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TRANSPORT STATEMENT

Unit N, Chelworth Industrial Estate,
Cricklade, Swindon, SN6 6HE

17 MARCH 2026

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1 Introduction

- 1.1 This Transport Statement has been prepared by Vision Transport Planning on behalf of Padel People Limited (the Applicant). Vision Transport Planning has been commissioned to assess the highway and transportation implications associated with development proposals at Unit N, Chelworth Industrial Estate, Cricklade, Swindon, SN6 6HE (the 'application site' or 'site').
- 1.2 The application site represents an existing commercial industrial site that is situated within an established industrial estate (Chelworth Industrial Estate). The site includes a large industrial warehouse building (Unit N) with associated areas of hardstanding and car parking.
- 1.3 The site is located within an established industrial zone which is situated circa 2.0 kilometres to the south-west of Cricklade and circa 10 kilometres to the north-west of Swindon. The site is positioned to the south-east of Braydon Lane (also known as Chelworth Road) and to the south-west of Chelworth Road. The site is accessed from Braydon Lane.
- 1.4 This Transport Statement has been prepared to support a planning application that seeks consent for the change of use of the existing industrial building (Unit N) from a 'general industrial' land use to a 'leisure' land use. The development proposals would permit the building to be used in connection with padel (racquet sport). The development proposals include the provision of four padel courts (with three doubles courts and one singles court), which would be accommodated within the building, along with ancillary office, changing and toilet facilities.
- 1.5 This Transport Statement sets out matters relating to highways and transportation that are relevant to the development proposals. The remainder of this report is structured as follows:
 - Chapter 2 – Transport Policy
 - Chapter 3 – Existing Conditions
 - Chapter 4 – Development Proposals
 - Chapter 5 – Transport Impacts
 - Chapter 6 – Summary and Conclusions.

2 Transport Policy

2.1 A review of relevant transport policy has been carried out. The key policy documents that include transport policies relevant to the development proposals are set out in the following key documents:

- National Planning Policy Framework – December 2024;
- National Planning Practice Guidance – March 2014;
- Wiltshire Core Strategy Development Plan Document – January 2015; and
- Wiltshire Local Transport Plan 4 (LTP4) – March 2025.

National Planning Policy Framework – December 2024

2.2 The National Planning Policy Framework (NPPF) was originally published in March 2012, with an updated version being issued in February 2019, July 2021, September 2023, December 2023 and December 2024. The NPPF sets out a presumption in favour of sustainable development. The NPPF recognises the importance of transport policies in facilitating sustainable development, and that planning decisions should have regard to local circumstances. In this regard, promoting sustainable transport forms an important element of the NPPF, which states at paragraph 110 that:

"Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."

2.3 In respect to the consideration of development proposals the NPPF states, at paragraph 115, that:

"In assessing sites that may be allocated for development in plans, or specific 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."*

2.4 Paragraph 116 of the NPPF sets out 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 on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."

2.5 Paragraph 117 of the NPPF sets out that 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, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."

2.6 Paragraph 118 of the NPPF confirms 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 vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored."

Planning Practice Guidance

2.7 The Planning Practice Guidance (PPG) is a web based resource that was launched by the Department of Communities & Local Government in March 2014. The PPG provides guidance on matters such as the need for, and the preparation of, Travel Plans, Transport Statements and Transport Assessments.

2.8 The PPG supports national planning policy and sets out that Travel Plans, Transport Assessments and Transport Statements can positively contribute to:

- encouraging sustainable travel;
- lessening traffic generation and its detrimental impacts;
- reducing carbon emissions and climate impacts;
- creating accessible, connected, inclusive communities;
- improving health outcomes and quality of life;
- improving road safety; and
- reducing the need for new development to increase existing road capacity or provide new roads.

- 2.9 The PPG [Paragraph: 005 Reference ID: 42-005-20140306] sets out that "*Transport Assessments and Transport Statements primarily focus on evaluating the potential transport impacts of a development proposal*" and that "*Transport Assessment or Transport Statement may propose mitigation measures where these are necessary to avoid unacceptable or 'severe' impacts.*"
- 2.10 Furthermore, the PPG [Paragraph: 005 Reference ID: 42-005-20140306] confirms that "*Transport Assessments and Statements can be used to establish whether the residual transport impacts of a proposed development are likely to be 'severe', which may be a reason for refusal, in accordance with the National Planning Policy Framework.*"

Wiltshire Core Strategy Development Plan Document (DPD)

- 2.11 The Wiltshire Core Strategy Development Plan Document (DPD) covers the whole of Wiltshire (excluding Swindon) and sets out the council's spatial vision, key objectives, and overall principles for development in the county. The Wiltshire Core Strategy DPD was formally adopted by Wiltshire Council during January 2015. The Wiltshire Core Strategy provides sets out strategic planning policy for Wiltshire for the period up to 2026. Relevant transportation policies contained within the Wiltshire Core Strategy DPD are set out below.

- 2.12 Core Policy 60: Sustainable Transport

"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."*

- 2.13 Core Policy 61: Transport and New Development

"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.

ii. That the proposal is capable of being served by safe access to the highway network.

iii. That fit for purpose and safe loading/unloading facilities can be provided where these are required as part of the normal functioning of the development.

Where appropriate, contributions will be sought towards sustainable transport improvements, and travel plans will be required to encourage the use of sustainable transport alternatives and more sustainable freight movements"

2.14 Core Policy 62: Development Impacts on the Transport Network

"Developments should provide appropriate mitigating measures to offset any adverse impacts on the transport network at both the construction and operational stages.

Proposals for new development should not be accessed directly from the national primary route network outside built-up areas, unless an over-riding need can be demonstrated."

2.15 Core Policy 64: Demand Management

"Demand management measures will be promoted where appropriate to reduce reliance on the car and to encourage the use of sustainable transport alternatives.

These measures include:

i. car parking management – efficiently and effectively managing the car parking stock through the implementation of appropriate supply, maintenance, charging and enforcement measures. These measures include:

a. public car parking charges – parking charges will be set taking account of a number of factors including the service role and strength of the local economy, the utilisation of existing parking spaces, the availability of sustainable transport modes and parking charges in neighbouring areas.

b. private non-residential parking standards – the provision of parking associated with new private non-residential development will be limited to maximum parking standards (except for

disabled parking spaces). These maximum standards will be reduced to reflect local circumstances and the relative accessibility by sustainable transport modes in accordance with an accessibility framework

c. managing publicly available private non-residential parking – there will be a presumption that any planning application which includes provision for publicly available private non-residential parking will be required to provide an accompanying car park management plan and, subject to a case-by-case analysis, to implement parking restrictions and charges consistent with those of council run car parks in the local area

d. residential parking standards – the provision of car parking associated with well designed new residential development will be based on minimum parking standards. In determining the appropriate mix of parking types, the presumption will be that unallocated communal parking will be included in the majority of new residential development. Reduced residential parking requirements will be considered where there are significant urban design or heritage issues, where parking demand is likely to be low or where any parking overspill can be controlled.

ii. traffic management measures – traffic management measures will be developed to promote sustainable transport alternatives, reduce reliance on the car, lower the risk of accidents and improve the environment

iii. charging measures – opportunities for charging measures, such as road user charging and the workplace levy, will be kept under review

iv. smarter choices measures – appropriate smarter choices measures (e.g. travel plans, personalised travel planning, car sharing and information and marketing campaigns) will be developed to influence people's travel behaviour towards more sustainable travel options."

Wiltshire Local Transport Plan 4 (LTP4) – March 2025

- 2.16 The fourth Wiltshire Council Local Transport Plan 2025 – 2038 (LTP4) was endorsed by Wiltshire Council on the 11th March 2025. The LTP4 sets out Wiltshire Council's strategic transport objectives, using a place-based approach that aligns with the Wiltshire Local Plan. It is designed to address the needs of three distinct areas: principal settlements, including Salisbury, Trowbridge, and Chippenham; market towns; and rural communities.
- 2.17 Wiltshire Council's Local Transport Plan 4 Parking sub-strategy forms part of the Wiltshire Local Transport Plan (LTP4). The LTP4 sub-strategy sets out the policies for parking across Wiltshire, providing the strategic direction for parking measures for the period up to 2038.

Transport Policy Summary

- 2.18 The following sections of this Transport Statement demonstrate that the development proposals are fully consistent with the above transport policies. The development proposals are provided with an appropriate access strategy and provide car parking in accordance with assessed demands and adopted standards. Furthermore, Section 5 of this statement demonstrates that the development proposals will give rise to a material reduction in traffic attraction associated with the site, providing an overall positive impact in respect to highways and transport. As such, it is concluded that the proposals accord with the relevant transport policies and guidance that has been set out above.

3 Existing Conditions

- 3.1 The site represents an existing commercial industrial site that is situated within an established industrial estate (Chelworth Industrial Estate). The application site covers an area of 5527 sqm (circa 0.55 hectares). The site includes a large commercial warehouse building (Unit N) with a gross floor area (GFA) of 1335 sqm. Figure 3.1, below, identifies the extent of the application site and the position of Unit N in relationship to the wider industrial estate.

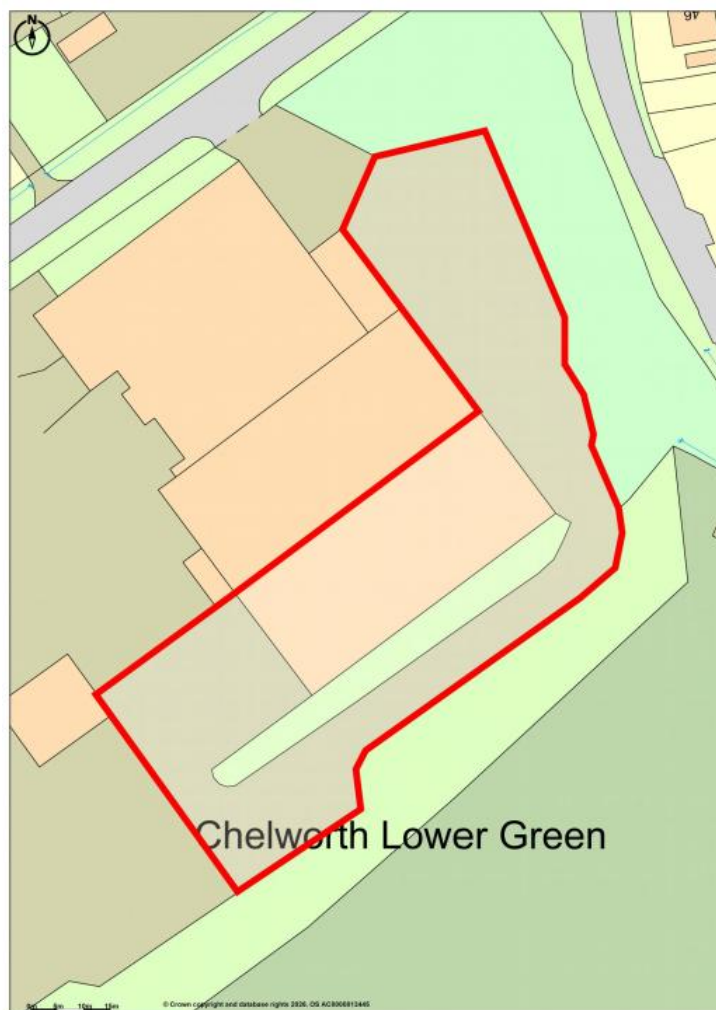


Figure 3.1 – Application Site

- 3.2 The site includes associated areas of hardstanding and car parking, with car parking situated to the front and rear of the Unit N.

Site Location

- 3.3 The site is located within an established industrial zone which is situated circa 2.0 kilometres to the south-west of Cricklade and circa 10 kilometres to the north-west of Swindon. The site is positioned to the south-east of Braydon Lane (also known as Chelworth Road) and to the south-west of Chelworth Road.

- 3.4 Figure 3.2 (below) indicates the location of the application site (with the application site outlined in red) and its relationship to the surrounding highway network.



Figure 3.2 – Location Plan

Highway Network

- 3.5 Braydon Lane, which sits to the north-west of the site, is a single carriageway lane. Braydon Lane is subject to the national speed limit for single carriageway streets (60 mph), whilst the nature of the lane (cul-de-sac) assists in restraining vehicular speeds within the lane (within the vicinity of the site). Braydon Lane provides access to industrial, commercial and business uses that are situated along its length (on both sides).
- 3.6 To the north-east Braydon Lane provides access to Chelworth Road. Chelworth Road is a single carriageway rural lane (in nature) that provides access to the B4553 (to the east), which accommodates onward access to Cricklade (to the north). Chelworth Road (within the vicinity of Braydon Lane) is subject to a 40 mph speed limit.

Existing Access Arrangements

- 3.7 The site is accessed from Braydon Lane, with the site being situated on the south-east side of Braydon Lane. The site (Unit N) can be accessed via two points of access (from Braydon Lane), which are signed as 'Gate 1' and 'Gate 2'. Gate 1 provides access to the service areas to the rear of Unit N, whilst Gate 2 represents the main site access to Unit N, providing access to the front of the building (and associated car parking).
- 3.8 Both accesses (Gate 1 and Gate 2) are designed as wide commercial/industrial accesses, being designed to accommodate the turning movements associated with commercial traffic and HGVs. Accordingly, both accesses accommodate generous carriageway widths and geometry.
- 3.9 There is a wide verge margin on the south-east side (development site side) of the carriageway of Braydon Lane. The wide verge margin affords the site accesses (Gate 1 and Gate 2) with a high degree of visibility (in both directions), with the associated visibility splays being contained within the wide verge margin.

4 Development Proposals

- 4.1 This Transport Statement has been prepared to support a planning application that seeks consent for the change of use of the existing industrial building (Unit N) from a 'general industrial' land use to a 'leisure' land use. The development proposals would permit the building to be used in connection with padel (racquet sport).
- 4.2 Padel is a fast growing racquet sport that can be described as a mix between tennis and squash, with games being played on an enclosed court that is 20 metres long x 10 metres wide (circa 25% smaller than a tennis court). Padel courts are typically surrounded by a wall of glass/perspex and fence/mesh. Padel can be played as a 'singles' game (on smaller courts) or (more usually) as a 'doubles' game, with up to four players on court at one time.
- 4.3 The development proposals include the provision of four padel courts (with three doubles courts and one singles court), which would be accommodated within the building, along with ancillary office, changing and toilet facilities.

Access Arrangements

- 4.4 The redeveloped site will continue to be accessed from Braydon Lane, via the existing access arrangements that will be retained in their current format. On this basis the site will continue to be accessed from 'Gate 1' and Gate 2', with Gate 1 providing access to the service areas to the rear of Unit N, and Gate 2 providing the main (customer) access to the front of the building and the associated car parking.
- 4.5 The site access arrangements accommodate the level of traffic associated with the established 'industrial' land use, being able to accommodate two-way (simultaneous) entry and exit movements. The existing access arrangements have been designed to standards appropriate for an industrial/business park. The retained site accesses have been designed to accommodate HGV movements and include generous carriageway widths and geometry. Furthermore, the retained accesses (Gates 1 and 2) are afforded with generous levels of visibility (for vehicles gaining access to Braydon Lane from the industrial park) as a result of the wide verge margin that is present on the south-east side of Braydon Lane, with the visibility splays (for both accesses and in both directions) being contained within the wide verge margin.
- 4.6 The 'net' traffic impact implications of the development proposals (change of use) have been assessed and this is presented within Section 5 of this Transport Statement. It has been concluded (refer to Section 5) that the proposed change of use (of Unit N) from the established 'industrial' land use to a 'leisure' land use, is anticipated to give rise to a material decrease in daily traffic attraction associated with the site.
- 4.7 Given the predicted reduced transport impacts, it is clear that the development proposals will not give rise to any conditions that would prejudice the operation of the existing access arrangements, but would provide (through a reduction in vehicular movements) a positive impact in respect to the operation of the retained access arrangements. Accordingly, there are no planned changes to the access arrangements (to Braydon Lane) as part of the development proposals and it is concluded that the proposals are provided with an appropriate access strategy.

Assessment of Car Parking Demands

- 4.8 An assessment of the predicted car parking demands, associated with the proposed 'leisure' land use, and the resultant on-site parking accumulation has been undertaken. This 'parking accumulation' assessment is presented below.
- 4.9 Section 5 of this Transport Statement sets out a TRICS based traffic impact assessment of the proposed 'leisure' (padel courts) land use, to enable the future traffic attraction (arising as a result of the proposed change of use) to be quantified. The TRICS data that is presented within Section 5 has been utilised to estimate the anticipated levels of car parking accumulation that will arise as a result of the proposed padel facilities.
- 4.10 A profile of the arrival and departure trips (based on the TRICS assessment) and the resultant parking accumulation has been presented below, as Table 4.1.

Time	Arrivals	Departures	Parking Accumulation
07:00-08:00	0	0	0
08:00-09:00	2	0	1
09:00-10:00	5	2	3
10:00-11:00	9	2	7
11:00-12:00	2	4	6
12:00-13:00	2	11	1
13:00-14:00	0	1	0
14:00-15:00	1	1	0
15:00-16:00	1	1	0
16:00-17:00	4	2	2
17:00-18:00	11	2	6
18:00-19:00	11	4	10
19:00-20:00	9	5	12
20:00-21:00	1	4	11
21:00-22:00	1	13	4

Table 4.1 – Estimated On-site Parking Accumulation (Padel)

- 4.11 In summary, it is estimated that peak car parking demands associated with the proposed padel facilities will occur between 19:00 and 20:00 hours. During this 'peak' period it is estimated that the padel facilities will give rise to a peak parking accumulation of 12 vehicles parked (on-site).

Proposed Parking

- 4.12 The application site will accommodate a total of 21 car parking spaces (including 2 disabled car parking spaces). Of these spaces, 16 (visitor/customer) car parking spaces will be accommodated to the front of Unit N, whilst a further 5 (staff) car parking spaces will be accommodated to the rear of Unit N.
- 4.13 Given the assessment of the car parking demands (as set out above) arising as a result of the proposed padel facilities, it is concluded that the proposed car parking provision comfortably exceeds the assessed future parking demands. It is concluded that the level of car parking that is proposed will comfortably accommodate the anticipated parking demands associated with the proposed padel facilities (with no occurrences of overspill car parking).
- 4.14 Secure cycle parking can be accommodated on-site or within Unit N. The provision of secure cycle parking is a matter that can be secured via an appropriate planning condition.
- 4.15 It is concluded that the development proposals are provided with a level of car parking that will fully accommodate anticipated car parking demands. It is concluded that the development proposals are provided with an appropriate parking strategy.

Servicing

- 4.16 It is anticipated that there will be relatively few trips associated with servicing, arising as a result of the proposed 'leisure' land use. All deliveries/servicing associated with the proposed 'leisure' land use will take place within the site.
- 4.17 It should be noted that the servicing demands arising as a result of the change of use are reduced when compared to the servicing demands associated with the established commercial / industrial land use. As such the development proposals provide an overall positive impact in respect to servicing.
- 4.18 It is concluded that the development proposals are provided with an appropriate servicing strategy.

5 Transport Impacts

- 5.1 The site covers an area of 5527 sqm (circa 0.55 hectares). The site includes a large commercial warehouse building (Unit N), which has a gross floor area (GFA) of 1335 sqm. The development proposals seek consent for the change of use of Unit N from a 'general industrial' land use to a 'leisure' land use. The development proposals would permit the building to be used in connection with padel.
- 5.2 To enable the transport impacts associated with the proposed change of use to be fully considered, an assessment of the traffic attraction associated with both the established and proposed land uses has been carried out. As the proposed 'leisure' use of the building (Unit N) will replace the established 'commercial/industrial' use, the net traffic impact has then been quantified, to identify any changes in traffic attraction arising as a result of the proposed change of use.
- 5.3 The TRICS database is an industry standard computer software package that is used to quantify the trip generation properties of various land uses. A TRICS based assessment has been carried out for the existing 'commercial/industrial' land use and the proposed 'leisure' land use. The assessment of these two development scenarios has been presented below.

Assessment of the Established (Baseline) Industrial Land Use

- 5.4 A TRICS assessment has been carried out to quantify the vehicular trips that are likely to be generated by the established commercial industrial use of the existing building (Unit N). The TRICS database has been interrogated and sites have been selected based on the following search criteria:
- Land Use: Employment
 - Sub Land Use: Industrial Unit
 - Site Operations: General Industrial (min 80%)
 - Location Types: Edge of Town, Neighbourhood Centre and Free Standing
 - Parameter Range: Up to 3000 sqm
 - Data Range: January 2012 onwards.
- 5.5 A copy of the TRICS outputs has been provided as **Appendix A**. A summary of the 'general industrial' trip rates and predicted trip generation (based on 1335 sqm of floor space) has been set out within the Table 5.1 below.

General Industrial Land Use	Arrivals	Departures	Total
Daily Trip Rate (per 100 sqm)	3.174	3.360	6.534
Total Daily Trips (1335 sqm)	42	45	87

Table 5.1 – Baseline vehicular trip attraction associated with the established 'industrial' land use

- 5.6 As can be seen from the above table, it is estimated that the established industrial use of the building (Unit N) would be anticipated to attract circa 42 arrival trips and 45 departure trips, across the course of a typical day. It is concluded that the existing building would be anticipated to attract circa 87 vehicular movements per day, if the building were to remain to be utilised for activities permitted under the established 'industrial' land use. This represents the 'baseline' levels of traffic attraction associated with the site that impacts (if any) should be measured against.

Assessment of the Proposed Development Scenario (Leisure)

- 5.7 Consideration has been given to the level of traffic that may reasonably be attributed to the proposed leisure land use. Whilst existing padel club sites are relatively new, it is considered that tennis clubs provide a comparable use when considering transport impacts.
- 5.8 The TRICS database is used to quantify the trip generation properties of various land uses. However, there are only a limited number of leisure sites available, with no padel clubs and only a few tennis club sites. Having interrogated the database a single suitable site, 'Aylesbury Lawn Tennis and Squash Rackets Club' has been found, which has been examined in greater detail.
- 5.9 The Aylesbury site represents a similar 'mixed sports/leisure' use and has broadly similar locational characteristics to the application site. The Aylesbury site accommodates 10 tennis courts, squash courts, cricket and hockey club and a bowls club. Nb. The site also includes a day care centre, but trips associated with this were excluded from the TRICS survey. The Aylesbury site has a site area of 3.6 hectares.
- 5.10 It is considered that the Aylesbury site provides a reasonable basis to estimate trips associated with the proposed padel courts, by applying an appropriate pro-rata adjustment to take account of the differences in the quantum of development (based on site area).
- 5.11 Accordingly, the TRICS site reference BU-16-A-01 / 01 (Aylesbury & District Sports Club) has been utilised for the purpose of quantifying the level of traffic associated with the proposed 'leisure' land use (padel courts). A copy of the TRICS outputs has been provided as [Appendix A](#).
- 5.12 A summary of the daily trips associated with the Aylesbury & District Sports Club is set out within Table 5.2 below. A pro-rata adjustment has been applied (based on site area) to estimate the level of vehicular trips that would be attracted to the development site. The estimated trip attraction for the development proposals are also identified within Table 5.2 below.

Land Use	Arrivals	Departures	Total
Sports Club (3.6 Hectares)	212	188	400
Padel Courts (0.55 hectares)	32	29	61

Table 5.1 – Vehicular trips associated with Aylesbury Sports Club and Proposed Padel Courts

- 5.13 As can be seen from the above table, it is estimated that the proposed padel courts would attract in the region of 61 vehicular trips across the course of a typical day (with 32 arrivals and 29 departures being identified), between the hours of 07:00 hours and 22:00 hours. Nb. The slight discrepancy in arrivals and departures may be attributable to some players departing after 22:00 hours (at which time the TRICS survey ended).
- 5.14 From the TRICS data it can be observed (as may be expected) that there are very few trips arising as a result of the proposed land use prior to 09:00 hours. Three peak periods have been identified with a morning peak (10:00-11:00 hours), lunch time peak (12:00-13:00 hours) and an evening peak (17:00-20:00 hours). There is a further peak in departure trips between 21:00-22:00 hours as players depart the site.
- 5.15 Transport impacts (vehicular trips) are at their highest during the 18:00-19:00 hours period (midway during the evening peak) where 6 arrival trips and 2 departure trips may be anticipated i.e. a total of 8 trips.
- 5.16 On the above basis, and allowing for some departure trips after 22:00 hours, it is broadly estimated that each padel court may attract circa 8 arrival and 8 departure trips, by car, per day, giving rise to an average of circa 16 trips per day per court.

Net Impact and Conclusions

- 5.17 To consider the net impact of the proposed change of use the above trip predictions, for the established industrial land use and the proposed leisure land use, have been compared. This comparison and the overall net traffic impact has been set out within Table 5.3 below.

Land Use	Arrivals	Departures	Total
Industrial Unit	42	45	87
Padel Courts	32	29	61
Net Impact	-10	-16	-26

Table 5.3 – Net Traffic Impact

- 5.18 It can be seen, from the table above, that the proposed change of use from the established 'industrial' land use to a 'leisure' land use, is anticipated to give rise to a material decrease in daily traffic attraction associated with the site.
- 5.19 It is concluded that the development proposals will give rise to an overall positive impact in respect to transport impacts and traffic attraction.

Road Safety Study

- 5.20 A review of injury accidents within the vicinity of the site has been undertaken. The road safety study that is set out below focuses on the entire length of Braydon Lane (including the site accesses) and its crossroads junction with Chelworth Road (including 200 metres either side of the junction). The extent of the road safety study area is presented as Figure 5.1 below.

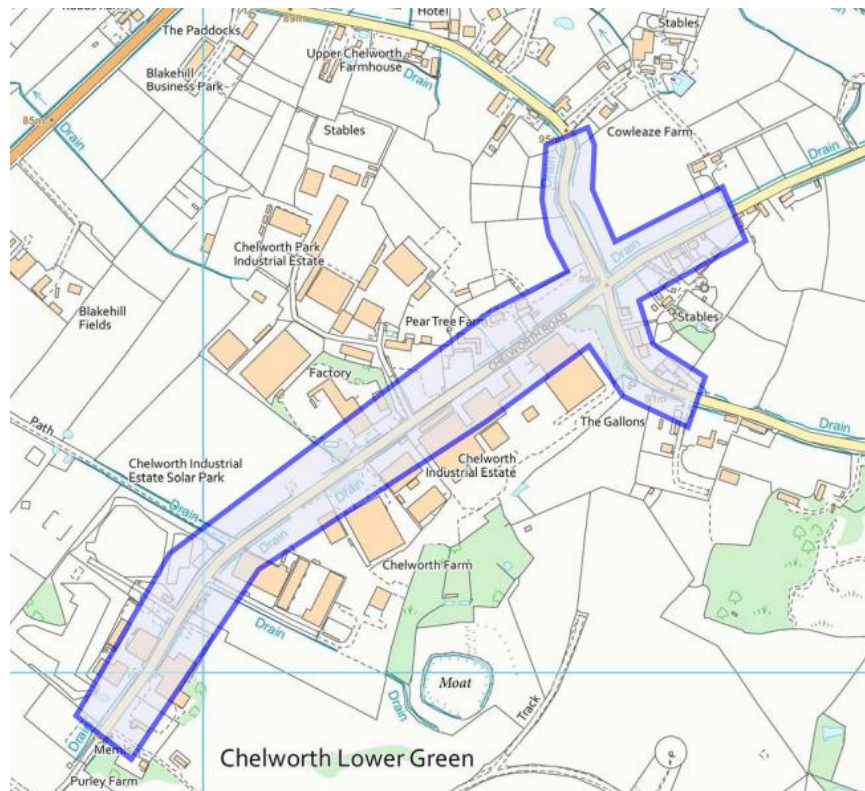


Figure 5.1 – Road Safety Study Area

- 5.21 Reference has been made to crashmap.co.uk, which has revealed that there appears to have been no recorded personal injury collisions (PICs) within the study area, within the most recently available 5 year period (2020-2024 inclusive).
- 5.22 No fundamental road safety issues associated with the highway network, that would be exacerbated by the development proposals, have been identified through examination of the available road safety records. It is concluded that the development proposals will not prejudice road safety within the neighbouring highway network.

Transport Impacts Summary

- 5.23 It is concluded that the development proposals will give rise to an overall positive impact in respect to transport impacts and traffic attraction associated with the site (with an identified material decrease in traffic attraction). It is concluded that the development proposals will not result in any negative impacts in respect to the operation of the site accesses or the wider highway network.
- 5.24 It is concluded that the traffic impacts associated with the development proposals will not prejudice the free flow of traffic or condition of road safety within the neighbouring highway.

6 Summary and Conclusions

- 6.1 This Transport Statement has been prepared by Vision Transport Planning on behalf of Padel People Limited (the Applicant). Vision Transport Planning has been commissioned to assess the highway and transportation implications associated with development proposals at Unit N, Chelworth Industrial Estate, Cricklade, Swindon, SN6 6HE.
- 6.2 The application site represents an existing commercial industrial site that is situated within an established industrial estate (Chelworth Industrial Estate). The site includes a large industrial warehouse building (Unit N) with associated areas of hardstanding and car parking.
- 6.3 This Transport Statement has been prepared to support a planning application that seeks consent for the change of use of the existing industrial building (Unit N) from a 'general industrial' land use to a 'leisure' land use. The development proposals would permit the building to be used in connection with padel (racquet sport). The development proposals include the provision of four padel courts (with three doubles courts and one singles court), which would be accommodated within the building, along with ancillary office, changing and toilet facilities.
- 6.4 Having assessed relevant matters relating to highways and transport it is concluded that:
- The proposed development is provided with an appropriate access strategy;
 - The development proposals are provided with a level of car parking that will fully accommodate anticipated 'future' car parking demands;
 - The development proposals are provided with an appropriate parking strategy;
 - The development proposals are provided with an appropriate servicing strategy;
 - The development proposals will give rise to an overall positive impact in respect to transport impacts and traffic attraction associated with the site (with an identified material decrease in traffic attraction);
 - The development proposals will not result in any negative impacts in respect to the operation of the site accesses or the wider highway network; and
 - The development proposals will not prejudice the free flow of traffic or condition of road safety within the neighbouring highway.
- 6.5 In summary it is concluded that the development proposals accord with the guiding principles of the NPPF and accord with relevant transport policy. On the basis of the assessment carried out it is clear that the proposals can be accommodated without detriment to the operation of the local highway network. As such, it is concluded that there is no reason why the development proposals should be resisted for reasons relating to highways or transport.

Appendix A
TRICS Outputs

Audit Code: 228846fc-9f9a-4bf9-a9db-d1f0139dc8d3

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: C - INDUSTRIAL UNIT

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

04	EAST ANGLIA		
	PB	PETERBOROUGH	1 day
06	WEST MIDLANDS		
	HE	HEREFORDSHIRE	1 day
09	NORTH		
	CU	CUMBERLAND	1 day
17	ULSTER (NORTHERN IRELAND)		
	TY	TYRONE	1 day

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

Audit Code: 228846fc-9f9a-4bf9-a9db-d1f0139dc8d3

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:	715 to 2600 (units:sqm)
Range Selected by User:	150 to 3000 (units:sqm)
Parking Spaces Range:	3 - 1378

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/12 to 03/06/25

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:

Friday	1 days
Thursday	2 days
Tuesday	1 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	3 days
Free Standing	1 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	2 days
Out of Town	1 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 Unknown	4 days
----------------------------	--------

Audit Code: 228846fc-9f9a-4bf9-a9db-d1f0139dc8d3

Secondary Filtering Selection:

Use Class:

Not Known

4 surveys

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:

0 - 1591

Population within 1 mile:

1,000 or Less

1 surveys

1,001 to 5,000

1 surveys

10,001 to 15,000

2 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

5,001 to 25,000

1 surveys

50,001 to 75,000

1 surveys

75,001 to 100,000

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

1 surveys

2.1 to 2.5

1 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.

Audit Code: 228846fc-9f9a-4bf9-a9db-d1f0139dc8d3

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

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

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

Audit Code: 228846fc-9f9a-4bf9-a9db-d1f0139dc8d3

1 BLACKDYKE ROAD CARLISLE KINGSTOWN IND. ESTATE Edge of Town Industrial Zone Gross floor area: 715.00 sqm Survey date: Friday 15/10/2021	CU-02-C-01	STEEL FABRICATION	CUMBERLAND Survey Type: Unknown
2 COLLEGE ROAD HEREFORD BURCOTT Edge of Town Commercial Zone Gross floor area: 1880.00 sqm Survey date: Tuesday 22/10/2013	HE-02-C-02	THERMAL PROCESSING	HEREFORDSHIRE Survey Type: Unknown
3 NEWARK ROAD PETERBOROUGH FENGATE Edge of Town Industrial Zone Gross floor area: 1772.00 sqm Survey date: Thursday 29/09/2022	PB-02-C-01	STEEL FABRICATOR	PETERBOROUGH Survey Type: Unknown
4 DRUM ROAD NEAR COOKSTOWN Free Standing Out of Town Gross floor area: 2600.00 sqm Survey date: Thursday 14/03/2019	TY-02-C-01	ELECTRICAL MOTOR COMPANY TYRONE	 Survey Type: Unknown

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
LC-02-C-05 30-06-2021	30-06-2021	covid

Audit Code: 228846fc-9f9a-4bf9-a9db-d1f0139dc8d3

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

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					
07:00-08:00	4	1742	0.517	0.230	0.747
08:00-09:00	4	1742	0.402	0.201	0.603
09:00-10:00	4	1742	0.316	0.230	0.546
10:00-11:00	4	1742	0.273	0.330	0.603
11:00-12:00	4	1742	0.359	0.273	0.632
12:00-13:00	4	1742	0.201	0.301	0.502
13:00-14:00	4	1742	0.330	0.373	0.703
14:00-15:00	4	1742	0.144	0.144	0.288
15:00-16:00	4	1742	0.201	0.316	0.517
16:00-17:00	4	1742	0.201	0.287	0.488
17:00-18:00	4	1742	0.144	0.517	0.661
18:00-19:00	4	1742	0.086	0.158	0.244
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			3.174	3.360	6.534

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 228846fc-9f9a-4bf9-a9db-d1f0139dc8d3

Parameter Summary:

Trip rate parameter range selected:	150 - 3000 (units: sqm)
Survey date date range:	22/10/2013 - 29/09/2022
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Vision Transport Planning Ltd 69 Lion Lane Haslemere

Licence No: 858401

Site Reference: BU-16-A-01
 Latitude/Longitude: 51.80634, -0.79758
 Land Use Type: 16 - MIXED/A - MISCELLANEOUS
 Region/Area: SOUTH EAST/BUCKINGHAMSHIRE
 Description: SPORTS CLUB
 Street: WENDOVER ROAD
 District:
 Town: AYLESBURY
 Post Code: HP21 9NJ
 Planning Authority:
 Location: Suburban Area (PPS6 Out of Centre)
 Location Sub Category: Residential Zone
 Use Class: n/a
 Population within 500m: 2400
 Population within 1 Mile: 20,001 to 25,000
 Population within 5 Miles: 75,001 to 100,000
 Car ownership within 5 Miles: 1.1 to 1.5

Public Transport Provision Summary

Day	Period	Total buses/trams within 400m	Total Trains within 1000m	Total Services
Monday-Friday	0700-1900	48		48
Monday-Friday	0700-1000	12		12
Monday-Friday	1600-1900	12		12
Saturday	0700-1900			
Sunday	0700-1900			

Is site associated with a travel plan: No
 If not, are there any plans to implement
 a Travel Plan in the future?
 Is survey data available before the
 implementation of the Travel Plan?
 Is the location of the site hilly or flat:
 Urban Regeneration:

No. of developments for this Site: 1
 No. of survey Days for this Site: 1

Comments

This site is located in a south-eastern suburban area of Aylesbury, off the A413, which heads north-west towards the town centre and south-east out of town. Other local routes head towards all parts of town. Residential developments are located to the east, west, and south of the site. There is also a school located to the north-west. There are 2 bus stops near the site, one on either side of the A413.

Bus (or tram) site accessibility

3. Is there at least 1 bus (or tram) stop within the site frontage or within 400m of the site frontage? : Yes
 5. If yes to question 3, are there at least 2 buses (or trams) per hour (per direction between 0700 and 1900) with routes serving significant areas of population within a 5 kilometre radius? (Mon-Sat): Yes
 6. If yes to question 5, what are the service characteristics? (please complete the outline information below)

Destination (town/area)	Number per hour	Approx. journey time
Wendover	2	17

11. Please enter general comments/views about the relevance, quality and importance of public transport services relating to this development.

Public transport provision at the weekend is not known.

Design features encouraging non-car modes

12. Pedestrians

None

13. Pedal cycles

There are shower facilities available in the clubhouse.

14. Public transport

There are bus stops right outside the site entrance with 2 buses per hour serving Aylesbury town centre and destinations to the south-east.

Site reference: BU-16-A-01
Trade name: AYLESBURY & DISTRICT SPORTS CLUB

Site area (h/a): 3.60

Open since 1900
Total Employees 5

Full Time Employees
Part Time Employees

Approximate % of total employees working
standard 9-5 hours or similar %

Approximate % of total employees working
from home (any amount) %

Name of nearest site
Distance to nearest similar site

OPENING TIMES (24 Hour format)

Mon to Thurs	08:00	to	22:00
Friday	08:00	to	22:00
Saturday	08:00	to	22:00
Sunday	08:00	to	22:00

Comments

This site consists of the Aylesbury Lawn Tennis and Squash Rackets Club (825m2 GFA), Foxhill Indoor Bowls (1,800m2), Aylesbury Cricket and Hockey Club (190m2), and Aylesbury Town Bowls Club (375m2). There is also a day care centre at the site. However, this has been excluded from the survey, as have trips to and from the centre. The complex is nominally open 24 hours per day. The tennis courts (10) have lights and the squash courts and indoor bowls facilities are covered. However, normal playing times are between 0800 and 2200 each day. Note that the Gross Floor Area of the site only includes the site building, and excludes outdoor courts etc. The tennis and squash club has a clubhouse and bar with a large function room. Private and group coaching is available. There are no full time employees at the site. The number of employees shown include a part-time tennis professional and part-time staff working at the bowls club. Bowls and tennis were the predominant activities taking place on the day of the survey. The Gross Floor Area of the site buildings is 3,190m2. There is no swimming pool at this site.

On-Site parking

Total no. of parking spaces 135

Number of spaces

Employee	21
Disabled	5
Visitor/Customer	109
OGV parking bays	0
Cycle racks	0
OGV loading bays	0
Parent & Toddler	0
Motorcycle spaces	0

Parking charges No

Comments about the management of the site car park, along with enforcement measures

There is a gate at the car park entrance. However, on the day of the survey it was not in use.

Site parking surface or non-surface (multi-storey/underground)

Surface

Off-Site parking details

Is there off-site parking available

Yes

Off-Site parking included in the counts

No

Free On-Street parking available nearby

Yes

Parking restrictions

Area subject to parking restrictions (controlled parking zone - CPZ)

No

Off-Street parking

Off-Street parking available NO

Park & Ride

Park & Ride Type Facility providing relevant means of accessing the site

No

Site reference: BU-16-A-01 Survey date: 08/07/04 Day of week: Thursday

Survey type: Manual Count
 AM weather: Mild and Cloudy
 PM weather: Mild and Cloudy

Initial car park occupancy: 1 Final car park occupancy: 25

BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Parking Capacity 59% (135 On-Site Spaces)

Data proportions in %

Motor cars	97	Motor cycles	0	Public service	0
Light goods	2	OGV (1)	1	OGV (2)	0
				Taxis	0

Servicing Vehicles count recorded No

Time	Arr 212	Dep 188	Totals 400	Parking Accum
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				
07:00-08:00	0	1	1	0
08:00-09:00	7	0	7	7
09:00-10:00	17	6	23	18
10:00-11:00	33	7	40	44
11:00-12:00	7	13	20	38
12:00-13:00	6	39	45	5
13:00-14:00	2	5	7	2
14:00-15:00	3	3	6	2
15:00-16:00	5	4	9	3
16:00-17:00	13	6	19	10
17:00-18:00	40	9	49	41
18:00-19:00	39	15	54	65
19:00-20:00	31	17	48	79
20:00-21:00	5	15	20	69
21:00-22:00	4	48	52	25
22:00-23:00				
23:00-24:00				

Comments

No PSV's or taxis entered or exited the site during this survey.

There are no OGV parking spaces/loading bays at the site. All OGV's visiting the site park in the general parking area.

The difference in total arrivals and departures can be explained by the fact that this site is 24-hour in nature. Also, more people would have left the site after 2200, making the total figures more evenly balanced.

Site reference:BU-16-A-01

Survey date: 08/07/04

Day of week: Thursday

Vehicles surveyed: OGV

Data proportions in %

OGV (1)100

OGV (2)0

1 occupant per OGV is assumed, and included in the vehicle occupants count

Time	Arr 2	Dep 2	Totals 4	Accumulation
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				
07:00-08:00	0	0	0	(0)
08:00-09:00	1	0	1	(1)
09:00-10:00	1	2	3	(0)
10:00-11:00	0	0	0	(0)
11:00-12:00	0	0	0	(0)
12:00-13:00	0	0	0	(0)
13:00-14:00	0	0	0	(0)
14:00-15:00	0	0	0	(0)
15:00-16:00	0	0	0	(0)
16:00-17:00	0	0	0	(0)
17:00-18:00	0	0	0	(0)
18:00-19:00	0	0	0	(0)
19:00-20:00	0	0	0	(0)
20:00-21:00	0	0	0	(0)
21:00-22:00	0	0	0	(0)
22:00-23:00				
23:00-24:00				

Site reference:BU-16-A-01Survey date: 08/07/04Day of week: Thursday

Vehicles surveyed: Cycles

Time	Arr 6	Dep 6	Totals 12	Accumulation
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				
07:00-08:00	0	0	0	(0)
08:00-09:00	0	0	0	(0)
09:00-10:00	3	0	3	(3)
10:00-11:00	0	0	0	(3)
11:00-12:00	0	3	3	(0)
12:00-13:00	1	0	1	(1)
13:00-14:00	0	1	1	(0)
14:00-15:00	0	0	0	(0)
15:00-16:00	0	0	0	(0)
16:00-17:00	1	0	1	(1)
17:00-18:00	0	0	0	(1)
18:00-19:00	1	0	1	(2)
19:00-20:00	0	0	0	(2)
20:00-21:00	0	0	0	(2)
21:00-22:00	0	2	2	(0)
22:00-23:00				
23:00-24:00				