

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(d), 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: 19/05/2026

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(d), 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 description has been altered to clarify the use class and omit the broad range of E class being applied for as well as confirmation of parking provision for vehicles within the site.

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(d), 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. Use class E(d) meets the threshold for a Transport Statement (TS) as the specified floor area is within the 500sqm-1500sqm range.

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 (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 (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. 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

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. Cycle parking is briefly discussed, and it is stated that this can be secured by condition. It is clear that the parking provision proposed would accommodate the needs for the leisure use proposed.

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 existing trip generation anticipated through the proposed use.

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, especially considering that the anticipated traffic generation of the proposals would be lower than that generated by the existing site use.

It is therefore now considered that the proposals would not be of detriment to the surrounding highway network and as such no highways objection should be raised subject to the following condition:

PARKING (CYCLE) DETAILS REQUIRED

No development shall commence on site until details of secure covered cycle parking and changing and/or shower facilities have been submitted to and approved in writing by the Local Planning Authority. The submitted details shall accord with dimensions, access, location, design and security principals laid out in Appendix 4 of Wiltshire's LTP3 Cycling Strategy. These facilities shall thereafter be provided in accordance with the approved details and made available for use prior to the first occupation of the development hereby permitted and shall always be retained for use thereafter.

REASON: To ensure that satisfactory facilities for the parking of cycles are provided and to encourage travel by means other than the private car.

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

HighwaysDevelopment@Wiltshire.gov.uk