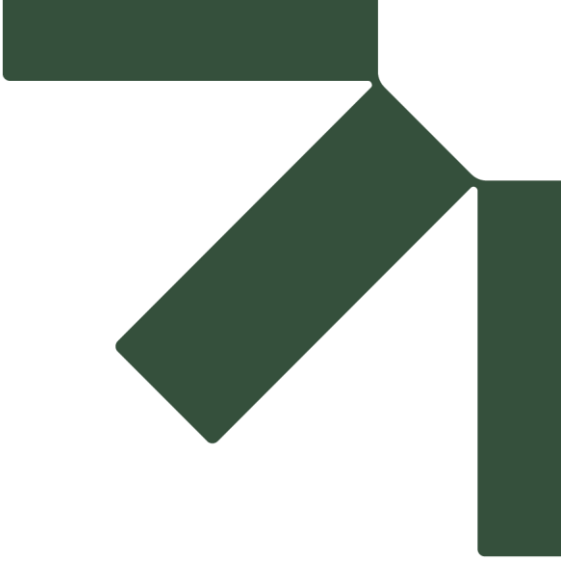
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4. If you use more than one mode of travel to the site, what other modes do you use in addition to your main mode of travel to the David Lloyd Club?
- ☐ Walk
 - ☐ Cycle
 - ☐ Passenger in a Car/ Van
 - ☐ Motorcycle, Moped or Other Powered Two-Wheelers
 - ☐ Bus
 - ☐ Train
 - ☐ Car Sharing
 - ☐ Taxi
 - ☐ Car or Van
 - ☐ Others (Please Specify.....)
5. How far do you travel on the average to the David Lloyd Club? Please provide a one-way journey time.
- ☐ Less than 1 mile
 - ☐ 1 – 2 miles
 - ☐ 2.1 – 5 miles
 - ☐ More than 5 miles



Making Sustainability Happen



Appendix B Officers Response

Transport Assessment

Chippenham David Lloyd

David Lloyd Leisure Ltd.

SLR Project No.: 416.066362.00001

20 February 2026

11 June 2025

Application No:	ENQ/2025/00641
Application Type	Pre-Application enquiry
Proposal:	Proposed David Lloyd Health and Racquets Club
Location:	Southpoint Business Park (Plot 100), A350 West Cepen Way / N4528 Patterdown, Chippenham SN15 2NU
Case Officer:	James Taylor

Dear Sir/Madam

I refer to your pre-application enquiry which was lodged/registered on 30 April 2025 and our discussions in an MS Teams meeting on 10 June 2025.

In response to your enquiry I hope you find the following information helpful.

Please note that this advice represents an officers' informal opinion based upon the information you have provided. It is given without prejudice to any decision the Council may make on any subsequent formal planning application. In particular, a planning application will be the subject of publicity and consultation in accordance with the Council's procedures which may bring to light additional issues, and as you will be aware, advice offered is based on the planning policies that apply at the time of writing.

Summary of Officer View

The proposal is considered to have some merit, but in order to receive potentially favourable consideration, outstanding issues need to be addressed. This response identifies the issues that need to be addressed.

Constraints:

- Bechstein 1.5km Core Roost Buffer (x2 Maternity Roosts - Chippenham ash tree and Lackham college woodland copse. NB Edge of a third maternity roost)
- Avon Vales Countryside Character Area
- Areas Susceptible to Ground Water Flooding / Groundwater Source Protection Zone
- Surface Water Flood Risk
- Grade 3 agricultural land
- Grade II listed Showell Farmhouse and Granary To South Of Showell Farmhouse

Relevant Planning History:

PL/2024/04872 – Variation of details approved under conditions 4 (maximum heights) and 16 (parameter plan); removal of condition 1 (since the permission has been implemented); the rewording of condition 2 to refer to details approved pursuant to 20/02511/REM (as amended or as varied); removal of condition 15 (since works to the M4 J17 have been completed), and the rewording of conditions 5, 6, 7, 10, 11, 12, 13 and 14 pursuant to approved or part approved details (to reflect changes to consequential plan references or details previously approved via condition); all pursuant to outline consent N/13/00308/OUT – Approved 20 December 2024.

PL/2024/04873 - Variation of conditions to revise the Landscape Phasing Plan referenced under condition 3; to update the site masterplan referenced under condition 6; and to allow changes to the drawings and documents listed under condition 11; all pursuant to reserved matters approval ref 20/02511/REM – Approved on 20 December 2024.

20/02511/REM - Application for the approval of reserved matters (on appearance, landscaping, layout and scale) for the delivery of employment development comprising 50,000sqm incorporating Class B1(b), Class B1(c), Class B2 with ancillary B1(a), Class B8 and ancillary B1(a) uses including means of access, car

parking, servicing and associated landscaping and works (Pursuant of Outline Application N/13/00308/OUT)
– Approved on 24 February 2021

N/13/00308/OUT - Outline Planning Application For Employment Development Comprising 50,000sqm
Incorporating Class B1(b), Class B1(c), B2 With Ancillary B1(a), B8 & Ancillary B1(a) Uses Including Means
of Access, Car Parking, Servicing, Associated Landscaping & Works – Approved on 24 March 2017

Relevant Planning Policies:

Development Plan:

Wiltshire Core strategy, adopted 2015 (WCS)

CP1: Settlement Strategy
CP2: Delivery Strategy
CP3: Infrastructure Delivery
CP10: Spatial Strategy for Chippenham Community Area
CP34: Additional Employment Land
CP38: Retail and Leisure
CP41: Sustainable Construction and Low Carbon Energy
CP50: Biodiversity and Geodiversity
CP51: Landscape
CP52: Green Infrastructure
CP55: Air Quality
CP57: Ensuring High Quality Design and place Shaping
CP58: Ensuring the Conservation of the Historic Environment
CP60: Sustainable Transport
CP61: Transport and Development
CP66: Strategic Transport Network
CP67: Flood Risk
CP68: Water Resources

Chippenham Site Allocations Plan, Adopted May 2017

Policy CH1: South West Chippenham

Chippenham Neighbourhood Plan 2023-2038, Made May 2024 (CNP)

Policy SCC1 – Net Zero Carbon Development
Policy SCC2 – Sustainable Design and Construction
Policy GI1 – Protecting and Enhancing Biodiversity
Policy GI4 – Green Corridors
Policy GI5 – Trees, Woodland and Hedgerows
Policy T1 – Provision and Enhancement of Cycle Paths
Policy T2 – Access to the Bus Network
Policy T3 – Electric Vehicle Charging Infrastructure
Policy E1 – Circular Economy

North Wiltshire Local Plan 2011, adopted 2007 – ‘saved’ policies (NWLP)

NE12: Woodland
NE14: Trees, site features and the control of new development
NE18: Noise and Pollution

Wiltshire and Swindon Waste Core Strategy 2006-2026 Development Plan Document, Adopted July 2009 (WSWCS)

WCS6: Waste Reduction and Auditing

Wiltshire Local Plan (Pre-submission Draft 2020-2038 (Regulation 19) dated September 2023 and submitted for Examination November 2024) (emerging LPR)

Other material planning considerations:

Wiltshire Design Guide (WDG)

National Planning Policy Framework (NPPF)

Planning Practice Guidance (PPG)

Consultation Responses

Please note that the consultation exercise that I have carried out has been limited because of the private and confidential nature of your proposals. It does not reflect what is necessary under the statutory provisions relevant to a formal planning submission. Indeed, given the scale and nature of your proposals it might be prudent for you to make your own enquiries with statutory consultees.

Furthermore, I would expect a proportionate Statement of Community Involvement to be provided setting out the efforts you have made to work positively and proactively with Chippenham Town Council and members of the public in Chippenham and its surrounding environs prior to making a formal application. I consider that this may involve making a public presentation at a town council meeting or within a public building where people can come and see your draft proposals and offer both initial feedback and considered responses. You should then take into account these views and where practically possible adjust your scheme accordingly.

Here is a link to the Council's pages regarding Statement of Community Involvement: [Statement of Community Involvement - Wiltshire Council](#)

For now, here is a summary of the responses I received from the limited consultations I could carry out. If I receive any late replies I will forward them onto you.

Wiltshire Council archaeology:

"I am content that the archaeological potential of the proposed development area has been sufficiently characterised by work undertaken for previous applications.

There is still however a requirement for an archaeological strip, map and record excavation to be undertaken on Plot 100, as set out in the Detailed Method Statement approved for the discharge of Condition 5a of the original outline consent for 13/00308/OUT as it relates to Plot 100.

Please don't hesitate to get in contact if you would like to discuss this advice further."

Wiltshire Council climate:

No comments received.

Wiltshire Council drainage:

Please find attached their response.

Wiltshire Council ecology:

Please see attached.

Wiltshire Council economic development:

"Whilst Economic Development are not normally in favour of this type of development on allocated employment land, we appreciate that a leisure offer such as this can be an attractor for employees working on the larger site and be something employers can use for recruitment.

It would be very helpful if the applicant could submit letters of support from existing and potential employers when they submit the full application."

Wiltshire Council highways:

Please see attached.

Wiltshire Council landscape:

"The site sits in the Avon Open Clay Vale 12B of the Wiltshire Landscape Character assessment which has a declining condition, moderate strength of character, with a strategy to conserve and improve. Under broad management objectives the LCA states:

'Consider screening views to intrusive urban edges through planting new woodland.'

The Wiltshire Design Guide also states under Section 6.5 - Water Management:

6.5.2 Permeable paving or other measures to slow water runoff should be employed in site designs, i.e. all runoff should not simply be accelerated to basins through drains and pipes.

6.5.3 Water should be retained and be made accessible as part of green infrastructure. Ponds could include 'pond decks' seating and information boards. Within developed areas rain gardens could be located in key locations and swales, channels and rills could capture and transfer water above ground rather than via underground pipes.

6.5.4 The shaping and planting of SuDS should reflect the form and appearance of planted natural watercourses rather than artificial basins which do not generally integrate well into the landscape and can dominate open space.

6.5.5 At least some surface water should be captured for reuse to help with the sustainable management and long-term maintenance of green infrastructure features within the scheme

Section 11.1 - Well managed and maintained of the WDG states:

11.1.5 When planting trees, adequate ground preparation and planting systems should be used to ensure successful establishment and to allow the tree to grow with vigour appropriate to the species and situation. Tree pit design needs to allow for sufficient uncompacted rooting volume for the mature size of the chosen species of tree, with the correct provision of nutrients, water and oxygen. Tree planting systems should be to BS8545 standards.

The proposed landscape buffer to Cepen Way and the Estate Road needs to form a woodland edge in order to meet the management strategy of the LCA. where the buffer is planted 15-20m deep and potentially with a smooth landscape bund designed into it this would seem achievable. I am concerned on the southern corner by the Cepen Way roundabout there is less than 10m width of landscaping and this will be too narrow to properly screen this new urban edge. I would highlight that Chippenham as well as sitting in the outer area of the Great Western Community Forest now also sits in the Western Forest, a new national forest for the nation. A scheme that seeks to deliver a strong woodland feel both from external views and also internally would seem most suited to this edge of settlement location. The tree planting should be predominantly native species given enough room to thrive over their lifetime as set out in section 11 of the WDG.

I would also note para 6.2.5 of the WDG that states:

'6.2.5 To help counter the urban heat effect and create shade it is expected that urban trees and tree - lined streets should be provided within schemes. A tree-lined street is understood to mean a street with regular tree planting along both sides for the entire length of the street, to the effect that a significant amount of shade would be generated when canopies are fully grown. This equates to approximately one tree every 10-20 metres.'

Whilst I note in the design statement images showing tree planting in the public areas and tree planting is shown in the car park I am concerned that the trees have enough soil volume to develop a strong canopy that can shade vehicles and reduce the heat island effect.

I would note the Wiltshire Design Guides need to deliver SUDS schemes that manage and slow the flow of water in a way that enhances the landscape setting across the site using a variety of features. I would ask this item to be explored in more detail with any formal planning application.

The Design Statement shows a predominantly white airdome which I am concerned will stand out and contrast with the green woodland edge we are trying to establish on this edge of Chippenham. I would request that the colour of this large scale structure is reviewed to help it blend better into its context. I note that in some of the precedent photographs shown in the design statement the buildings have cladding that helps to break up the scale and mass of the building, especially on the upper elevations. I would like to see this explored further in a formal application especially on the southwest and Southeast elevations.

Due to the size of roof being proposed I would note the Wiltshire Design Guides comments on Green Roofs: 6.2.9 Investigate the feasibility of creating green roofs to all flat roofed buildings from domestic garages to office and industrial buildings

Item 10.1 - Help Deliver Wiltshire's Climate Strategy - (section 4) Integrate green roofs"

Wiltshire Council public protection:

"I recommend visiting the Wiltshire Council Website for advice. This link will direct you to the advice for developers and planning agents page: [Environmental advice for developers and planning agents - Wiltshire Council](#).

All information regarding noise can be found on the link above. It is recommended to download our noise technical guidance.

We would be looking for a construction and environmental management plan which include the following.

- i. An introduction consisting of construction phase environmental management plan, definitions and abbreviations and project description and location;*
- ii. A description of management responsibilities;*
- iii. A description of the construction programme;*
- iv. Site working hours and a named person for residents to contact;*
- v. Detailed Site logistics arrangements;*
- vi. Details regarding parking, deliveries, and storage;*
- vii. Details regarding dust and noise mitigation;*
- viii. Details of the hours of works and other measures to mitigate the impact of construction on the amenity of the area and safety of the highway network; and*
- ix. Communication procedures with the LPA and local community regarding key construction issues – newsletters, fliers etc.*

As well as an air quality assessment and lighting scheme.

I hope this advice is useful."

Wiltshire Council urban design:

No comments received.

Wiltshire Police planning liaison officer

No comments received.

Assessment

- Principle of development

In terms of the principle of the development I consider that there is some conflict with the Class E use that you are proposing against what was envisaged in policy terms as being a site for traditional B1, B2 and B8 uses. This is a matter that needs to be addressed within any formal submission.

Policy CH1 sets out that Rowden Park Site is allocated for mixed uses including “18ha of land for employment (B1, B2 and B8 uses of the Use Classes Order) adjacent to the A350”. The policy was not restrictive of other uses merely listing development in an inclusive list, not exclusive, nor did it expressly require the development listed to be provided. As such, I read the policy as indicative of the type of development that could be included at this allocation. Your proposal is not part of the ‘indicative’ list though and this could weigh against you in that your proposal might not support the spatial objectives of the site allocation.

Furthermore, the use classes order has evolved since this policy was written and this is relevant and material to your proposals. New Class E includes classic town centre uses such as former classes A1, A2 and A3. It includes the former B1 uses which this site sought to provide and includes D-classes uses which is where your proposals hail from. The traditional B2 and B8 uses remain unaffected within the remaining Class B category. This change raises a couple of matters.

Firstly, around the amount and type of employment that the proposal can deliver. I am engaged by your arguments that the proposals will provide employment and that the level of employment will most likely be greater than the remaining Class B uses. I think we can agree that office type uses will provide a far greater level of employment density. However, plot 100 is a large plot and you might argue is not a plot that would attract the traditional B1 use in its entirety, more likely a B2 or B8 activity with potential ancillary office activity. I would suggest you can provide further information around this to help justify your proposal, explaining the amount and type of employment you will deliver and set this against the former B1, and B2 and B8 uses that were originally envisaged for this site.

Secondly, it presents the issue that the proposed Class E use ought to be considered against town centre policies and the sequential approach. I think that further information is required in order to demonstrate that the proposal would be acceptable in this out of town location and how it might impact the vitality and viability of Chippenham and other local centres within its catchment including Corsham and Melksham. I can understand that the proposals are not something that can necessarily be provided within a town centre location given the land required. However, it could be argued that, if disaggregated, then these facilities are all often at central locations where they can be accessed more readily by active travel and public transport. In short, I think further information is required to justify this location and understand how it might impact Chippenham town centre and other local centres. I would also highlight that, so far as I am aware, the council has not carried out (nor is it required to) any study of private leisure need within the county that might identify suitable sites for this type of proposal. However, if minded to pursue this site I am happy to discuss sites that you might wish to consider as part of any sequential test and impact assessment.

Returning to Policy CH1. I consider that the supporting text at paragraph 5.4 provides useful context around delivery and marketing of the application site. In support of your proposals I consider that further information should be provided around how this proposal might support SouthPoint Business Park as compared to more traditional employment uses. I would like to have information that explains what marketing has taken place around plot 100 and what interest this has generated. If there has been interest, I would expect more information on the nature and type of the enquiries and why this has not progressed. This should be in a format that the planning authority can independently verify. Then, I would also welcome further information about how this proposal might provide employment and the type and nature of the employment (e.g. demographics and location). I also would welcome further information on how this proposal might support the delivery of other employment development at SouthPoint (and elsewhere within the proposal’s catchment) and what type of employment this might be. You have set out that David Lloyd could effectively provide an ‘anchor’ to achieving full occupation of the employment sites at SouthPoint and ensuring that these are high quality employers. To support any assertions like this you might want to provide context of what has occurred at similar developments by David Lloyd and information from Bayliss.

Finally, I will be led to some extent by the comments received in any formal application, so I consider it important to be proactive with the town council and the residents of Chippenham. Furthermore, I will give weight to the views of my economic development colleagues, and you might want to engage with them

directly. Russell Frith is the officer that provided the comments I have set out verbatim above. At this stage they are not ruling out your proposals.

In conclusion on the principle I can see that there is an argument to be made both in favour and against the proposals based on the limited information available to me at this time. As such, I can only offer a positive and proactive response at this stage and guide you on the type of information you could provide to justify your proposals. Only with a fuller and more robust picture can I conclude whether this is a type of development that I can offer principle support to. This will include a sequential test, impact assessment, marketing report and planning statement.

- Accessibility and highway safety

The site is located to the south-west edge of Chippenham adjacent to the A350 within the Rowden Park mixed-use allocation. This is a development that is under construction with a range of planning consents having already been granted for the employment and housing uses intended. Currently it is not the most accessible of sites for modes beyond the private car, but I understand that the infrastructure is emerging to provide good quality active travel options from other parts of Chippenham.

I note in your submission the intention to increase parking provision at the site compared to the masterplan approach for B-class uses (including former class B1 uses). However, the starting point should be to look for active travel and public transport solutions and prioritise these over the use of the private car so far as practically feasible.

Furthermore, parking provision should be planned based on the maximum parking standards within the relevant [Local Transport Plan](#) (LTP). Currently the parking standards are set out within the LTP3 car parking strategy. From the link you will note that we are in a transition period and that in March 2025 LTP4 was adopted at full council with a new car parking standards to follow. I think that it's important to consider the 'Avoid', 'Shift', 'Improve' mantra that is key to LTP4 and will likely flow into the future car parking standards. This is likely to encourage the shift away from private vehicle dependence and I can anticipate conflict between these aims and your proposal.

You have explained that you are targeting the level of parking based on experience of what is required at similar sites in terms of size and context (plus 10%). This doesn't really align with the philosophy behind maximum parking standards which may be considered a 'stick' approach to encouraging less reliance on private vehicle use. I would encourage you to carry out more work to consider a range of 'carrot' approaches that may support lower private vehicle dependence than your parking numbers suggest. This can then be used to help you plan the development without so much parking.

For further detail please consider the response from highway officers.

The site is located adjacent to the Network Rail infrastructure and so it will be important that they are satisfied in terms of the safe operation of their routes, such as considering planting and lighting.

In conclusion on this issue I would expect to see a proportionate transport assessment and I consider that it would be prudent to include a travel plan that addresses measures for staff and also measures for users/customers.

- Drainage (SuDs for major developments)

I have provided the drainage team's comments verbatim. These have identified that the site is located within a high level of flood risk, including fluvial flooding. This is based on the [national flood map](#) for planning from the Environment Agency. I have queried this as it does not correlate with some of the GIS information that I have and is a concern given the strategic allocation and planning history.

Given that this is a pre-application, I am providing you with the link to the national flood map, the drainage officers comments verbatim (including a SNIP from the national flood map) and general comment

proportionate to the information provided by you. It is obviously a concern that the latest GIS information indicates a significant change in flood risks compared to data that led to its allocation and the grant of planning approvals.

From a technical perspective I would expect the proposal to be submitted with a site-specific flood risk assessment and a drainage strategy that demonstrates that the site has been planned to mitigate flood risks based on the most up to date evidence. It's important that any development manages flood risk in our changing climate to avoid, where possible, flood risk to people and property.

I am mindful of the policy status and planning history of the site when considering the need for a sequential test here and I invite you to comment on this further if you are minded to pursue a planning application and considering the expert opinion of your own advisors.

- Ecology and Biodiversity Net Gain

The site is located in an area that is known to have high ecological constraints and I advise you to have careful regard to the ecology comments provided verbatim. I think that it would be prudent to have up to date ecology information and you can use what has been provided in the planning history as a starting point for this. I think that your landscaping and lighting strategies will need to have a number of objectives, not least ensuring that issues of protected species and their habitats are mitigated.

In terms of biodiversity net gain currently the policy position is for statutory 10% and providing the appropriate baseline is necessary. You should be mindful that the emerging policy position is seeking a higher 20% level and this might be material depending on progress of the emerging plan (indeed the emerging plan may be of far more significance at the point any application is determined). You will need to be careful around GI corridors including the railway line to the north as it is identified in the neighbourhood plan where Policy GI4 requirements will need to be addressed.

In conclusion I do not consider that ecology constraints will present insurmountable issues, however, I can see that you will need to make your landscaping and lighting strategies work hard to mitigate impacts and where possible provide enhancements. Given that the proposal could impact protected species it may be necessary for the authority to carry out Appropriate Assessment under the Habitat Regulations and so we will need the appropriate information from you to achieve this.

- Sustainable Construction and Net Zero Carbon Development

The local community in Chippenham has set an ambitious agenda in relation to using planning positively and proactively to deliver development that supports the transition to net zero in light of the Climate Emergency that has been acknowledged by Wiltshire Council and Chippenham Town Council.

It will be important that you demonstrate that the proposals are targeting the relevant BREEAM 'Excellent' standards because this has been a long-standing aim of the WCS and is reiterated in the CNP. If you cannot target this you will need to justify other gains that support sustainable construction objectives such as targeting net zero in operation.

Furthermore, the CNP seeks to build on the policy context set out in CP41 through Policies SCC1 and SCC2. As part of your submission, I would expect to see a Sustainable Energy Strategy that sets an ambitious approach adopting the principles of the Energy Hierarchy to target net zero in operational energy through energy efficiency and the use of low carbon and renewable energy technologies. Yours will be a high energy demanding development and I would encourage you to address this and avoid the use of fossil-fuels. Furthermore, the strategy will need to address embodied carbon and how the development will tackle a low carbon approach through benchmarking and assessment based on the substructure, superstructure and materials. I would welcome an approach aligned with a [RICS Whole Life Carbon Assessment](#).

I listened carefully to your comments regarding the journey that David Lloyd are on with this and how difficult achieving BREEAM targets are going to be. I do think that this will be a very important issue with this

application, it is a priority for Chippenham Town Council and so you should pay very careful regard to SCC1 and SCC2. You will need to provide a BREEAM Pre-Assessment as part of any application. If there is a short-fall against policy then this should help to explain the extent of the shortfall. Separately you should explain what action over and above policy is being taken to mitigate this. Explaining that this is going to be the first David Lloyd centre to be built without reliance on fossil fuels and as such can be considered net zero ready in accordance with grid decarbonisation would, in my opinion, demonstrate ambition. Simply stating that David Lloyd is aiming for the business to be carbon neutral by 2030 is not something that can be secured through the planning application and given weight. It is important to understand the difference between net zero and carbon neutrality too.

Wiltshire Council is currently building a new swimming pool and gym facility in Trowbridge that is targeting 'Excellent' and will be fossil-fuel free. The council is demonstrably trying to lead here and there is an opportunity for David Lloyd to demonstrate that it is also trying to take a lead and is using this development as a forerunner in terms of sustainable construction.

- Impact on the character and appearance of the area

I have set out verbatim comments from the council's landscape officer and would urge you to have regard to their comments particularly regarding the use of landscaping to set a sylvan context to the site and help mitigate the visual impact of the development. You should have regard to the Wiltshire Design Guide to help you develop a scheme that enhances the character of Wiltshire.

In terms of the built form it is important that the character and context of Wiltshire is recognised in the development. This can be achieved in a number of ways, even on developments like this that have a clear template and model. The prevailing materials in Wiltshire are stone and so a ground floor with natural stone would be reasonable. I do appreciate the cost of natural stone and so I would understand if this was to be used strategically. This might mean stone in prominent locations, it might also mean using stone more extensively where it can make an architectural statement, such as projecting up to the first floor, breaking up the horizontal emphasis of buildings and providing a defined entrance.

In terms of roofs then where possible I would suggest solar PV arrays will need to be provided to help address energy demand. This could include the use of car parking canopies, especially linked to your EV parking areas (not shown on the plan). Green roofs are also to be encouraged under the Wiltshire Design Guide.

I am concerned about the impact of the tennis dome structure and how this will appear within the local and wider context, not just during the day but also at night. I would welcome further efforts to mitigate the impact of the building through strategic landscaping and also finding ways to minimise the 'glow' from escaping light. Plans to show how the proposals relate to their context including the railway embankment, Siemens and the remaining masterplan development will be useful here.

In terms of the hard landscape features at the site I am pleased to see the parking area being broken up with tree planting. However, I am concerned that this is a bit tokenistic and you might consider grouping trees into more meaningful landscape clusters rather than pepper potting the trees in locations where they may not be successful and where people may not want to park because of debris from overhanging trees. Your proposals move the car parking to positions that are more visually prominent than shown on the approved masterplan and to manage this it will be necessary to have a strong landscaping scheme to the south-west and south-east edge of the site. The landscape officer has advised on how to achieve this.

Other hard landscape features can present opportunities to raise the Wiltshire context such as using traditional Wiltshire stone walling rather than standard fencing or brick walls. You might also consider alternatives such as green walls.

- Impact on the significance of heritage assets including the setting of listed buildings and archaeology

I do not consider that heritage will be a significant issue in this application in light of the planning history. Please note the comments from my archaeology colleagues. I would suggest that no further information is required specifically, but heritage implications for the listed building to the east ought to be briefly addressed within your Planning Statement.

- Other matters

Impact on the amenities of the area – You will note the comments of our public protection team and that they too are raising the significance of a lighting scheme. They also raise the issue of air quality and I understand we still have an SPD emerging on this matter which includes measures to seek to address air quality issues caused by transport.

I think it will also be important to understand the noise implications of the development, albeit I acknowledge that this is a site designated for employment uses. It does occur to me that this is a site where the impacts of noise to the site is something to be addressed as well. There are neighbouring noise generating activities including the A350 (which is being widened to a dual carriageway), the elevated railway tracks and the adjacent traditional employment uses. It needs to be clear in the assessment that this has been considered and will not impact on the operation of the relaxing spa and leisure facilities; or at least will be mitigated through appropriate measures. These details will need to form part of the planning submission along with a proportionate noise assessment.

Environmental Impact Assessment – In light of the planning history, noting the conclusion on this in relation to the adjacent Siemens facility I do not consider that this is a development that is likely to lead to significant environmental impacts. However, I can only here provide an informal officer opinion and if you wish to gain the view of Wiltshire Council then you can seek a EIA screening opinion separately.

Impact on historic approvals and legal agreements – From a review of the planning history it seems that the proposal might present the need for variations to the original approvals and legal agreement to ensure that they can still be implemented and appropriately enforced. This would require further research that is beyond the scope of this pre-application. But I note that the Siemens planning approval was granted concurrently with s73 variation applications to the wider site approval to ensure that the outline planning and reserved matters approvals for plots 100, 200 and 300b could still be implemented lawfully. This is a matter to be discussed further with Bayliss and their planning representatives in my opinion.

Advice regarding Building Regulations

It is likely that your proposal will require separate approval under the Building Regulations. The Surveyor who deals with your area can be contacted on 0300 456 0113. They are happy to provide you with free Building Regulation advice on this proposal and discuss this project further. This will help to ensure that the final decisions are compliant with the Building Regulations and may help save you time and money.

Yours faithfully

Head of Development Management

Officer's Name: James Taylor

Principal Planning Officer

01225 716727

James.taylor@wiltshire.gov.uk

Enc. Drainage response, Highway response, Ecology response

Wiltshire Council Planning Consultation Response

06 May 2025

Wiltshire Council Drainage Engineer
Technical Services Drainage Engineer
Wiltshire Council

Officer's Name: James Taylor
Direct Line: 01249 706680

Application No: ENQ/2025/00641
Pre-Application enquiry
Proposed David Lloyd Health and Racquets Club
SOUTHPOINT BUSINESS PARK (PLOT100), A350 WEST CEPEN WAY/N4528
PATTERDOWN, CHIPPENHAM, SN15 2NU

Please note the particulars in connection with the above planning application are available to view on the planning website <http://www.wiltshire.gov.uk/planninganddevelopment.htm>

Pre-Application Advice: Flood Risk

The Wiltshire Council Strategic Flood Risk Assessment, [SFRA Data Explorer](#), has indicated that the site is located within Flood Zone 3 and there has a has a high level of risk from fluvial flooding.

The site has a high level of risk from ground water flooding.

The site has a low level of risk from surface water flooding.



Risk of Flooding from Rivers and the Sea (RoFRS) – 2025 (EA) / Risk of groundwater emergence

Overall, the site is shown to be at a HIGH cumulative risk of flooding in the future from all sources.

A site-specific Flood Risk Assessment (FRA) is required for this application. The site-specific FRA should demonstrate that the site is not adversely affected by flood risk from different sources, and how the flood risk from **all sources** will be managed without increasing flood risk to the development itself or elsewhere. It should also outline the proposed drainage strategy for the site. The applicant is referred to the Environment Agency's advice on how to prepare an FRA, as well as their standing advice for vulnerable developments.

We would expect that the applicant will need to demonstrate via a Sequential Test that there is no alternative land at lower risk of flooding reasonably available for this development; it should be noted that the exact parameters of a Sequential Test would need to be agreed with the LPA.

The applicant shall review all published Section 19 reports on historic flooding within Wiltshire, and incorporate these into their holistic assessment of flood risk, and historic flood events. These reports can be found on the council website here [Flooding - Wiltshire Council](#)

Pre-Application Advice: Drainage Strategy / Drainage Design

Based on BGS Mapping the site is indicated to be underlain by Cornbrash Formation - Limestone. This indicates that subject to confirmation through soakaway testing in accordance with BRE 365, the site may be suitable to discharge of surface water via infiltration. The suitability of infiltration to dispose of surface water will need to be assessed by the applicant based on site specific GI (noting that the SFRA has indicated potentially high GW levels).

The applicant should note that in all instances the preference should be to utilise blue-green SuDS which provide multi-faceted benefits to the site (in terms of water quantity, quality, amenity and biodiversity); for example, for attenuation features preference should be given to use of swales / ponds / detention basins (if technically feasible) instead of attenuation tanks. The applicant should adopt a holistic approach to planning the site, and sufficient space for SuDS features should be provided at an early stage in order to fulfil the requirements of NPPF; the LLFA will not accept statements that there is insufficient space for SuDS or that SuDS have not been utilised due to cost.

Given the large water use anticipated on the site (for non-potable applications and building cooling) we would expect the applicant to seek to utilise rainwater harvesting as part of the surface water drainage solution for the site.

Any proposals should be designed in accordance with the Non-statutory Technical Standards for Sustainable Drainage Systems and the latest SuDS Manual (C753).

The LLFA would consider this to be a greenfield site for the purposes of planning.

The applicant should note the EA's updated climate change guidance (dated [27 May 2022](#)) when preparing the Flood Risk Assessment / Drainage Strategy.

The developer should provide the following information as part of future planning applications:

Drainage Strategy

- Evidence that SuDS have been selected, wherever possible, to provide a wide range of benefits including amenity, biodiversity and maintaining water quality.
- Evidence that SuDS source control measures to manage water quantity and maintain water quality have been implemented wherever possible and throughout the management train so the development is not reliant upon large attenuation features close to the points of discharge.
- Existing greenfield runoff rates for the site.
- Post development runoff rates in accordance with Wiltshire Council's betterment policy:
 - *With regards the control of surface water discharges from new development, Wiltshire Council requires post development discharges from greenfield sites to provide 30% betterment over pre-development discharges for all storm events between the 1 in 1year and 1 in 100year return period events.*
 - *For greenfield development, the runoff volume from the development to any highway drain, sewer or surface water body in the 1 in 100 year, 6 hour rainfall event should never exceed the greenfield runoff volume for the same event.*
- Evidence demonstrating how the surface water disposal hierarchy has been applied and how all other options have been exhausted. The hierarchy is set out below (as per the Sewerage Sector Guidance, paragraph C.3.12):
 - Surface water runoff is collected for use.
 - Discharge into the ground via infiltration.
 - Discharge to a watercourse or other surface water body.
 - Discharge to surface water sewer or other drainage system, discharging to a watercourse or other surface water body.

- Discharge to a combined sewer.
- The drainage strategy does not increase flood risk, as a result of catchment transfer.
- A detailed plan showing the existing drainage features on the site and how the proposed drainage strategy will be implemented.
- If infiltration is proposed, it is implemented in manner that does not create an offsite impact, particularly if there are reports of groundwater flooding in the area.
- Surface water can be safely managed within the proposed development, up to and including a 1 in 100 year plus climate change event.
- Existing flood flow routes through the site have been maintained or where they will be affected, adequate measures to intercept and safely control flows through the site have been provided to ensure flood risk is not increased elsewhere.
- All proposed drainage features are outside flood zones 2 and 3 and where they are adjacent to an ordinary watercourse, they are not located within the EA surface water flood maps. Where drainage features are located adjacent to flood zones 2 and 3, they must be above the 1 in 100 year plus climate change flood level. This information can be provided by the EA.
- The strategy mimics the existing drainage characteristics of the site by retaining and utilising any existing drainage features.
- Measures to prevent pollution of the receiving groundwater and/or surface waters.
- A clearly labelled drainage layout plan showing the pipe networks and any attenuation ponds. The plan should show any pipe node numbers referred to within the drainage calculations.

Ground Investigations

- Geotechnical factual and interpretive reports, including infiltration tests in accordance with British Research Establishment (BRE) Digest 365 – Soakaway Design.
- Groundwater level monitoring (taking into account seasonal variations).
- The applicant is referred to Wiltshire Council's [Surface Water Soakaway Guidance](#) for the standards that must be met for planning approval and adoption of infiltration drainage features.

Detailed Drainage calculations

- Calculations and drawings for the drainage system design showing designated holding areas and conveyance routes based on no flooding on site for a 1 in 30 year plus climate change rainfall event.
- Calculations and drawings for the drainage system design showing designated holding areas and conveyance routes based on no flooding on site for a 1 in 100 year plus climate change rainfall event in respect to a building (including basement) or utility plant susceptible to water within the development.
- Calculations should include an allowance for increased surface water runoff, as a result of urban creep, in accordance with LASOO guidance.
- Hydraulic Models should set the MADD factor / additional storage volume factor to 0m³ / ha in order to prevent an overestimation of storage capacity in the proposed drainage network.
- If the drainage model includes runoff from the full site (both permeable and impermeable areas), the default Cv values of 0.75 (summer) and 0.84 (winter) may be used. If runoff is only included from impermeable catchment areas within the drainage model, a Cv value of 1 must be used.
- If attenuation tanks are proposed that an allowance for reduced attenuation volume due to silt ingress (as per Section 21.9.9 of the SuDS Manual CIRIA C753)

Design Drawings

- A plan showing the cross sections and design of any attenuation pond and its components.
- Drawings showing conveyance routes for flows exceeding the 1 in 100 year plus climate change rainfall event that minimise the risk to people and property.

Third party consent

- Consent for any outfalls from the proposed drainage systems into a public sewer or other drainage system not owned by the applicant.

Ownership and Management

- Details of how the proposed and existing drainage features on the site will be maintained and managed after completion with confirmation from the relevant authority that they will adopt any systems that are being offered for adoption.

Construction

- Adequate measures during construction to control pollution to existing watercourses and groundwater.
- A construction management plan.

Informatives:

The applicant is reminded of their riparian responsibilities for maintaining flows within ordinary watercourses. Guidance on riparian ownership can be found here [Owning a watercourse - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/guidance/owning-a-watercourse)"

The table below stipulates the information typically required at each application stage. Provision of the correct information will expedite the processing of applications by the drainage team.

Pre-app	Outline	Full	Reserved matters	Discharge of conditions	Document to be submitted
✓	✓	✓			Flood Risk Assessment / Statement
✓	✓	✓			Drainage Strategy / Statement & sketch layout plan
	✓				Preliminary layout drawings
	✓				Preliminary "Outline" hydraulic calculations
	✓				Preliminary landscape proposals
	✓				Ground investigation report (for infiltration)
	✓	✓			Evidence of third party agreement for discharge to their system (in principle/ consent to discharge)
		✓		✓	Maintenance program and on-going maintenance responsibilities
		✓	✓		Detailed development layout
		✓	✓	✓	Detailed flood & drainage design drawings
		✓	✓	✓	Full Structural, hydraulic & ground investigations
		✓	✓	✓	Geotechnical factual and interpretive reports, including infiltration results
		✓	✓	✓	Evidence of measures to prevent pollution of the receiving groundwater and/or surface waters
		✓	✓	✓	Drawings showing conveyance routes for flows exceeding the 1 in 100 year plus climate change
		✓	✓	✓	Detailed landscaping details
		✓	✓	✓	Discharge agreements (temporary and permanent)
		✓	✓	✓	Development Management & Construction Phasing Plan

--
James Playfair (AtkinsRéalis) working on behalf of Wiltshire Council Drainage.

Highway Comments

Application No: ENQ-2025-00641

Application Location: Southpoint Business Park (Plot 100), Chippenham, Wiltshire SN15 2NU

Application Description: Proposed David Lloyd Health and Racquets Club

Date of Comments: 20th May 2025

HDC Officer: David Lear

I refer to the pre-application inquiry in respect of a proposed David Lloyd Health and Racquets Club at Plot 100 on the Southpoint Business Park

I have reviewed the following documents submitted in support of the inquiry:

- Proposed Site Plan: Drawing 24245-HCD-ZZ-00-DR A-PL-003/Rev P02
- Pre-App Design Report
- Covering Letter/Statement - Lichfields

Comments are set out below.

General

This proposed leisure use would be a change from the B1(b), B1(c), B2 With Ancillary B1(a), B8 & Ancillary B1(a) 'Employment' uses approved under N/13/00308/OUT. However, it is also the case that this type of leisure use is likely to generate less weekday 'peak period' vehicle trips than typical B1,B2 and B8 uses. However, should an application come forward, I would expect to see a supporting Transport Statement containing the following as a minimum:

- As assessment of the expected trip generation over the day, and comparison with that expected and agreed for Plot 100 based on its former assumed use and GFA. As noted, I would expect to see an operational benefit in the weekday peak hours due to a reduced number of generated vehicle trips. However, it is likely that the overall generation by all modes could be higher over a typical weekday as a whole and certainly at weekends.
- Linked to the above, an assessment of the likely car parking demand and expressly the maximum accumulation during a weekday and a Saturday. The Pre-App Design Report refers to 250 parking spaces, but the applicant is advised that parking provision will need be in accordance with Appendix C to the LTP3 Parking Strategy 'Maximum Parking Standards'. In short, the aim should be to avoid 'excess' car parking provision to promote sustainable travel to the facility. As a proposed 'Health Club', then it is assumed this would be a part of the David Lloyd mantra. Indeed the 'Message from the David Lloyd CEO: 'Our commitment to sustainability' lists as one of its five key 'objective' areas: "Using Sustainable Modes of Transport".
- Assessed compliance with the LTP3 Cycling Strategy and expressly Appendix 4 'Cycle Parking Standards'. I touch on this below in commenting on the proposed site layout.

I would also expect to see a supporting Travel for staff and visitors.

Pre-App Design Report

No specific comments. I deal with matters set out in Section 14 'Access' in commenting on the proposed site plan below.

Proposed Site Plan

Comments as follows:

- Noting the LPT3 requirement that *"All cycle parking should be convenient and easily accessible"*, the route for cyclists between the shared use path (SUP) on the western side of the new link road and the proposed cycle parking area is less than ideal. The SUP would ideally extend into the site to a point beyond the proposed barriers and, in this context, it is unclear why a part of the internal access road is excluded from the red line boundary. As it stands, cyclists would have to enter the carriageway shortly after passing the NW corner of the roundabout (where the current proposed SUP ends), negotiate the barriers and then traverse the general car park to the cycling parking location. A better solution necessary would be a defined internal SUP extending eastwards from the cycle parking and parallel to the 'Terrace', this crossing the car park to the eastern edge and then returning north to a raised crossing point over the access road and connection with the Link Road SUP. In short, it should not be necessary for cyclists to meander through the car park with no defined route to the cycle parking.
- In line with the LTP3 'Cycling Strategy' the Short-stay cycle parking (for visitors) should be located as close to the building entrance as possible (preferably within 30m) and covered. The disposition to the main entrance appears close, but it is unclear whether the cycle parking is intended to be covered. Whilst 20 cycle parking spaces are mentioned, the actual number required as a minimum will need to be determined in due course using the LTP3 Appendix 4 'Cycle Parking Standards'.
- Staff will need to have separate and secure long-term cycle parking inside the building, lockers and an area to change and shower. Given the sporting nature of the site and the stated David Lloyd commitment to sustainable travel, it may be helpful at outline planning stage to see if the applicant can demonstrate they have been in touch with Cycling UK to seek Cycle Friendly Employer accreditation.
- The Pre-App Design Report states that *"Delivery and refuse vehicles utilise a dedicated delivery bay provided adjacent the kitchen service entrance"*, whilst the layout shows this to be just south of the main entrance and accessed via the car park. Depending on when service access is needed or takes place, and notably if the car park is in use and spaces occupied, this will potentially limit the size of the service vehicles as the turning space within the aisles is unlikely to be able to cater for the swept path of large vehicles. The kerbed island areas indicated with landscaping within the car park could also affect manoeuvring even if most spaces remain unoccupied. As part of any application, it will be necessary for the applicant to explain how servicing will be undertaken, with supporting swept path analyses used to show that the largest service vehicles expected can access and egress the area adjacent to the service yard. Note that refuse collection will need to consider the size and type of refuse vehicle used by the normal waste operator in Wiltshire.

Summary

As part of any application a Transport Statement will be expected to cover

- As assessment of the expected trip generation over the day, and comparison with that expected and agreed for Plot 100 based on its former assumed use and GFA.
- An assessment of the likely car parking demand and expressly the maximum accumulation during a weekday and a Saturday. Provision will also need be in accordance with Appendix C to the LTP3 Parking Strategy 'Maximum Parking Standards'.
- Assessed compliance with the LTP3 Cycling Strategy and expressly Appendix 4 'Cycle Parking Standards'.

With respect to the current proposed layout:

- The internal route for cyclists between the shared use path (SUP) on the western side of the new link road and the proposed cycle parking area is less than ideal. it should not be necessary for cyclists to meander through the car park with no defined route to the cycle parking. A possible solution is suggested in the comments above.
- Whilst 20 cycle parking (visitor) spaces are mentioned, the actual number required as a minimum will need to be determined in due course using the LTP3 Appendix 4 'Cycle Parking Standards'. This should be covered.
- As servicing and refuse collection access is to be undertaken via the car park, it will be necessary for the applicant to explain how and when servicing will be undertaken, with supporting swept path analyses used to show that the largest service vehicles expected can satisfactorily access and egress the area adjacent to the service yard.

**Wiltshire Council Planning Pre-Application Consultation Response
ECOLOGY**

Officer name:	Kirsten Pryde
Date:	03/06/2025
Application No:	ENQ/2025/00641
Proposal:	Proposed David Lloyd Health and Racquets Club
Site Address:	SOUTHPOINT BUSINESS PARK (PLOT100), A350 WEST CEPEN WAY/N4528 PATTERNDOWN, CHIPPENHAM, SN15 2NU
Case Officer:	James Taylor

Thank you for requesting pre-application (pre-app) advice from ecology. The advice given below is based on professional judgement, national and international legislation, current local and national policy and best practice. The following documents, submitted in support of this pre-application enquiry, have been reviewed alongside OS maps and aerial photographs of the site and surrounding area, GIS layers of statutory and non-statutory designated sites for nature conservation and existing records of protected habitats and species:

- Application Form
- Covering Letter
- Pre-app Design Report
- Proposed Site Plan

The site appears previously to be open / agricultural land, relatively flat in nature, but is presently in the process of being developed for the business park. Mature trees / hedging exists along the east and northern boundaries, and the masterplan shows the retention of the mature hedge with runs across the site to the north, west and south.

Any formal planning application at this site should have regard for the following constraints and specific areas of ecological interest:

Bath and Bradford-on-Avon Bats Special Area for Conservation (SAC)

- The site lies within a consultation zone for Bechstein Bats associated with the Bath and Bradford-on-Avon Bats SAC and therefore has potential to result in significant adverse impact on the special features of that site. Appropriate Assessment (AA) under Section 63 of the Conservation of Habitats and Species Regulations 2017 (as amended) must be carried out by the relevant Competent Authority (the LPA) to determine the potential significant effects and the suitability of any measures proposed to avoid or mitigate those effects.

Sufficient information must be submitted to enable the AA to be undertaken, which must be completed and the conclusion agreed with Natural England prior to any application being approved at this site. Such information will comprise a suitably detailed study of how bats currently use the site, including roosting, foraging and commuting. A clear statement of any vegetation proposed for removal and proposed mitigation, e.g. by alternative or supplementary planting, must also be included in order for this to be included in the Appropriate Assessment. Please see Wiltshire Council website for further information on this issue: [Writing ecological surveys to inform the planning - Wiltshire Council](#).

Protected Habitats and Species

- Areas immediately adjacent the site are listed as supporting Irreplaceable Habitat and Priority Habitat, deciduous woodland. Wherever possible, all boundary vegetation should be retained to ensure connectivity of habitat in the wider local area and to help protect the integrity of surrounding ecologically important habitats.
- There is a recorded bat roost 310m east of the site, which suggests the potential for bat activity on site. Sufficient survey of the enquiry site must be undertaken in order to identify any key flight lines potentially used by bats from this roost and to enable mitigation, such that functionally linked habitat can be retained and enhanced. Please see the following link: [Biodiversity and development - Wiltshire Council](#).
- There is a pond within 160m to the northwest of the site. There is therefore potential for destruction and disturbance of Great Crested Newts and their habitat. GCN are a European Protected Species and if found to be present within 500m of the site, may require significant mitigation. However, Wiltshire operates the Natural England GCN District Level Licensing Scheme and the applicant may wish to apply for certification under this scheme. The consultant ecologist can advise on the merits of the scheme in relation to any application made at this site. Please see the Wiltshire Council website for further information on this issue: [Biodiversity and development - Wiltshire Council](#).
- There are existing records for protected species within the local area, including Pipistrelle Bat, Serotine Bat, Brown Long Eared Bat, Kestrel, Barn Owl, Polecat, Badger, Great Crested Newt, Slow Worm, Duke of Burgundy (some listed as being of national importance). Any proposal for development at this site will be required to demonstrate no net loss of functional habitat for biodiversity, within the local area, in line with Wiltshire Core Policy 50 (CP50) and NPPF, through provision of ecological survey reports.

In carrying out its statutory function, the Local Planning Authority must be reasonably sure that protected habitats and species are not adversely affected by development. It is therefore vital that sufficient information is submitted in support of an application, to enable this. Information is expected to include report of comprehensive survey together with appropriate and sufficient mitigation to remove or at least substantially reduce any adverse effects that could occur as a result of implementing the proposal.

Neighbourhood Plans

- The site lies within the area covered by the Chippenham Neighbourhood Plan as mentioned in the covering letter. The applicant should ensure that any application at this site aligns with the policies of that plan. Further information can be found at [Made plans - Wiltshire Council](#).

Biodiversity Net Gain

- Biodiversity Net Gain is mandatory from 12th February 2024 (Major sites) and 2nd April 2024 (minor sites). Under Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021) applications are required to deliver 10% Biodiversity Net Gain (BNG). It applies to most but not all development.

Any small scale (non major) or major scheme that you may decide to pursue on this site will therefore need to demonstrate that no net loss and a minimum of 10% net gain in biodiversity on the site is to be provided, in line with the requirements of the NPPF, WCS policy CP50 (Biodiversity and Geodiversity) and the Environment Act.

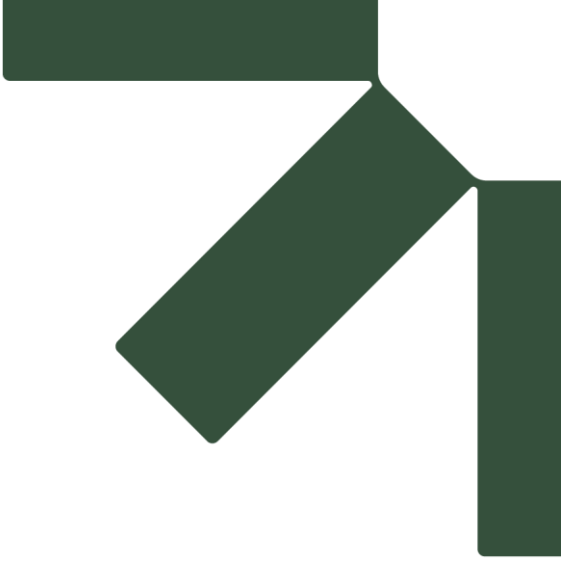
Details of the current baseline (using UK Habitats Classification) and a demonstration of the net gain calculation, using the current version of the metric and presented as unlocked spreadsheets, will be required in support of your application. Please see this link for further information: [Understanding biodiversity net gain - GOV.UK \(www.gov.uk\)](https://www.gov.uk/guidance/understanding-biodiversity-net-gain).

In line with NPPF and with CP50, applications that do not fall into the category where BNG is required, must still ensure that no net loss of functional habitat for the benefit of wildlife in the local area will occur as a result of the proposed development. In addition, it is expected that gains for biodiversity, relevant to local habitats and wildlife populations will form part of the proposed development.

This pre application information aims to support the developer in preparing a planning application by identifying potential risks and opportunities. Officers of the council give advice based on their professional judgement in the current circumstances and their knowledge of policy framework. Required ecological surveys and assessment of the development may identify additional risks and constraints which must also be addressed by the application. Please visit Wiltshire Council's web pages for further information regarding ecological survey requirements for support of a planning application at [Biodiversity and development - Wiltshire Council](#).

PLEASE NOTE: Any Habitats Regulations Assessment required under Section 63 of the Habitats Regulations must be carried out by the relevant Competent Authority (the LPA), must be concluded favourably by the LPA and endorsed by Natural England in order for an application to be lawfully approved. This process must therefore be completed before a favourable determination of the application can be made.

Officer Name	Date
Kiirsten Pryde	03/06/2025



Appendix C Illustrative Masterplan

Transport Assessment

Chippenham David Lloyd

David Lloyd Leisure Ltd.

SLR Project No.: 416.066362.00001

20 February 2026



NOTES

0m 10 20
1:500

Application Boundary
3.33 hectares / 8.23 acres

Cable easement

Car Parking
277 Total inc.
10 Disabled bays
5 Parent & child bays
30 Covered cycle parking

28 EV Charger bays
28 Future EV Charger bays

REVISION: P01 BY: HP CHECKED: MPB DATE: 12/02/2026
Planning Issue.

STATUS
S4a | FOR PLANNING

CLIENT
David Lloyd
CLUBS

PROJECT
CHIPPENHAM
SOUTHPPOINT BUSINESS PARK

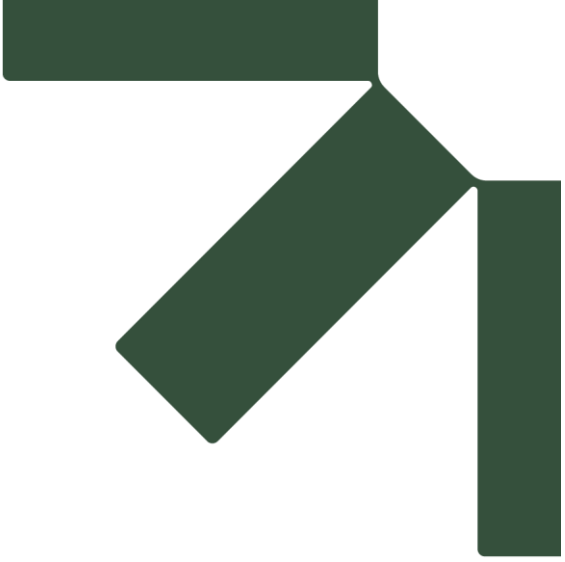
TITLE
PROPOSED
SITE PLAN

Hadfield Cawkwell Davidson

Broomgrove Lodge, 13 Broomgrove Rd, Sheffield, S10 2LZ T 0114 266 8181 www.hcd.co.uk

HCD PROJECT NO. 24245	SCALE 1:500 @ A1	REV P01
PROJECT NO. 24245	ORIGINATOR HCD	VOLUME ZZ
LEVEL 00	TYPE DR	ROLE - NUMBER A-PL-003

S:\Architecture\24245\Drawings\DR - Plotsheets\Planning\A-PL-003 - Proposed Site Plan.dwg | © HCD



Appendix D Drawings

Transport Assessment

Chippenham David Lloyd

David Lloyd Leisure Ltd.

SLR Project No.: 416.066362.00001

20 February 2026