

Planning Registration Team, Wiltshire Council
Our reference: 26024.cb
31st March 2026

Dear Sir or Madam

Full Planning Application: Unit 21 Woodland Industrial Estate, Westbury BA13 3QS
Description: Change of use from mixed-use (Use Classes B8 and E[g]) to proposed mixed-use comprising: Use Classes (B8 and E [d, e & g])

1.0 Introduction

PlanningSphere are instructed by HPH Ltd, who are the freehold owners of the Woodland Industrial Estate, to submit a change of use planning application to widen the mix of uses to maximise the prospects for finding an occupier for the vacant application site. The full planning application submission comprises the following information:

- Application Fee: £588.00 plus Planning Portal administration fee £85.00
- Site Location Plan: AMA
- Existing Site Plan: AMA
- Existing Parking Plan Unit 21: AMA
- Existing Floor Plan: Simply Plans Ltd
- Planning Cover Letter: PlanningSphere

2.0 Relevant Background Information

(i) Site Description and Location

The application site comprises Unit 21 of the Woodland Industrial Estate, which measures 143 sqm. Unit 21 is a mid-terraced ground floor unit forming part of a rank of Units Nos. 17-25.

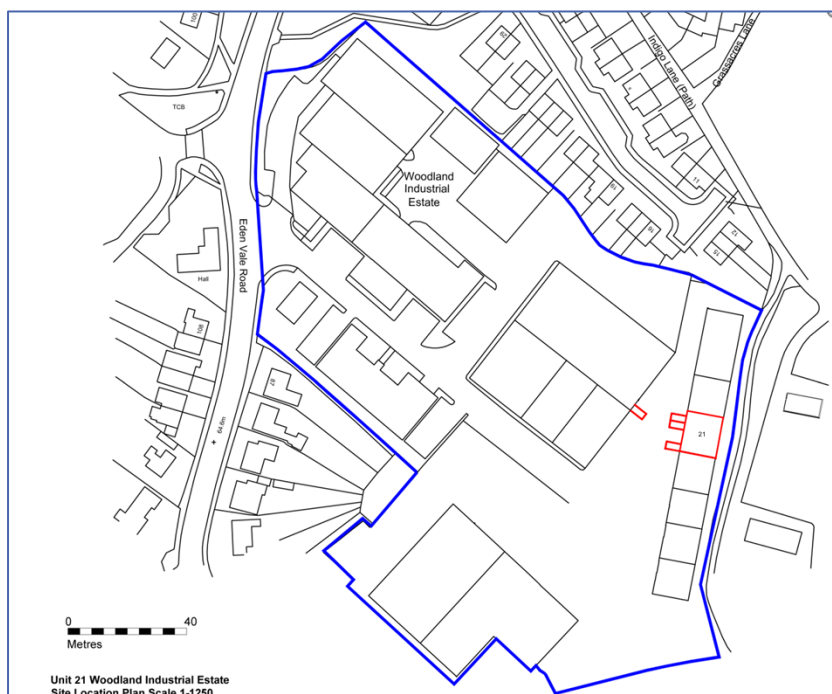


Figure 1. Extract from Site Location Plan and Block Plan



Figure 2. Drone Photograph of the application site – Unit 21 is located in the rank of buildings in the foreground. NB. this photograph predates the white lining of parking spaces on the site.



Figure 3. External view of Unit 21 (March 2026)



Figure 4. Internal view of Unit 21 (March 2026)

(ii) Site Accessibility

Unit 21 forms part of the established Woodland Industrial Estate which is centrally located within the Westbury built-up area. The Unit is approximately 550m from the town centre (High Street) with most if not all of the Westbury built-up area being within a 2km walking distance. This is typically taken as representing the desirable maximum distance for regular trips on foot and identifies that walking to and from the Industrial Estate and Unit 21 is a genuine travel choice for most residents of the town. Walking trips to the Industrial Estate are further encouraged through the provision of street lit footways and interconnecting Public Rights of Way.

The maximum day to day cycling distance is typically taken to be 5km although Local Transport Note 1/20 identifies that an 8km distance is not uncommon. The conservative 5km distance covers all the residential areas of Westbury and extends to include Westbury Leigh, Upton Scudamore, Dilton Marsh, Chapmanslade and Hawkeridge. The Westbury Cycle Map available through the Council's 'Connecting Wiltshire' website identifies formal cycle paths through the Westbury Leigh area of the town and a network of other recommended on-road cycle routes in the vicinity of the Industrial Estate. Opportunities to access Unit 21 by cycle are therefore good.

Public transport availability in the immediate vicinity of the site is limited to the No.45A and 45B Westbury Town Services which run 5 to 6 buses primarily in the mornings and early afternoons. The main bus services through Westbury and serving other local towns and villages operate via Station Road, Haynes Road and Warminster Road with the nearest stops to the Industrial Estate being on Warminster Road approximately 800m (10 minutes) walk from Unit 21. The D1 Bath to Warminster service via Bradford on Avon, Trowbridge and Westbury provides an hourly frequency in both directions from these stops with the No.47 Westbury to Frome service also providing an hourly frequency in both directions. Rail services are available from Westbury Railway Station which is approximately 1.75km walk from Unit 21 with frequent trains serving a large number of local towns together with destinations further afield.

(iii) Existing Parking provision

Unit 21 benefits from 4 allocated car parking spaces. Reference to the Wiltshire Car Parking Strategy document identifies that the maximum parking provision for the existing Class B2 / B8 land use would be 1 space per 30m² so 5 spaces overall. The actual parking provision is therefore slightly less than the maximum allowed and operationally has been found to be an appropriate level of provision given the small size of the unit and the previous leaseholders. The allocated spaces are shown in the Parking Provision Plan.

(iv) Existing Lawful Use Planning History

Unit 21 has an established lawful use falls into Class B8 and E (g) (formerly Class B1) of the Use Classes Order following formation of estate in the early 1980s.

There is no planning history relating solely to Unit 21. However, the planning history table below records a decision relating to the adjacent Unit 20, Unit 11b, Unit 16 and 1981 decision that related to the whole estate.

Reference	Description	Decision
18/03840/FUL Unit 20	Change of use from Class B1/B8 to dual Class B1/B8 and D2 Use	Permitted 15.06.2018

18/04023/FUL Unit 16	Change of use from Class B1/B8 to dual Class B1/B8 and sui generis (vehicle repair workshop)	Permitted 21.06.2018
17/08921/FUL Unit 11b	Proposed change of use from Class D1 (children's activity centre) to a flexible Class B1 / Class D1 use	Permitted 23.10.2017
W/81/00839/HIS Site Wide	6-10 Holdaways Yard - Conversion of open sheds to small industrial units	Permitted 1981

3.0 Summary of Proposals

(i) Estate Background

Following acquisition of the Woodlands Industrial Estate in November 2017, a program of investment and progressive improvement to site-wide infrastructure and enhancement and re-use of individual buildings has been being undertaken by HPH. In common with many other industrial estates, there is a diverse range of occupiers expanding beyond the traditional B Classes. The Council have taken a pragmatic view and the planning history documents precedent for permitted leisure and health care uses on the estate.

(ii) Proposed flexible uses

Unit 21 is now vacant. The applicant's agents have advised that a change of use should be sought to widen the range of permitted uses to include the Existing Class B8 (storage and distribution) and E (g) (light industrial) to include indoor leisure and health care uses – Class E (d and e) sub classes so as to maximise the prospects for letting and bringing the building back into beneficial use. The applicant is currently dealing with an enquiry from a prospective martial arts occupier, however, the terms that have been agreed are subject to the grant of planning permission.

For the avoidance of doubt, the following mix of uses are proposed:

- Class B8 Storage and Distribution
- Class E (d) indoor sport, leisure and fitness
- Class E (e) medical or health services (NB. for visiting members of the public)
- Class E (g) office, R & D, or light industrial use

4.0 Planning Policy

The statutory development plan comprises the Wiltshire Core Strategy (2015); the Wiltshire Housing Site Allocation Plan (2020); and the Westbury Neighbourhood Plan (2024).

Applicable WCS policies include: Policy 35 – Existing Employment Land; and Policy 61 Transport and Development.

One of the objectives (No.7) of Westbury Neighbourhood Plan states: "To support the retention and growth of local businesses, ensuring there is a sufficient provision of appropriate workspaces to attract a range of businesses".

Applicable National Planning Policy is set out in NPPF includes paragraphs: 11c; 85; 87; and 116.

5.0 Planning Assessment

(i) Principle of Development

The principle of widening the range of prospective uses has been established on the Woodlands Industrial Estate, as documented in the planning history set out above. The proposed range of additional uses, i.e. Class E (d and e), are commonly found on industrial estates throughout the county and indeed nationally. The full range of proposed range of uses is fully aligned with the statutory development and national planning policy.

(ii) Transport considerations

Reference to the Wiltshire Car Parking Strategy document identifies that the maximum parking provision for the existing Class B2 / B8 land use would be 1 space per 30m² so 5 spaces overall. The actual parking provision of 4 No. spaces is therefore slightly less than the maximum allowed. However, this level of provision has been found to be an appropriate level of provision given the small size of the unit and the previous leaseholders.

The proposed widening of the range of permitted uses to Use Class E (d and e) will allow for indoor sport and health care uses. Noting the interest from a prospective martial arts studio, the Wiltshire Car Parking Strategy identifies a maximum parking provision of 1 space per 2 players plus 1 space per 5m². Based on an assumed 20 people within the unit at any one time (robust based on the potential leaseholder's business plan) the maximum car parking provision would be 39 spaces. This is clearly excessive given the small size of the unit, only 20 active participants and there being no spectators or similar.

As noted above, Unit 21 is in an accessible location which offers future users the opportunity to access it by sustainable modes of travel. This in turn serves to reduce the number of car related movements and the associated demand for car parking. Completion of the standard Accessibility Assessment contained within the Wiltshire Car Parking Strategy does not in itself justify any reduction in the maximum parking provision however, in practice, the accessibility is such that a reduction in parking is considered appropriate.

The proposed martial arts studio will provide group sessions Monday to Friday between 18:00 and 20:00 with up to 20 people being within the unit at any one time. Individual and small group instruction will also be undertaken at weekends but strictly by appointment only to limit the numbers attending. These hours of operation are generally outside of the more conventional '9 to 5' operating hours of the other businesses within the adjacent units and the wider Industrial Estate. The manager of the martial arts business and other members of staff may occasionally visit the unit during the day while the adjacent units are occupied with the existing 4 No. parking spaces allocated to Unit 21 being appropriate for this limited parking demand. Otherwise, and in addition to the spaces allocated to Unit 21, those attending the group sessions will be able to make use of the parking spaces available elsewhere within the eastern part of the Industrial Estate. Many if not all of these spaces will be vacant when the group sessions take place in the evenings and at weekends. This is an effective 'shared use' of the existing parking provision with no adverse implications on the adjacent units or their occupiers.

There are also communal parking spaces within the wider Industrial Estate comprising 1 formal visitor space and 4 No. electric vehicle charging spaces. These existing communal spaces are very unlikely to be in use by other unit holders during the evening and at weekends allowing them to be used by Unit 21 should they be required. This further expands the parking options available.

In summary, post permission, Unit 21 would benefit from 4 No. allocated car parking spaces, access to 1 No. visitor space and 4 No. EV charging spaces during the evenings and at weekends (peak demand from the intended use), together with shared use of any unoccupied space within the eastern part of the Industrial Estate again during the evenings and at weekends. This is summarised on the following extract from the site wide parking allocations plan and is considered appropriate for the proposed indoor sport use.

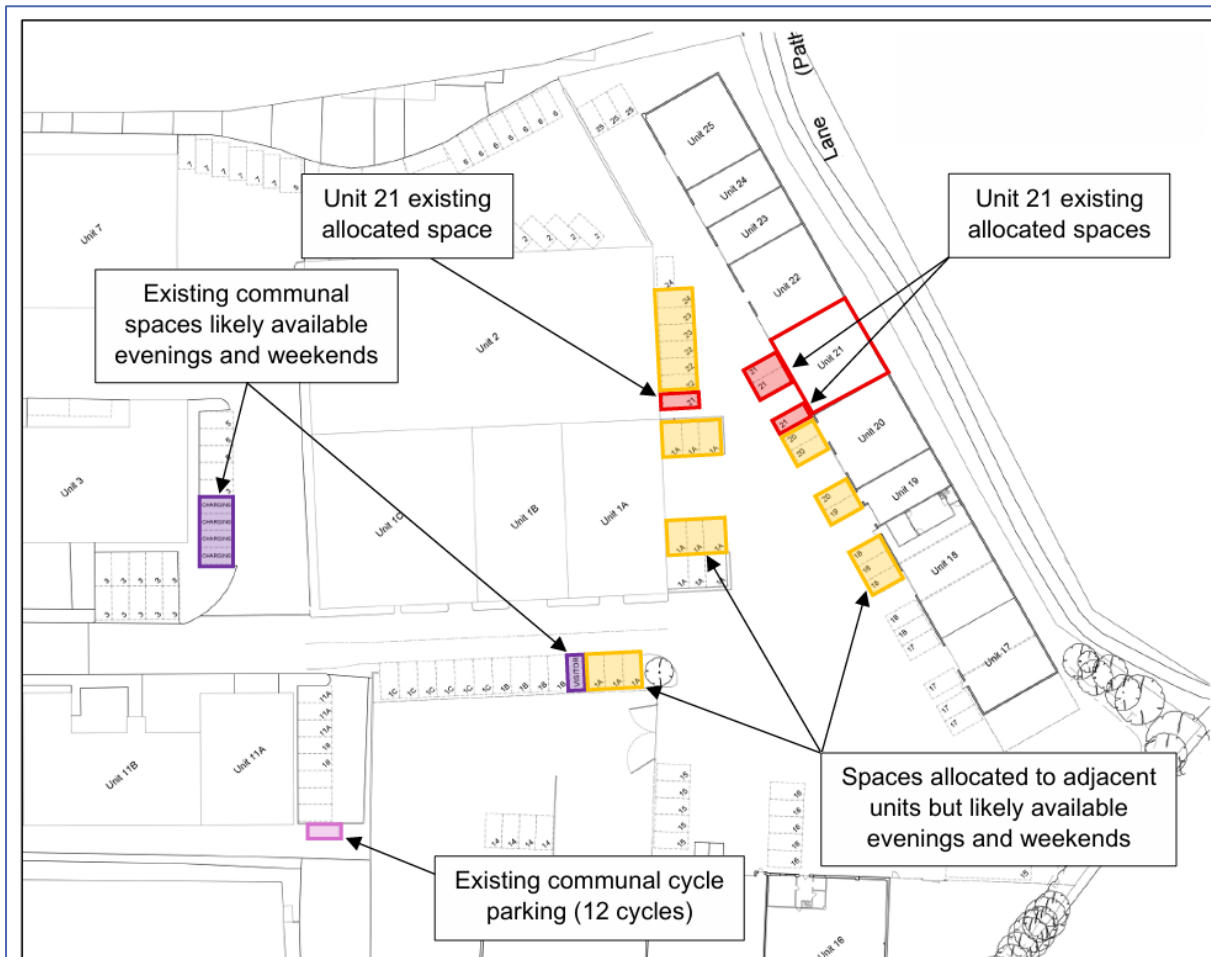


Figure 5. Annotated Parking Plan

It is noted that a Class E land use could also allow the unit to be used as offices or for a medical / health related use. The small floor area of Unit 21, its uninsulated built form and large roller door access are such that these other types of Class E land use would clearly not be practical and very unlikely to occur. Further consideration of their potential parking requirements is therefore considered unnecessary.

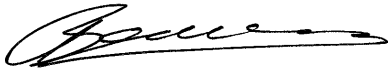
The Wiltshire Cycling Strategy does not identify a definitive requirement for cycle parking for indoor sports. There is however a covered communal cycle shed with 6 Sheffield stands (12 cycles) located next to Unit 11A and approximately 100m walk from Unit 21. This cycle parking is unlikely to be used by the other units within the Industrial Estate during the evenings and at weekends when the coaching sessions will be held. As such cyclists associated with Unit 21 will be able to make use of this existing facility should they wish to do so. Additional cycle parking specifically for Unit 21 is not considered necessary.

On this basis, the proposal is considered to be compliant with the Council's maximum car parking standards and WCS Policy 61 and NPPF Paragraphs 115 and 116.

5.0 Conclusion

In the interest of maximising the prospect of bringing the vacant application building back into beneficial use, the Council is respectfully requested to grant planning permission in accordance with the proposed description, applicable development plan policies and the NPPF.

Yours faithfully



Chris Beaver

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