

Highway Development Management Consultation Response

Planning Application Ref: PL/2026/01432

Site Address: Unit N Whitehall Site, Chelworth Industrial Estate, Chelworth Road, Cricklade, SN6 6HE.

Proposal: Change of use from classes E(g) (iii), B2 and B8 of the Town & Country Planning Act 1987 Use Classes Order (as amended) to a proposed mix use comprising classes E(c) to E(g), B2 and B8 of the Town & Country Planning Act 1987 Use Classes Order (as amended), to facilitate the use of the building for indoor sport and recreation.

Date of Consultation Response: 15/04/2026

I refer to the above planning application dated 17/03/2026 seeking permission for the change of use from classes E(g) (iii), B2 and B8 of the Town & Country Planning Act 1987 Use Classes Order (as amended) to a proposed mix use comprising classes E(c) to E(g), B2 and B8 of the Town & Country Planning Act 1987 Use Classes Order (as amended), to facilitate the use of the building for indoor sport and recreation.

The site is located with existing access points onto Braydon Lane, an unclassified section of public highway subject to a speed limit of 60mph. There are two points of access onto Braydon Lane, known as Gate 1 and Gate 2. Gate 1 access is currently used to for servicing and Gate 2 is the main access to the buildings and car parking.

The proposals seek a change of use for 1335sqm of mixed-use E(g) (iii), B2 and B8 to a proposed mix use comprising classes E(c) to E(g), B2 and B8. There are no proposals to alter either access with the public highway onto Braydon Lane. I would consider that the proposed main access point, referred to as Gate 2, would be suitable for any increase in traffic generation which could occur as a result of the change of use, some of the proposed use classes which fall within the E Classification meet the threshold for either a Transport Assessment (TA) or Transport Statement (TS).

- Class E (c): Financial and Professional Services would require a Transport Statement for any floor area above 1000sqm.
- Class E (d): Indoor sport, leisure and fitness would require a Transport Statement for floor areas between 500sqm and 1500sqm.
- Class E (e): Medical or Health services would require a Transport Assessment for floor areas above 1000sqm.
- Class E(f): Creche, Day Nursery or Day Centre would require a Transport Assessment over 1000sqm.
- Class E (g): Office, R&D, or light industrial use would require a Transport Statement for floor areas above 1500sqm.

The application form details that there are currently 20 vehicle parking spaces on site. The parking provision should be assessed against the proposed use classes and the maximum standards for each use class, which I have detailed below with specific reference to the disclosed floor area.

- Class E (c): Financial and Professional Services would require a maximum provision of 1 space per 30sqm.
- Class E (d): Indoor sport, leisure and fitness would require a maximum provision dependant on the type of facility but generally 1 space per 22sqm.
- Class E (e): Medical or Health services would require a maximum provision of 5 spaces per consulting room.

- Class E(f): Creche, Day Nursery or Day Centre would require a maximum provision of 2 spaces per 3 staff for staff, 1 space per 7 staff for visitors and 1 space per 12 pupils for parents.
- Class E (g): Office, R&D, or light industrial use would require a maximum provision of 1 space per 30sqm.
- B2: General Industry would require a maximum of 1 space per 50sqm (with a minimum provision of 8 spaces for development over 500sqm).
- B8: Storage and Distribution would require a maximum of 1 space per 200sqm (with a minimum provision of 8 spaces for development over 500sqm).

A TS has been submitted with the application which details the use as that of leisure use; however the application covers a much broader range of uses within the E class proposed change of use. It is accepted that any proposed B class uses would not alter the way in which the site is currently used and therefore this would not require further assessment in that regard. It should however be noted that two of the proposed use classes under class E fall within the scope of a Transport Assessment being required. Whilst the proposed end use would be that of a leisure use under Class E(d), the application does include for E(e) and E(f) which would require the submission of a Transport Assessment and Travel Plan dependant on the staff numbers for the medical use, and all school developments (including nurseries) require a Travel Plan.

When considering the proposed end use as stated within the TS, the submission of a Transport Statement is appropriate, however as mentioned above, the use classes applied for do cover a broader range of uses which would have different requirements for assessment and could have a more significant impact on the public highway in terms of trip generation. Therefore, it should be noted that any permission should restrict to the use class not including the higher intensity uses, unless a Transport Assessment is submitted to cover the additional use classes.

Should the use class be restricted to not include the higher intensity uses then I would make the following comments on the submitted TS.

The TS discusses the transport policy applicable to the proposals, the existing highway conditions identifying the surrounding highway network, the development proposals for the Padel Courts, of which there are 4 proposed with 3 doubles courts and 1 singles court and the access arrangements which would remain unaltered.

Car parking demand has been assessed utilising a demand profile calculated using the TRICS database through the arrival/departure profile, this shows that the proposed vehicle parking provision would be suitable to accommodate the needs of the site for the specified use. The TS states that there would be 21 vehicle parking spaces, 16 of which would be for patrons and 5 for staff, however this does not align with the detail on the application form which states 20 proposed spaces. Cycle parking is briefly discussed, and it is stated that this can be secured by condition. It is clear that the parking provision proposed either within the application form or TS would accommodate the needs for the leisure use proposed, however the exact number of spaces should be clarified, the plans submitted show the 21 spaces also, and therefore I am inclined to believe that 21 spaces would be provided.

The traffic generation for the site has also been looked at from a net impact over the existing (fallback position) use as a B2 General Industrial. This has been compared to the proposed use within the Class E(d) for the leisure use and demonstrates a decrease in exiting trip generation anticipated through the proposed use. It is however not taking into account any other proposed use classes which fall within the application and as such it would be considered that other E classes would be a higher vehicle generator in terms of peak trips on the network. It is therefore unclear if this would have an adverse operational impact on the

surrounding highway network and whether there would be a requirement to assess capacity on the network as a result of the proposals.

Personal Injury Collision data has also been interrogated and show that there have been no recorded incidents in the 5-year period obtained for assessment area specified within the TS. The data would not suggest that the proposals would have an adverse impact in terms of highway operation.

If the site is to be considered acceptable in terms of capacity on the network, then there is either a requirement to provide a Transport Assessment to cover all use classes proposed or the use will be required to be restricted to not include those use classes which will require further assessment in terms of parking provision and highway network capacity/trip generation.

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