
UNIT 21, LEAFIELD INDUSTRIAL ESTATE, CORSHAM

PROPOSED DEVELOPMENT OF EXTERNAL PADEL COURTS

TRANSPORT STATEMENT

1 Introduction

- 1.1 Miles White Transport Ltd (MWT) has been appointed by Padel People Ltd to prepare a Transport Statement to support a planning application for the introduction of external Padel courts at Unit 21, Leaffield Way, Leaffield Industrial Estate, Corsham, SN13 9SW.
- 1.2 The Unit 21 site recently gained planning permission (PL/2025/05524) for a change of use that allows a range of Class E (d, e, and g), B2 and B8 uses. Subsequently the site has changed hands with Padel People currently converting the 1,896m² building into 4 x doubles and 2 x singles Padel courts, i.e. under the consented Class E(d) land use.
- 1.3 There is an external open area to the east of the Unit 21 building where it is proposed to construct an additional 3 x doubles Padel courts to extend the overall sporting offer at the site. This Transport Statement therefore reviews the standard of the local highway network and the site's non-car accessibility in the context of the development proposals before justifying the proposed parking provision and the likely traffic impact.

2 Existing Highway Conditions

- 2.1 The location of the site in the context of Corsham is shown in **Figure 1** overleaf. It is located within the Leaffield Industrial Estate to the south of the main Corsham built-up area and approximately 1.6km from the High Street in the town centre.
- 2.2 Vehicle access to the site is via a 6.5m access road which forms a conventional priority T junction with Leaffield Way. Visibility on egress from the junction is appropriate for the 30mph speed limit that applies particularly given the junction's location on the outside of a slight bend in the Leaffield Way alignment.
- 2.3 Leaffield Way itself runs broadly north-south connecting Potley Lane (north) with Leaffield Road / Elley Green (south). The carriageway has a width of approximately 7m, a slightly sinuous horizontal alignment and a generally level vertical alignment apart from where it rises gradually towards the north on the approach to its junction with Potley Lane. A good standard of street lighting is available throughout.
- 2.4 For the most part there are no on-street parking restrictions in place along Leaffield Way. Observations identify that on-street parking does occur at various locations along its length, but this takes place almost exclusively on the east side of the road with the residual carriageway width continuing to allow for two way traffic movements.

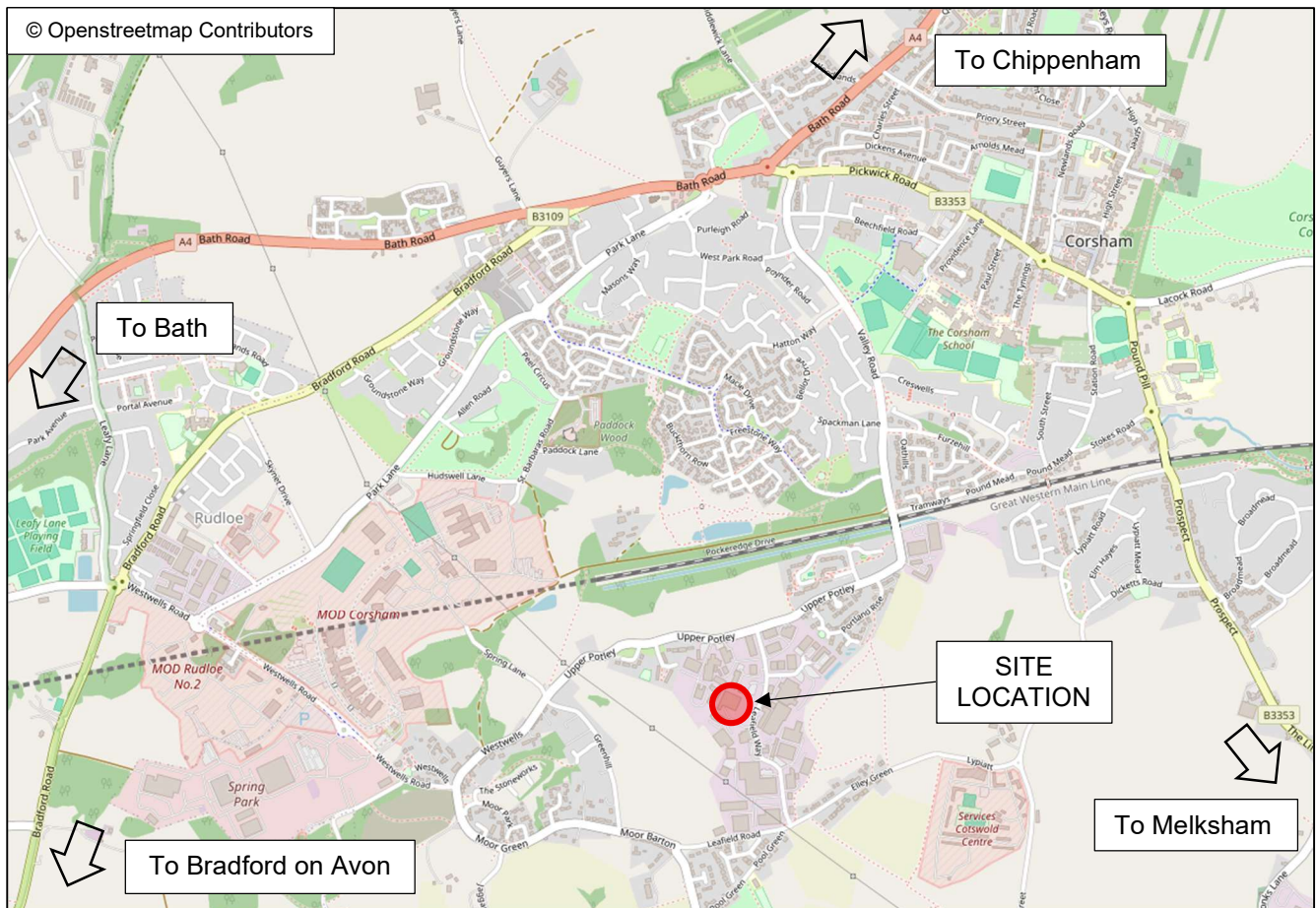


FIGURE 1: Site Location

- 2.5 Vehicle access to Leaffield Way can be obtained from both the north and the south. The main signed access route for larger vehicles is from the north via Potley Lane and Valley Road which connect with the B3353 Pickwick Road and beyond with the A4 Bath Road.
- 2.6 Valley Road is a 7.3m wide local distributor with no direct frontage access which narrows at its southern end to approximately 3m wide where it passes over a railway bridge. The short section over the bridge operates as a priority narrowing before the road widens again (now as Potley Lane) and continues south and then west towards the Industrial Estate.
- 2.7 The section of Potley Lane that leads west is residential in nature with on-street parking occurring in various locations. This occurs predominantly on the northern side of the carriageway and does not significantly impact through traffic movements. The junction between Leaffield Way and Potley Lane is of a good standard with excellent levels of visibility and large radii kerb lines to facilitate the turning of larger vehicles.
- 2.8 Vehicle access to Leaffield Way from the south is likely to be less than that from the north. Elley Green and beyond via Dicketts Road provides a route to the B3353 Corsham to Melksham Road in one direction with Leaffield Road and Westwells Road providing a route to the B3109 Bradford Road in the other.

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- 2.9 The standard of the junction with Leafield Way is good however the onward routes are not appropriate for Heavy Goods Vehicle movements. This is evidenced by the section of Leafield Road to the west of the Leafield Way junction being subject to a 7.5t Except for Access weight restriction. Vehicle access from the south is therefore likely to be primarily car based and limited to those travelling to the Industrial Estate from the Melksham and Bradford on Avon directions.
- 2.10 No traffic surveys have been undertaken to inform this report. The Department for Transport Road Traffic Statistics website does however identify a survey site (No.930459) on Potley Lane just east of the Leafield Way junction. This identifies a two-way Annual Average Weekday Flow of 3,165 motorised vehicles in 2009. It is acknowledged that the data is old and may no longer be fully accurate however it does serve to identify that daily traffic flows to and from the Industrial Estate are relatively low.
- 2.11 The 'crashmap' website has been reviewed to identify the occurrence of personal injury collisions in the vicinity of the site. This identifies that no personal injury collisions have been recorded along the full length of Leafield Way, or at its junctions with Potley Lane and Elley Green, over the latest 10 year period for which data is available on the website. This suggests that the road through the Industrial Estate operates safely and there is no reason to believe that the development proposals would alter this position.
- 2.12 A small number of collisions have been recorded on Potley Lane, Valley Road, Elley Green and Leafield Road over the same 10 year period however not to an extent where road safety could be considered a material constraint to the development proposals.

3 Non-Car Accessibility

- 3.1 The ability for an employee or user of a site to access it by non-car modes of travel is an important planning and transport consideration as it can affect the number of vehicle movements to and from the site and the number of car parking spaces that need to be provided. In general, walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under 2km. Cycling also has the potential to substitute for short car trips, particularly those under 5km. Walking also has the potential to form part of a longer journey by public transport.

Walking

- 3.2 The site is in an urban location where the majority of roads in the area benefit from street lit footways on at least one side of the carriageway. Leafield Way has 1.8m to 2.0m wide footways on both sides apart from over a 75m length on the western side just north of the access junction to the Unit 21 site. Here, a landscape buffer and tree belt extends close to the carriageway edge preventing provision of a footway. Pedestrians walking to / from the site from / to the north are therefore required to cross Leafield Way and use the eastern footway. There are no drop kerbs to assist this crossing movement however visibility is good and traffic flows are low ensuring that it can be undertaken safely.

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- 3.3 The Leaffield Way footway continues into Potley Lane before crossing to the northern side of the carriageway and continuing east towards Corsham. This is likely to be the main direction of travel for pedestrian movements as it links to the bridge crossing of the railway line and the main body of the Corsham built-up area.
- 3.4 Acceptable walking distances will vary considerably depending on various factors such as personal fitness and land topography. However, the Chartered Institution of Highways and Transportation (CIHT) in their document 'Guidelines for Providing Journeys on Foot (2002)', state that the preferred maximum walking distance is 2km. A more recent report by the CIHT entitled 'Planning for Walking (2015)' notes that approximately 80% of journeys shorter than 1 mile (1.6km) are made wholly on foot with this having changed little in 30 years.
- 3.5 A 2km walking distance via publicly available routes extends to cover all residential areas to the south of the B3353 Pickwick Road and to the southeast of Park Lane. It also incorporates Westwells, Moor Green, Neston and the Lypiatt Mead area off Dicketts Road. This means that a significant proportion of the built-up area of Corsham and the nearby villages is within an appropriate walking distance of the site with staff or users residing within these areas therefore able to access the site on foot.

Cycling

- 3.6 There are no formal cycling facilities on Leaffield Way or Potley Lane leading north away from the site with cyclists required to share the carriageway with vehicles. As identified previously, traffic flows on these roads are relatively light and personal injury collisions are low meaning that experienced cyclists can safely cycle on road over these sections.
- 3.7 Cycle facilities are available once north of the railway bridge where a shared use path runs the full length of Freestone Way between Valley Road and Park Lane and links with a similar shared use path that runs the full length of Park Lane between Bath Road and Westwells Road. Another shared use path connects Valley Road with Beechfield Road and provides an alternative traffic-free route towards the northern residential areas of Corsham. Furthermore, there are lengths of Valley Road and Westwells Road over which there are advisory cycle lanes painted on the carriageway. These all serve to encourage cycling when travelling to and from the site.
- 3.8 The roads to the south of Leaffield Way are more lightly trafficked and rural in nature making cycling an attractive option. A section of the Wiltshire Cycleway passes close to the site via Dicketts Road, Lypiatt Road, Rough Street and Atworth Lane.
- 3.9 An appropriate cycling distance is normally taken as being approximately 5km however Local Transport Note 1/20: Cycle Infrastructure Design, states *"Two out of every three personal trips are less than five miles in length – an achievable distance to cycle for most people..."* This could therefore increase the appropriate cycling distance to 8km (5 miles).
- 3.10 All of the built-up area of Corsham and Rudloe is within the 5km distance as are Atworth, Gastard and Box. Extending to 8km also brings Whitley and the western parts of Chippenham and Melksham to within an appropriate cycling distance.

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- 3.11 Clearly the site is readily accessible by cycling for a large proportion of the local population.

Public Transport

- 3.12 The nearest bus stops to the site are located on Potley Lane at the northern end of Leaffield Way and on Elley Green at the southern end of Leaffield Way. These stops are at a walking distance of approximately 345m and 375m from the site respectively. Both are therefore within the 400m distance normally taken as being the preferred maximum distance to a bus stop. A shelter is provided at the Elley Green stop but there are no other waiting facilities at either stop.
- 3.13 There is only one service operating via the above stops this being the No.10 Corsham Town Service operated by Faresaver. This operates as a clockwise loop in the vicinity of the site such that the bus passes the Elley Green stop in a westbound direction before passing the Potley Lane stop in an eastbound direction approximately 7 minutes later. A passenger travelling to or from Corsham town centre could therefore use either stop to catch the same service.
- 3.14 The No.10 operates to broadly an hourly frequency providing a total of 13 buses on a weekday, 10 buses on a Saturday but no buses on a Sunday. The first arrival on a weekday is at 07:17 with the last departure being at 17:48. These timings mean the bus is a viable option for staff and Padel players when accessing the site.
- 3.15 The No.10 routes from the town centre via Dicketts Road to Neston and Westwells before returning to the town centre via Potley Lane, Freestone Way, Park Lane, West Park Road and Beechfield Road, as shown on the route map attached as **Appendix A**. It therefore covers most of the residential areas to the south and west of the town centre. Other bus services can be accessed from the town centre where the 231 and X31 services combine to provide three buses an hour in both directions on the route between Chippenham and Bath.
- 3.16 Corsham does not currently benefit from a Railway Station however in November 2022 Wiltshire Council submitted a Strategic Outline Business Case to the Department for Transport for the construction and opening of a new station. This envisages either one or two services an hour towards Bath and Bristol in one direction and towards Oxford and / or London Paddington in the other. If constructed, the station would be approximately 1.1km from the centre of the site and therefore readily accessible on foot or by cycling.

Accessibility Assessment

- 3.17 In general, it is considered that the Leaffield Industrial Estate and the Unit the subject of this report are in a reasonably accessible location. Staff and users of the Padel courts will have the ability to access the site by sustainable modes of travel should they wish to do so.

- 3.18 The Wiltshire Council Car Parking Strategy provides a methodology for potentially discounting maximum car parking standards based on the accessibility of an individual site and a standard 'Accessibility Questionnaire'. The standard questionnaire has been completed for the Leaffield Way site and is attached as **Appendix B**. This identifies a total score of 9 points which when referenced to Table 7.3 of the Car Parking Strategy identifies a low overall accessibility rating for which no discount is applicable.
- 3.19 The above does not mean that the site is inaccessible but more that it is not sufficiently accessible to warrant a reduction in the maximum car parking standards. It is noted however that with the Railway Station in place the score would increase to 15 allowing a discount of up to 10% to be applied. An appropriate quantum of car parking for the Padel court use is discussed further in the following section.

4 Proposed Development

- 4.1 No changes are proposed to the gross floor area of the existing Unit 21 building with the development proposals relating solely to construction of 3 x doubles Padel courts within an adjacent currently unused external area. The location and layout of the proposed external courts is shown on the plan attached as **Appendix C**.
- 4.2 No changes are proposed to the vehicle access as this is of an appropriate width, provides good levels of visibility where it meets Leaffield Way, and operates safely in its current form. The main transport related issue associated with the development proposals is therefore the provision of an appropriate level of car and cycle parking for the additional courts.

Car Parking

- 4.3 The approval of planning application PL/2025/05524 was linked to alterations to the existing car parking arrangements. Unit 21 currently provides 22 car parking spaces and a large forecourt area used for the turning and parking of Heavy Goods Vehicles. The planning consent for the change of use (which includes Class E(d) indoor sport) required this to be increased to 48 car parking spaces in accordance with the plan attached as **Appendix D**.
- 4.4 In the context of the current application, it is therefore important to consider whether these 48 car parking spaces will be sufficient to accommodate the likely parking demands associated with both the consented change of use of the Unit 21 building (to be implemented as 4 x doubles and 2 x singles Padel courts) and the likely parking demands associated with the additional 3 x doubles Padel courts proposed for the external area.
- 4.5 Reference solely to the parking standards set out in Appendix A of the Wiltshire Car Parking Strategy (2015) is not appropriate. These standards apply a single standard to all types of indoor sport whereas actual parking demands are likely to vary depending on the actual sport being played.

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- 4.6 For instance, some indoor sports require a large floor area while involving a small number of players whereas others involve a high number of players and a small floor area.
- 4.7 The Unit 21 proposals both internal (consented) and external (proposed) relate to Padel where the number of players is directly related to the number and size of courts available. This allows the likely parking demand to be derived from first principles.
- 4.8 Internally there will be 4 x doubles and 2 x singles courts while externally (subject to approval) there will be 3 x doubles courts. This means that post development the site will accommodate a maximum of 32 players if all courts are in use at the same time.
- 4.9 With 48 car parking spaces to be provided the capacity available would clearly fully accommodate the parking demands of the site even if all players and staff were to drive to and from the site independently. This is unlikely to occur in practice as Section 3 of this report identified that opportunities are available for players and staff to travel by non-car modes of travel and no doubt the social nature of the sport would also lead to car sharing amongst the players.
- 4.10 Notwithstanding the above, it is theoretically possible that there could be up to 64 players on site at any one time for a short period at the changeover between bookings, i.e. players arriving early for their booking while the court is still in use by others, or players remaining on site for a short period after their booking has ended. This maximum 64 player value is however unlikely to occur in practice as it is rare for all courts to be booked at the same time and even more rare for this to occur in consecutive bookings.
- 4.11 Padel People Ltd already operate Padel centres at Sedlescombe, Wimbledon, Shepton Mallet, Basingstoke and Boston from which it is possible to derive typical levels of usage. Opening hours vary across the sites ranging from 05:00 to 00:00 (19 hours) at Shepton Mallet to 07:00 to 22:00 (15 hours) at Sedlescombe. The average overall usage of a singles court across the existing sites is 10.5 hours per day and for a doubles court is 7.7 hours per day. Combined the value is 8.3 hours per court per day.
- 4.12 Relating the above combined value to the average opening hours (17.3 hours) identifies that courts are typically in use for approximately 48% of the time each day. The likelihood of the Unit 21 courts (internal and proposed external) being fully occupied in consecutive bookings and the theoretical maximum number of players (64) being on site at any one time is therefore extremely small and in practice can be discounted.
- 4.13 As identified previously, even if this were to occur, the non-car travel options available and the opportunities to car share would significantly reduce the parking demand well below the theoretical 64 people maximum value.
- 4.14 It is acknowledged that the above follows a 'first principles' approach to potential car parking demand that ideally would be checked and justified against empirical survey data from other similar sites. The TRICS trip rate database has been interrogated to identify whether such survey data is available however there are no Padel related survey sites within the database.
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- 4.15 Given all of the above it is considered that the 48 car parking spaces approved through planning permission PL/2025/05524 will be sufficient to accommodate the likely parking demands associated with a Padel use of the Unit 21 site. This includes both the internal courts delivered in accordance with the previous change of use consent and the additional 3 external courts that form the current planning application. The risk of parking overspill to the adjacent streets is minimal.

Cycle Parking

- 4.16 Appendix 4 of the Wiltshire Cycling Strategy (2014) identifies minimum cycle parking standards for a range of non-residential land uses. For a Class E(d) indoor sport, leisure and fitness use the standards require 4 cycle parking spaces plus a further 2 for every 400m² above 1,000m² floor area.
- 4.17 The Unit 21 building has a floor area of 1,896m² which in isolation equates to 8.5 cycle parking spaces. The proposed external Padel courts will have standard playing dimensions of 20m by 10m so will add a further 600m² of playing area equating to a further 1.5 cycle parking spaces.
- 4.18 It is therefore proposed to provide 5 Sheffield Hoops (10 cycle parking spaces) in a covered and secure location. Full details of these cycle parking arrangements can be secured through an appropriately worded planning condition.

5 Traffic Impact

- 5.1 As with the parking provision, and in the absence of TRICS survey data for a Padel centre use, it is considered necessary to assess the likely traffic impact of the 3 additional external courts from first principles.
- 5.2 Firstly, if all 4 x doubles and 2 x singles courts within the Unit 21 building are being used at the same time there would likely be 20 players on site. If for a worst case assessment it is assumed that these all travel to and from the site independently by car, there would be 20 car arrivals and 20 car departures per hour taking place either side of the changeover of bookings (hourly). This level of traffic movement has already been approved through the previous change of use application and consent which allows for a Class E(d) sporting use.
- 5.3 The 3 additional doubles courts associated with the current planning application would increase the maximum number of people on site by 12 equating to an additional 12 arrivals and 12 departures per hour if all travelled independently by car.
- 5.4 The impact of these additional vehicle movements on the operation and safety of the site access junction and the local highway network is considered minimal. The existing junction between the site access and Leaffield Way benefits from good levels of driver visibility in both directions and a good standard of street lighting. Leaffield Way, Potley Lane, Leaffield Road and Elley Green are all relatively lightly trafficked with the increase in movements unlikely to have a material impact on their ease of operation.

- 5.5 The additional flows are also likely to distribute to the north via Potley Lane and to the south via Leaffield Road / Elley Green thereby further reducing their impact on any one route.
- 5.6 It must also be noted that the potential increase of 12 arrivals and 12 departures an hour is based on a series of worst case assumptions which are unlikely to occur in practice meaning the actual increase in traffic movements will likely be much less. These assumptions include:
- all players arrive and depart the site independently by car whereas some will inevitably walk, cycle, use public transport or car share;
 - all courts will be occupied at the same time and in consecutive booking slots which data from other existing Padel sites suggests is unlikely; and,
 - bookings are made for a one hour period only when often (approximately 30% of all bookings) they are made for two hours thereby reducing the number of changeovers and the associated number of vehicle movements.
- 5.7 Reference can also be made to the TRICS data presented and agreed through the previous change of use application and consent. For completeness this is attached as **Appendix E** and summarised in **Table 1** below.

	AM Peak 08:00-09:00		PM Peak 17:00-18:00	
	Arrivals	Departures	Arrivals	Departure
E(d) – Indoor sport, Leisure and Fitness (per 100m ² of floor area)	1.587	1.382	1.744	1.649
1,896m ² floor area	30	26	33	31

TABLE 1: Class E(d) Trip Generation During Highway Peak Hours

- 5.8 It can be seen that a typical Class E(d) indoor sport / leisure use within the Unit 21 building was predicted to generate 56 two-way vehicle movements in the AM peak hour and 64 two-way vehicle movements in the PM peak hour. The potential for this level of traffic generation was therefore accepted through approval of the change of use application.
- 5.9 It has previously been identified that the indoor Padel use of the Unit 21 building could generate up to 20 arrivals and departures in an hour with the proposed external courts adding up to a further 12 arrivals and departures in an hour. The combined total of 32 arrivals and 32 departures is very similar to the Table 1 values noting again that the Padel related values are based on a series of worst case assumptions that are unlikely to occur in practice.
- 5.10 This means that even with the proposed 3 external Padel courts the subject of this planning application in place, the likely traffic movements associated with the Unit 21 site as a whole will be no greater than those approved through the previous change of use application and consent.

- 5.11 Overall, it is considered that the traffic impact associated with the additional 3 x doubles Padel courts is acceptable and does not warrant a more detailed assessment of junction capacity or similar.

6 Summary

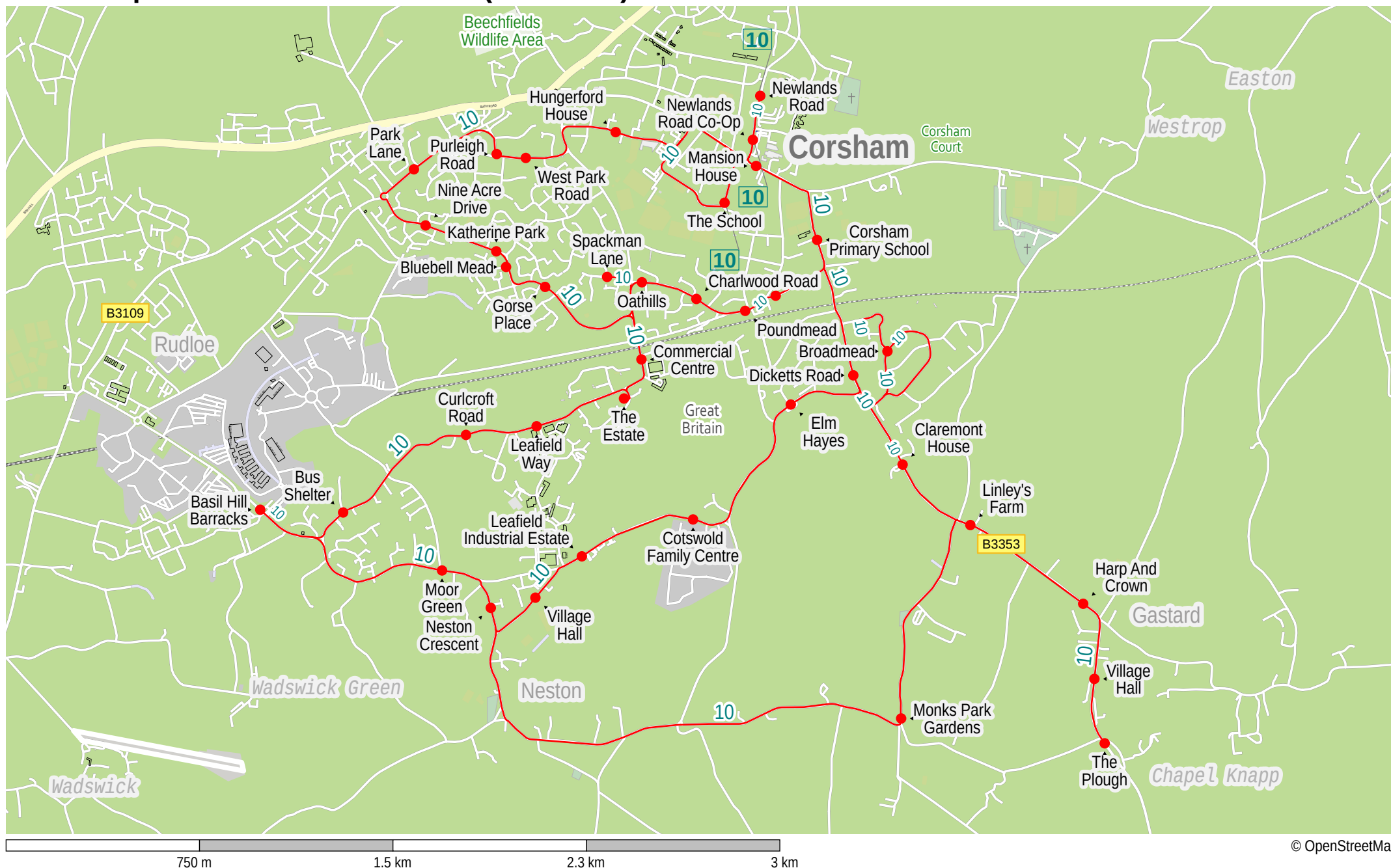
- 6.1 Unit 21 at the Leaffield Industrial Estate, Corsham, benefits from planning permission (reference PL/2025/05524) for a change of use to Class E(d) with this to be implemented as a Padel centre providing 4 x doubles and 2 x singles internal courts. Planning permission is now being sought for an additional 3 x doubles external Padel courts adjacent the Unit 21 building.
- 6.2 The site is located within an established Industrial Estate where the approach roads are of a good standard. Leaffield Way is of an appropriate width, has a good standard of street lighting and benefits from a 30mph speed limit. The existing site access junction benefits from an appropriate level of driver visibility. Existing traffic flows are relatively low.
- 6.3 The non-car accessibility of the site is reasonable with the large residential areas of southern Corsham within an appropriate walking distance via footway links. The whole of the Corsham built-up area and numerous nearby villages are within an appropriate cycling distance of the site. Public transport is also available with this providing an hourly frequency of service to Corsham town centre and the residential areas of the town.
- 6.4 Car parking provision within the site will be increased to 48 spaces with this having been shown to accommodate the likely combined parking demands of both the Unit 21 internal courts and the proposed external courts.
- 6.5 10 covered and secure cycle parking spaces will be provided. This accords fully with the Council's standards with full details capable of being secured through the planning condition process.
- 6.6 The proposed additional courts could increase traffic movements by up to 12 arrivals and 12 departures per hour however these values are based on worst case assumptions that are unlikely to occur in practice. Total traffic movements post development will likely be no greater than those accepted for a generic Class E(d) land use through the previous change of use application and consent.
- 6.7 The existing highway network is relatively lightly trafficked with the change in vehicle movements unlikely to have a material impact on the operation or safety of the local roads.
- 6.8 Paragraph 116 of the December 2024 National Planning Policy Framework, states that *"Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."*

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- 6.9 This report has demonstrated that the proposed additional Padel courts will not have an unacceptable impact on highway safety and will not have a 'severe' residual cumulative impact on the road network. The proposals are therefore considered acceptable in highway terms.

APPENDIX A

No.10 Corsham Town Bus Route

Route map for Faresaver service 10 (outbound)



APPENDIX B

Completed Accessibility Assessment

Appendix D Accessibility questionnaire

UNIT 21 - LEAFIELD INDUSTRIAL ESTATE

Mode	Criteria	Variation	Possible score	Actual score
Walking	Quality of pedestrian facilities	Good: - Footways of at least 1.5m wide - Choice of pedestrian access points to the site in at least three directions. (60° apart) - Pedestrian routes are well maintained, well lit and designated for disabled access.	3	
		Moderate: - Footways present at a min width of 1m - Choice of pedestrian access points to the site in at least two direction (90° apart) - Pedestrian routes are maintained to a reasonable standard, with some street lighting and some disabled facilities	2	2
		Poor: - No footways adjacent to the site - Pedestrians use an access where vehicles have priority - Access from only one point - No street lighting or disabled facilities	0	
Cycling	Quality of cycling facilities	Good: - Choice of cycle parking types - Good choice of safe access routes for cyclists - Design and maintenance of surrounding area sympathetic to cyclists	3	
		Moderate: - Cycle parking above standard - On-road facilities and surfaces adequate quality for cyclists - Some choice of safe access routes for cyclists	2	2
		Poor: - Cycling parking to standard - Poor on-road cycle facilities and surfaces - Limited choice of safe access routes for cyclists	0	

Mode	Criteria	Variation	Possible score	Actual score
Bus	Walking distance to nearest bus stop	Less than 100m	3	
		Less than 400m	2	2
		More than 400m	0	
	Frequency of principle bus service at nearest bus stop (if within 800m)	15 mins or less	4	
		30 mins or less	2	
		60 mins or less	1	1
		Over 60 mins	0	
	Distance to nearest bus station/ major interchange (5 or more routes)	Less than 200m	5	
		Less than 400m	3	
		Less than 800m	2	
		More than 800m	0	0
	Number of bus services with at least (60min weekday frequency) stopping within 400m of site	6 or more	5	
		2 to 5	3	
		1	1	1
		0	0	
	Quality of nearest bus stop (if within 800m walking distance)	Good: - Shelter, seating and flag - Timetables and Real-time information - Raised curbs and adequate footway width - Well lit, CCTV and overlooked buildings	2	
		Moderate: - Shelter and flag - Timetable information - Adequate footway width/no raised curb - Adequate lighting	1	1
		Poor: - Marked only by pole and flag - Little or no timetable information - Little or no street lighting - Narrow footway	0	

Mode	Criteria	Variation	Possible score	Actual score
Trains	Walking distance to nearest railway station	Less than 400m	5	
		Less than 800m	3	
		Less than 1,200m	2	
		More than 1,200m	0	0
	Trains per hour per direction from nearest station (if within 1,200m walking distance)	5 or more	4	
		3 to 4	2	
		1 to 2	1	
		Less than 1	0	
	Quality of the nearest railway station (if within 1,200m of the site)	Good: - Heated and enclosed waiting facilities - Toilets - Timetable and real-time information - More than one line served by station - Ticket office and machines - Staffed for majority of the day - CCTV and other security measures - A good range of retail facilities - Fully accessible with lifts and ramps - Bus and taxi interchange within close proximity	2	
		Moderate: - Waiting facilities – part enclosed - Toilets - Timetables and real time information - Ability to purchase tickets - Part-time staffing - CCTV and other security measures - Some retail facilities - Some disabled accessibility - Taxi rank only	1	
		Poor: - Poor waiting facilities – not enclosed - No toilets - Timetables only - Not staffed - No security measures - No retail facilities - No disabled accessibility - No taxi rank	0	

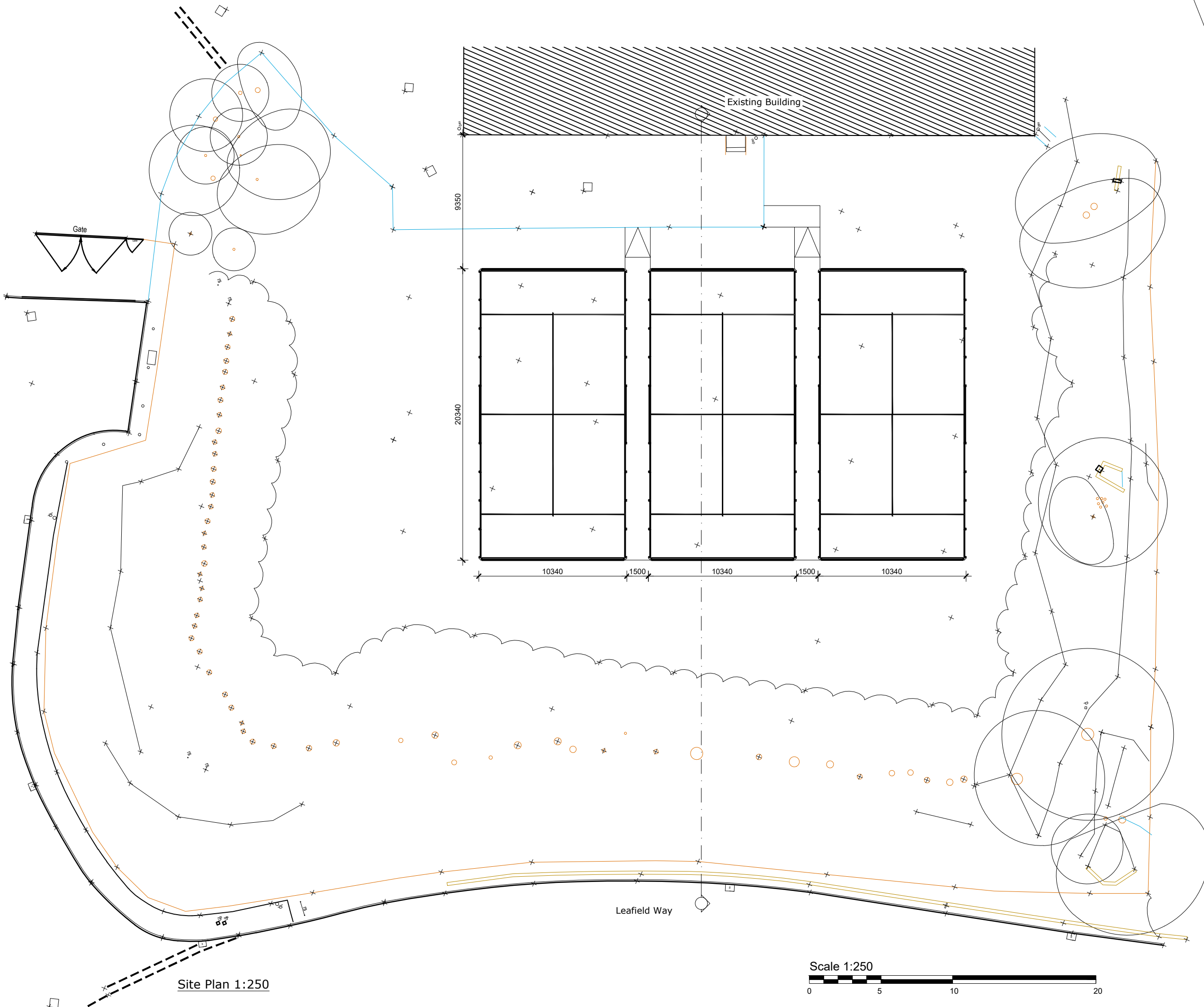
NOT APPLICABLE

APPENDIX C

Proposed Site Layout Plan

PRIOR TO THE COMMENCEMENT OF ANY WORKS, THE BUILDER IS TO CHECK AND/OR DETERMINE ALL CONSTRUCTION DETAILS, INCLUDING CHECKING EXISTING SITE LEVELS AND DIMENSIONS. THE DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER PROJECT DRAWINGS, CONSTRUCTION NOTES AND/OR PROJECT SPECIFICATION. ALL DISCREPANCIES SHOULD BE REPORTED IMMEDIATELY.

Rev.	Date	Details	Drawn
-	01.26	PLANNING ISSUE	-



Refer to Vision Steel DWG 1-4
For Dimensions of Courts

Client: Padel People

Site Address: Unit 21
Leaffield Industrial Estate
Corsham
SN13 9SW

Description: Site Plan

Drawing Number: 25-055/P/002

Status: **PLANNING**

Scale: 1:250

Date: Dec 25

Drawn: CG

Checked:

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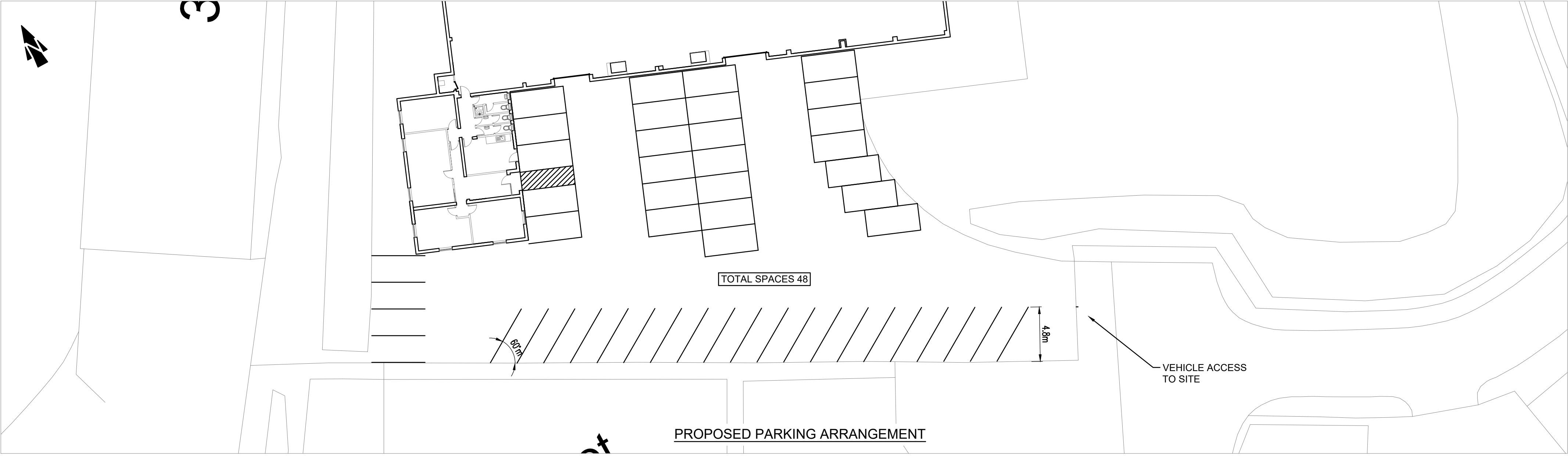
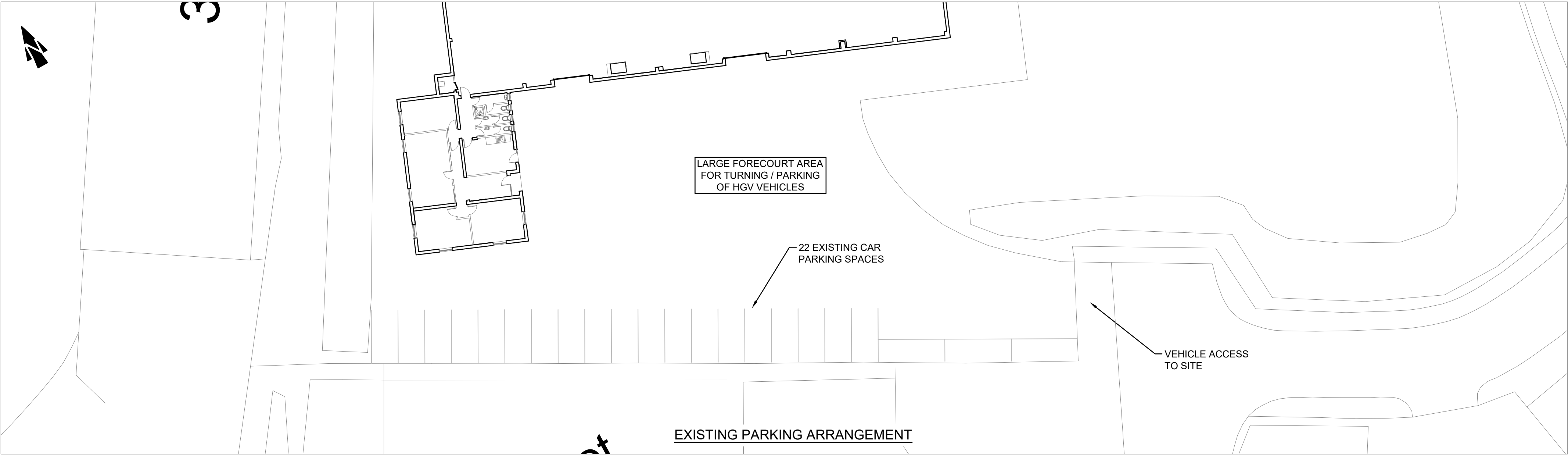
FERNEBERGA HOUSE
ALEXANDRA ROAD
FARNBOROUGH
HAMPSHIRE, GU14 6DQ
t: 01252 757285
w: www.blueskycad.co.uk

Scale 1:250



APPENDIX D

Proposed Car Parking Provision



REV	DETAILS	DRAWN	CHECKED	DATE

NOTES:

- 1. This drawing is for illustrative purposes only and not for construction.
- 2. This drawing is to be read and printed in colour.

051020

20m

SCALE 1:250

PROJECT:
UNIT 21, LEAFIELD INDUSTRIAL ESTATE, CORSHAM

DRAWING TITLE:

PROPOSED AMENDMENTS TO
CAR PARKING PROVISION

DRAWN:
SLW

CHECKED:
CDM

DATE:
08.09.2025

SCALES:
1:250

SHEET SIZE:
A2

CLIENT:
HPH LTD

MILES WHITE
TRANSPORT

DRAWING NUMBER:
25102-GA01

REVISION:
-

APPENDIX E

TRICS Data for Generic Class E(d) Land Use

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 07 - LEISURE
Category: K - FITNESS CLUB (PRIVATE)
Total Vehicles

Selected regions and areas:			
02	SOUTH EAST		
	BH	BRIGHTON & HOVE	1 day
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 day
	NM	WEST NORTHAMPTONSHIRE	1 day
12	CONNAUGHT		
	GA	GALWAY	1 day

This section displays the number of survey days per TRICS® sub-region in the selected set.

Primary Filtering Selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	GFA
Actual Range:	0.39 to 0.52 (units:sqm)
Range Selected by User:	1000 to 3000 (units:sqm)
Parking Spaces Range:	20 - 100

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 26/04/24

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Thursday	1 days
Wednesday	3 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	4
Direction ATC Count	0

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines

Selected Locations:

Edge of Town	1 days
Suburban Area (PPS6 Out of Centre)	3 days

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Commercial Zone	1 days
Industrial Zone	1 days
Residential Zone	2 days

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	2 days
Servicing vehicles Included	2 days

Secondary Filtering Selection:

Use Class:

E(d)	4 surveys
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

250 - 3854

Population within 1 mile:

1,001 to 5,000	1 surveys
20,001 to 25,000	1 surveys
25,001 to 50,000	1 surveys
5,001 to 10,000	1 surveys

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

125,001 to 250,000	1 surveys
25,001 to 50,000	1 surveys
250,001 to 500,000	1 surveys
50,001 to 75,000	1 surveys

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	2 surveys
1.1 to 1.5	2 surveys

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	4 surveys
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	4 surveys
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This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

1	BH-07-K-01	CORAL FITNESS	BRIGHTON & HOVE
ORCHARD ROAD BRIGHTON HOVE Suburban Area (PPS6 Out of Centre) Residential Zone Site area: 0.39 hect Survey date: Wednesday 27/09/2017			
Survey Type: Manual			
2	GA-07-K-01	KINGFISHER CLUB	GALWAY
RENMORE AVENUE GALWAY RENMORE Suburban Area (PPS6 Out of Centre) Residential Zone Site area: 0.424 hect Survey date: Thursday 07/09/2023			
Survey Type: Manual			
3	LN-07-K-02	HEALTH AND FITNESS CLUB	LINCOLNSHIRE
DYSART ROAD GRANTHAM Suburban Area (PPS6 Out of Centre) Industrial Zone Site area: 0.4 hect Survey date: Wednesday 17/04/2024			
Survey Type: Manual			
4	NM-07-K-01	PUMP GYM	WEST NORTHAMPTONSHIRE
GLADSTONE ROAD NORTHAMPTON KINGSFIELD BUS. CENTRE Edge of Town Commercial Zone Site area: 0.52 hect Survey date: Wednesday 23/11/2016			
Survey Type: Manual			

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00	4	1592	0.613	0.094	0.707
07:00-08:00	4	1592	0.990	0.581	1.571
08:00-09:00	4	1592	1.587	1.382	2.969
09:00-10:00	4	1592	1.634	0.974	2.608
10:00-11:00	4	1592	1.147	1.241	2.388
11:00-12:00	4	1592	0.864	0.990	1.854
12:00-13:00	4	1592	1.021	1.178	2.199
13:00-14:00	4	1592	1.021	1.037	2.058
14:00-15:00	4	1592	1.272	1.225	2.497
15:00-16:00	4	1592	0.848	1.178	2.026
16:00-17:00	4	1592	1.477	1.147	2.624
17:00-18:00	4	1592	1.744	1.649	3.393
18:00-19:00	4	1592	1.382	1.571	2.953
19:00-20:00	4	1592	1.382	1.382	2.764
20:00-21:00	4	1592	0.817	1.665	2.482
21:00-22:00	4	1592	0.157	0.440	0.597
22:00-23:00	2	1834	0.027	0.245	0.272
23:00-00:00					
Total Rates:			17.983	17.979	35.962

Parameter Summary:

Trip rate parameter range selected:	1000 - 3000 (units: sqm)
Survey date date range:	23/11/2016 - 17/04/2024
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.