

Technical Note

Project: Chippenham Unit 4C S73

Subject: S73 Technical Note

Client:	Huber UK & Ireland Limited		
Project No:	10454	Version:	C
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Date:	12/06/2026	Approved:	JW

I Introduction

I.1 Overview

- 1.1.1 This note has been prepared on behalf of Huber UK & Ireland Limited (Huber Technology) for a Section 73 application, following grant of planning permission (ref: PL/2024/07156) for the *'Erection of two units falling within Use Class B8 (storage and distribution) and two units falling within flexible Use Class B2 (general industrial) / Use Class B8 (storage and distribution) / Use Class E(g)(iii) (industrial processes), together with parking, strategic landscaping and ancillary development'* at Indurent Park Chippenham (IPC).
- 1.1.2 The application was approved in 2025. This note has been prepared to justify an application under Section 73 of the Act to vary Condition 2 of the approved drawings and Condition 10 relating to the Gross Floor Area (GFA) of Unit 4C.

I.2 Planning Context

Indurent Park Chippenham

- 1.2.1 Planning permission (ref: 17/03417/OUT) was approved in 2018 for the development of land south of the B4122, Chippenham, comprising B8 (storage and distribution) use classes with a total gross floor area (GFA) of up to 1m ft² (92,903m²). That site was referred to as 'Chippenham Gateway' and was marketed as St. Modwen Park Chippenham (SMPC). The site is now referred to as Indurent Park Chippenham.
- 1.2.2 Access to the main IPC site is achieved via the southern arm of the roundabout that was built to serve the wider site. The principal means of access to the site is therefore already established. The site is operational and is partly built-out.

Unit 4

- 1.2.3 Full planning permission was sought in 2024 and subsequently approved in 2025 for Unit 4 at IPC which would be split into 4 units numbered 4A-4D. Units 4A and 4C would seek flexible B2 (General Industry), E(g)(iii) (Industrial Processes) and B8 (storage and distribution) use classes with units 4B and 4D retained as B8 use classes. This would result in a reduction to the total GFA of the entire IPC site to 90,395 sqm. This application was accompanied by a Transport Statement (TS) prepared by PJA.
- 1.2.4 The development proposals for the standalone Unit 4 comprised the following (in line with approved site layouts submitted with the 2024 application):
- Two units of flexible use class B2/B8/E(g)(iii) comprising:
 - Unit 4A (2,174 sqm)
 - Unit 4C (3,714 sqm)
 - (total 5,888 sqm)
 - Two units of use class B8 comprising:
 - Unit 4B (6,374 sqm)
 - Unit 4D (7,684 sqm)
 - (total 14,058 sqm)

1.3 Proposed Development

- 1.3.1 To meet the occupier's (Huber) requirements, changes are proposed to the internal arrangement of Unit 4C. This would increase the size of the first floor, within the same overall building footprint. Overall, the GFA would increase by 226sm, from 3,714sqm to 3,940sqm.
- 1.3.2 The 2024 application proposed 42 parking spaces for Unit 4C. A slight reduction is proposed, by one space to 41 spaces. A site layout is included in **Appendix A**.

1.4 Proposed Occupier

- 1.4.1 The site is proposed to be occupied by Huber Technology, a company that provides machinery and plants for the treatment of waste water. Huber Technology is a multi-national company, with its UK base in the Bumpers Farm Industrial Estate, Chippenham.
- 1.4.2 Huber Technology plans to relocate its Chippenham operations to Indurent Park Chippenham, and will be subject to a 15-year lease for Unit 4C.

2 Trip Generation

2.1.1 This section sets out the methodology for deriving trip rates and trip generation for the proposed Unit 4C and the impact of this in relation to the wider IPC site.

2.2 Vehicle Trip Generation – Unit 4C

2.2.1 Within the TS for the Units 4A-4D application, trip rates for the flexible B2/B8 land uses were calculated using TRICS (V7.11.1) for B2 land uses as these are typically higher and therefore provide a robust assessment. The following parameters were used and are outlined in Table 1:

- Land Use - 02/D – Industrial Estate
- Sites – All excluding sites in Greater London or Ireland
- Size – 10,000 – 30,000 sqm
- Areas – Edge of Town, Free Standing
- Survey Days - Monday – Friday surveys
- Filtering - Excluding Covid Surveys

Table 1: Agreed Unit 4C Trip Rates

Trip Rate (per 100sqm)	AM Peak (08:00-09:00)			PM Peak (17:00 - 18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Cars / Light Vehicles	0.529	0.237	0.766	0.238	0.541	0.779
HGVs	0.036	0.012	0.048	0.008	0.011	0.019

2.2.2 Using the trip rates above, Table 2 outlines the consented trip generation for Unit 4C, the proposed trip generation based on the increase in GFA as part of the development proposals, and the net change between the two.

Table 2: Existing and Proposed Unit 4C Trip Generation

	AM Peak (08:00-09:00)			PM Peak (17:00 - 18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Consented Unit 4C (3,714 sqm)						
Cars / Light Vehicles	20	9	28	9	20	29
HGVs	1	0	2	0	0	1
Total	21	9	30	9	20	30
Proposed Unit 4C (3,940.08sqm)						
Cars / Light Vehicles	21	9	30	9	21	31
HGVs	1	0	2	0	0	1
Total	22	10	32	10	22	31
Net Change						
Cars / Light Vehicles	1	1	2	1	1	2
HGVs	0	0	0	0	0	0
Total	1	1	2	1	1	2

* Values subject to rounding

2.2.3 Table 2 demonstrates that the proposed changes to GFA of Unit 4C will see a minimal change in trip generation. There is no anticipated change in HGVs, and light vehicles will increase by two total two-way movements in the AM and PM peaks.

2.3 Comparison to Wider IPC Site

2.3.1 The trip generation methodology applied within the SMPC application (now IPC) for B8 uses was as follows:

- Vehicle trip rates from a comparable B8 development site (Triangle Site, Swindon, Ref: S/05/830) were used to identify the total trip generation. These trip rates were formally used by Peter Brett Associates (now Stantec) in April 2017, upon agreement with NH, to estimate the trip generation for IPC.
- The Triangle Site, Swindon, has a Gross Floor Area of approximately 1,500,000 m², of which approximately 80% was understood to be B8 at the time of writing the TA for IPC.

- Given that land use at Unit 4 is the same as land uses at IPC, the trip rates are also deemed suitable for calculating trip generation data for Unit 4.
- The average split of vehicles (Car, LGV, OGV1 and OGV2), as provided in the TA, was sourced from TRICS surveys of similar B8 sites, and has been applied to the total vehicle trip generation.
- The vehicle splits were then combined to identify vehicle trips associated with employees and the operational elements on-site.

2.3.2 Subsequent trip generation for the SMPC 2018 consent (using the above methodology) is shown in Table 3. The table also shows trip generation for the redesigned site accounting for flexible uses within Unit 4 (2024 application using a blend of the above methodology and TRICS), and the redesigned site accounting for the proposed slight changes to Unit 4C.

Table 3: IPC Trip Generation

	AM Peak (08:00-09:00)			PM Peak (17:00 - 18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Consented 2018 SMPC site (92,903sqm)						
Other	111	46	158	65	139	204
HGVs	74	37	111	37	93	130
Total	186	84	269	102	232	334
Redesigned 2024 SMPC Site (90,406sqm)						
Other	133	56	189	73	159	232
HGVs	70	35	104	34	85	119
Total	202	91	293	107	244	351
Redesigned SMPC Site Accounting for S73 Changes to Unit 4C						
Other	134	57	190	74	160	234
HGVs	70	35	104	34	85	119
Total	204	91	295	108	245	353

* Values subject to rounding

2.3.3 Table 3 demonstrates that when compared to the wider SMPC (later IPC) site, the increases in trip generation to account for the redesigned Unit 4 were minimal, and the TS concluded that this would have a negligible impact on the capacity of the local highway network. These conclusions were approved.

2.3.4 The changes to Unit 4C increase the trip generation by 2 light vehicles in the AM and PM peaks, which is not considered to be a significant increase. There is no increase in HGV trips. It is therefore considered that the impact of the proposed changes to Unit 4C will continue to be negligible in line with previous conclusions.

3 Parking

Proposed Parking

- 3.1.1 This section justifies the proposed level of parking in relation to the proposed use of the site and staffing patterns. The increase in GFA for Unit 4C is not accompanied by an increase in parking spaces. It is proposed to provide 41 car parking spaces, including two disabled bays and associated electric vehicle charging.

Standards

- 3.1.2 Car parking standards provided within the Wiltshire Local Transport Plan Car Parking Strategy 2011-2026 are outlined in Table 4.

Table 4: Parking Standards

Land Use Class	Land Use	Maximum Standard
B2: General Industry	General Industry	1 per 30m ² (less than 235m ²), 1 per 50m ² (min. 8 above 235m ²)
B8 Storage and Distribution	Storage and Distribution	1 per 30m ² (less than 235m ²) 1 per 200m ² (more than 235m ² , minimum 8)

- 3.1.3 The subsequent required parking spaces for Unit 4C are outlined in Table 5, based on a B2 land use.

Table 5: Parking Requirements

GFA (sqm)	Total Car Parking Spaces	Requirement (B2)
3,714 (consented Unit 4C)	41	74
3,940 (proposed Unit 4C)		79

- 3.1.4 Table 5 demonstrates that both the consented and revised Unit 4C total parking standards fall short of the requirement for B2 uses. Notwithstanding, the Car Parking Strategy notes under Policy PS4:

“The actual parking provision for new developments will be negotiated between the council and developers taking account of a range of issues including the accessibility of the development, mix of land uses, ancillary uses, scale of development, approach to design, availability of and opportunities for public transport use, local car ownership levels and opportunities for sharing parking.”

Justification

Staff Working Patterns

- 3.1.5 A schedule of staff for Huber Technology for the latest 12-month period shows that there are 43 staff who work at the existing premises at the Bumpers Farm industrial estate in Chippenham.
- 3.1.6 The schedule demonstrates that staff at the existing business work shifts (Monday-Friday) with a range of start and end times. Staff work either in the office, workshop or warehouse. As demonstrated in Table 6, throughout the week there are several instances where staff either work from home or are out elsewhere, with the actual total number of staff on site never exceeding 38 on the busiest day.

Table 6: Staff Schedule

	Monday	Tuesday	Wednesday	Thursday	Friday
Work from Home	9	3	6	5	8
Out	1	2	3	3	1
Total in Office	33	38	34	35	34

- 3.1.7 As the business is well established with existing staff, it is not anticipated that there will be an increase in staff associated with the business' relocation, and therefore no increase in demand for parking.
- 3.1.8 It is also understood that some staff car share which would reduce parking demand.
- 3.1.9 Therefore, the actual number of staff on site, and subsequent worse-case demand for parking, fluctuates throughout the week and would result in spare capacity in the car park.

Site Operation

- 3.1.10 As demonstrated, actual demand for parking may fluctuate throughout the week depending on staff schedules and working patterns. Should there be demand for parking in excess of the 41 spaces provided, it is noted that additional parking can be marked within the service yard, but only if it is needed. This principle was established at the time of the planning application.
- 3.1.11 The safe operation of the car park and service yard is the responsibility of the occupier. Huber is taking a 15-year lease on the site and can therefore manage parking at the site for the foreseeable future.

- 3.1.12 Additionally, the wider IPC development is a managed estate under the day-to-day control of Indurent, therefore any parking issues associated with Unit 4C that occur outside of Hubers's control (for example parking on estate roads) would be managed and dealt with by Indurent.
- 3.1.13 It is therefore considered that future demand for parking spaces can be accommodated by the proposed level of parking, and overflow in the service yard if needed. Parking on site can also be managed in the long run by Huber UK & Ireland Limited and Indurent to ensure safe operation in and around Unit 4C.

4 Summary and Conclusion

4.1 Summary

4.1.1 This note has been prepared on behalf of Huber UK & Ireland Limited to justify a Section 73 application pertaining to Unit 4C of the approved Unit 4 development at Indurent Park, Chippenham. It is proposed to introduce limited new floorspace in Unit 4C with a slight reduction in parking provision of one space.

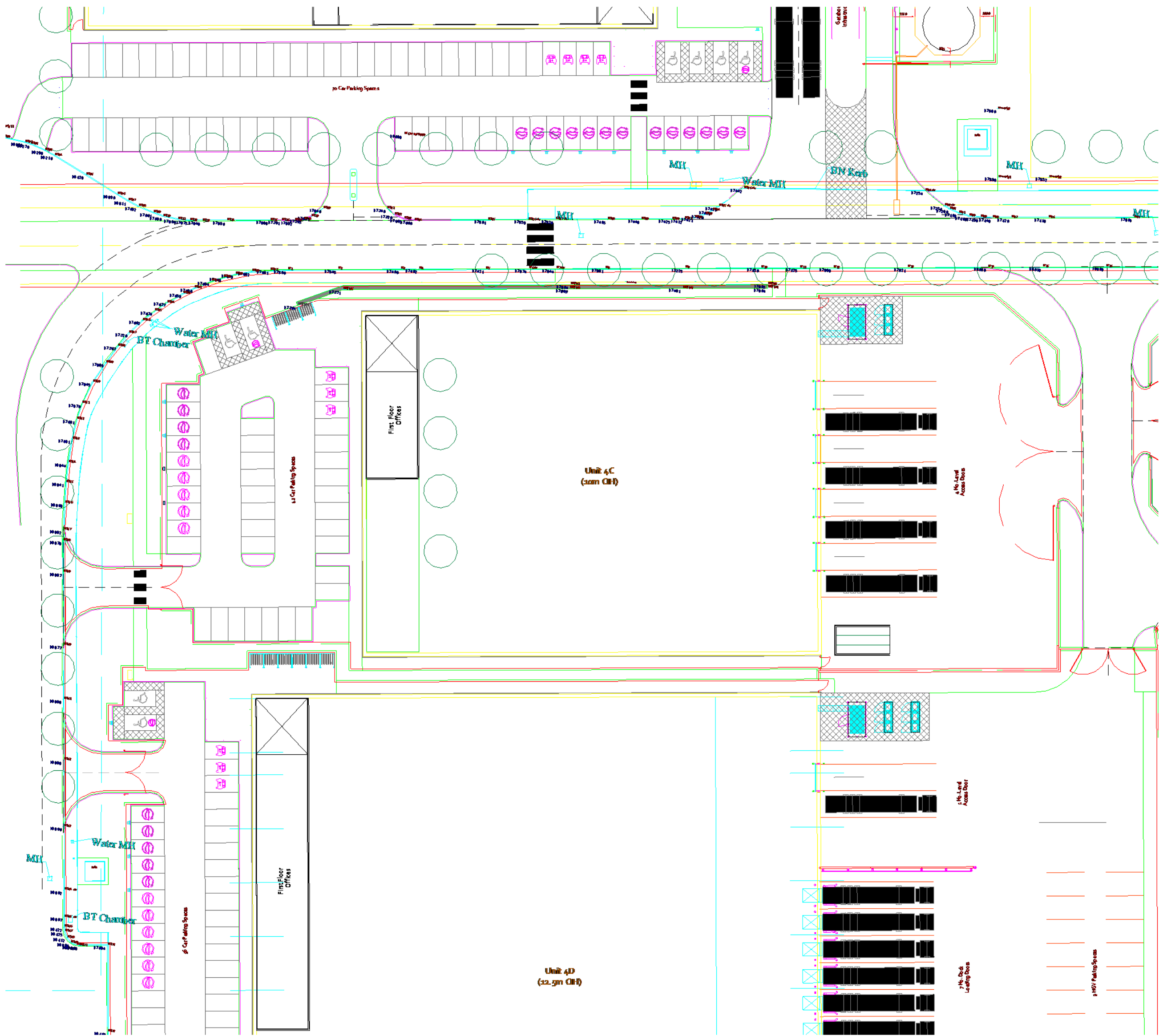
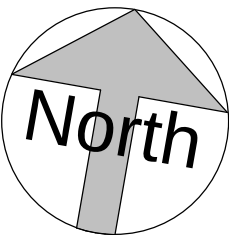
4.1.2 This note has demonstrated the following:

- The proposed changes to Unit 4C result in a slight increase in trip generation of two two-way vehicles in the AM and PM peaks;
- This increase is minimal in the context of the wider IPC site and would therefore have a negligible impact on the wider operation of the site;
- Proposed levels of parking fall below the parking standards outlined in the Wiltshire Local Transport Plan Car Parking Strategy;
- Detailed staffing patterns have been provided by the applicant which confirms that the staffing levels can be accommodated within the car park;
- There is space in the service yard to accommodate any overflow parking, if necessary; and
- Unit 4C and the safe operation of the car park/service area is the responsibility of the occupier. Indurent manage operations of the wider IPC site and so parking can be appropriately managed.

4.2 Conclusion

4.2.1 It is therefore concluded that the proposed S73 changes to Unit 4C would not have a significant impact on the operation of the wider IPC site and that parking provision, including additional space and management measures, are sufficient to ensure safe and sufficient vehicle parking. It is deemed that the proposed changes are appropriate and the previous Transport Statement conclusions still hold.

Appendix A Site Layout



1 Proposed Site Plan
1 : 500

SCALE BAR
Distance in metres



Regulations:
All new glazing to comply with the requirement
N1 and N2 Building Regulations.
All new fire safety means of warning and
escape to comply with the requirement
B1 Building Regulations and BS5839.

Project Revisions:
A- 00/00/00

Sheet Revisions:

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Client: Huber Technology

Site: Unit 4c, Indurent Park,
Chippenham

Floor: GF

Title: Proposed Site Plan

As Proposed

Date: 04/06/2026 Scale: 1:500 @ A2

Project No: DP0006 Project Rev:

Sheet No / Rev: P1305

Drawn By: GD Checked By: DS

Drawing Issue: For Approval

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