

APPLICATION FOR FULL-PLANNING PERMISSION CASE OFFICER REPORT

APPLICATION REFERENCE:	PL/2026/01432
APPLICATION TYPE:	Full planning permission
SITE ADDRESS:	Unit N Whitehall Site, Chelworth Industrial Estate, Chelworth Road, Cricklade, SN6 6HE
DEVELOPMENT DESCRIPTION:	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.
RECOMMENDATION:	That Planning Permission is GRANTED subject to conditions

SITE DESCRIPTION/CONTEXT

The site relates to the existing building, known as Unit N, which is currently vacant. However, it has a permitted use for a mixture of office, light industrial, general industrial and storage or distribution in relation to commercial purposes.

The site forms part of the Chelworth Industrial Estate, an established industrial estate approximately 2km southwest of Cricklade. The site comprises the existing building with the majority of the land occupied by hardstanding. The site is accessed from Braydon Lane to the northwest.

The building is attached to other units on its northwest elevation. The site is bounded by mature trees to the northeast, maintained grassland to the southeast, and areas of the wider industrial estate to the southwest. There are some residential properties further to the northeast approximately 60m in distance.

Based on the latest national flood mapping data updated by the Environmental Agency in 2025, the site lies within Flood Zone 1 from fluvial flooding, and is identified to be at negligible risk of surface water flooding. According to the Council's Strategic Flood Risk Assessment in 2024, the site is identified to be at negligible risk of groundwater flooding.

The site does not lie within or in close proximity to any ecological, landscape or heritage designated assets.

PROPOSAL

The application seeks full planning permission for the change of use of the building, Unit N, to include use class E(d) to facilitate the use of the building for indoor sport and recreation, specifically for three double and one single Padel courts, with ancillary office, changing and toilet facilities. The proposal also includes provision of 21 parking spaces on-site.

Further to concerns raised by the Council's Environmental Health Officer, an amended Acoustic Assessment has been submitted on 11 June 2026 addressing the concerns raised. The description of development was also amended to reflect the correct use classes relevant to the proposal. A public re-consultation was therefore undertaken to allow opportunity to receive further comments.

PLANNING HISTORY

Proposal / Summary
N/93/00063/S73 - Removal/variation of conditions Decision - Approve with Conditions Date: 18/2/1993 – REMOVAL OF CONDITION NO 5 RELATING TO PERMISSION N/88/2923/F - USE OF WAREHOUSE BUILDINGS FOR PACKAGING AND DISTRIBUTION USE AS PACKAGING/DISTRIBUTION
N/88/02923/FUL - Full planning permission Decision - Approved Date: 21/11/1988 – ERECTION OF NEW WAREHOUSING
N/84/0810/F - Full planning permission Decision - Approve with Conditions Date: 4/6/1984 – Change of use of poor quality disused agricultural land to land for industrial purposes
N/84/1475/F - Full planning permission Decision - Approve with Conditions Date: 24/9/1984 – Erection of warehouse
N/89/00740/FUL - Full planning permission Decision - Approved Date: 28/4/1989 – AMENDEMENT TO N88.2923.F (CHANGE OF COLOUR ON WALLS & ROOF COVERING FOR NEW WAREHOUSING)
PL/2022/00541 - Full planning permission Decision - Approve with Conditions Date: 13/2/2023 – Demolition of 3 existing buildings and the erection of 3 light industrial buildings use class E, B2 and B8.

RELEVANT LEGISLATION, POLICIES AND GUIDANCE

National Planning Policy:

- National Planning Policy Framework (NPPF)
- Planning Practice Guidance (PPG)
- National Design Guide

Development Plan:

The development plan for Wiltshire comprises the *Wiltshire Core Strategy (WCS)* (adopted January 2015) and any made neighbourhood plans, which remains the principal statutory planning document guiding development across the county. In line with Section 38(6) of the Planning and Compulsory Purchase Act 2004, planning decisions must be made in accordance with the development plan unless material considerations indicate otherwise.

Though the development plan is considered as a whole, those parts deemed to be particularly relevant to this application are listed below:

The adopted *Wiltshire Core Strategy (WCS)*, with particular regard to:

- Core Policy 1 Settlement Strategy;
- Core Policy 2 Delivery Strategy;
- Core Policy 19 Spatial Strategy Royal Wootton Bassett and Cricklade Community Area

- Core Policy 34 Additional Employment Land
- Core Policy 35 Existing Employment Land
- Core Policy 50 Biodiversity and Geodiversity;
- Core Policy 57 Ensuring High Quality Design and Place Shaping;
- Core Policy 60 Sustainable Transport;
- Core Policy 61 Transport & Development;
- Core Policy 62 Development Impacts on the Transport Network;
- Core Policy 64 Demand Management

'Saved policies' of the North Wiltshire Local Plan (2011):

- Policy CF2 Leisure facilities and Open Space

Draft Wiltshire Local Plan Policies

At Full Council on 19 May, the elected members of Wiltshire Council agreed to withdraw the emerging Wiltshire Local Plan. It will now be subject to a legal process to finalise its withdrawal - which is likely to happen in July or August (2026). The said Plan has no material weight for the purposes of the application.

Neighbourhood Plan:

Cricklade Neighbourhood Plan 2026 (CNP) (made March 2018):

- Policy H1: The Settlement Boundary
- Policy TT1: Traffic Impact
- Policy B5: The Chelworth Commercial Area

Supplementary Planning Documents and other Guidance:

- Wiltshire Local Transport Plan 2011-2026, adopted 2015 - including the Car Parking Strategy and Cycling Strategy, adopted 2015

ISSUES

The main issues that need to be addressed in this case include:

- Whether the development is acceptable in principle (CP 1 and 2)
- Whether the scheme constitutes high quality design (CP 57)
- Whether the scheme would have an acceptable impact upon the reasonable living conditions of the adjoining occupants (CP 57)
- Whether the proposal would have a negative effect upon highway safety, including if there is sufficient parking for the proposed development (CP 61 and 64)
- Whether there would be any harmful impacts upon protected species or priority habitats (CP 50)

CONSULTATION RESPONSES

WC Highways: No objection subject to conditions

WC Public Protection: No objection subject to conditions

Cricklade Town Council: No objection subject to conditions

REPRESENTATIONS

In accordance with the requirements of the Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended), the application was publicised by way of:

- Neighbour notification letters sent to adjoining and nearby properties;
- A site notice displayed near the site.

These methods were used to inform interested parties and provide a period of 21 days for comments to be submitted.

Below is a summary of the representations received during the consultation period. Only material planning considerations have been taken into account in the assessment of this application. Non-material issues, such as property values or private legal disputes, cannot be considered in the determination process.

Three letters of representations have been received from the public consultation, all of which representing objections against the scheme. These are summarised as follows:

- Noise impact on nearby residents;
- Highway safety and traffic generation;
- Impact on rural character, amenity and wildlife.

ASSESSMENT

Section 38(6) of the Planning and Compulsory Purchase Act 2004 states:

"If regard is to be had to the development plan for the purposes of any determination to be made under the planning Acts, the determination must be made in accordance with the plan unless material considerations indicate otherwise."

In accordance with this statutory requirement, this application has been assessed against the relevant policies of the Development Plan, including the Wiltshire Core Strategy (2015) and, where applicable, any made Neighbourhood Plans. Consideration has also been given to the policies of the National Planning Policy Framework (NPPF) as a material consideration in the assessment.

Principle of Development

Policy Context

Core Policy 1: Settlement Strategy of the WCS establishes a hierarchy of settlements to guide where development should be focused. The policy prioritises growth in:

- Principal Settlements (e.g., Salisbury, Chippenham, Trowbridge) – main focus for strategic growth.
- Market Towns – support local services and employment; suitable for sustainable development.

- Local Service Centres – smaller towns and villages with a range of services; limited development supported.
- Large and Small Villages – development should be limited and respond to local needs.
- Outside the defined settlements – development is strictly controlled and generally not supported unless exceptional circumstances apply.

Core Policy 2: Delivery Strategy of the WCS sets out how development will be distributed and delivered across Wiltshire. The policy emphasises:

- Sustainable patterns of growth, reducing the need to travel and supporting local services.
- Development should be plan-led, aligning with the settlement strategy and supported by infrastructure.
- Windfall development (not allocated in plans) must still comply with the principles of sustainable development.
- Development outside settlement boundaries is generally not permitted, unless it meets specific policy exceptions (as set out in paragraph 4.25 of the WCS).

Together, CP1 and CP2 ensure that new development is strategically located, sustainable, and supports the character and function of Wiltshire's communities.

CP19 identifies the settlements in the Royal Wootton Bassett and Cricklade Community Area and the category in which they appear in the hierarchy. Cricklade is categorised as a 'Local Service Centre'.

Core Policy 35: Existing Employment Sites seeks to retain existing areas in Principal Settlements, Market Towns, Local Service Centres, and Principal Employment Areas, for employment purposes within use classes B1, B2 and B8 only if the following criteria is met:

- i. *The proposed development will generate the same number, or more permanent jobs than could be expected from the existing, or any potential employment use.*
- ii. *Where the proposal concerns loss of employment land of more than 0.25 ha in the Principal Settlements, Market Towns or Local Service Centres it is replaced with employment land of similar size elsewhere at that settlement.*
- iii. *It can be shown that the loss of a small proportion of employment floorspace would facilitate the redevelopment and continuation of employment uses on a greater part of the site, providing the same number or more permanent jobs than on the original whole site.*
- iv. *The site is not appropriate for the continuation of its present or any employment use due to a significant detriment to the environment or amenity of the area.*
- v. *There is valid evidence that the site has no long term and strategic requirement to remain in employment use; the ability of the site to meet modern business needs must be considered, as well as its strategic value and contribution to the local and wider economy both currently and in the long term. It must be shown that the site is no longer viable for its present or any other employment use and that, in addition, it has remained unsold or un-let for a substantial period of time (at least 6 months), following genuine and sustained attempts to sell or let it on*

reasonable terms for employment use, taking into account prevailing market conditions.

- vi. The change of use is to facilitate the relocation of an existing business from buildings that are no longer fit for purpose to more suitable premises elsewhere within a reasonable distance to facilitate the retention of employment.*

Policy B5 of the Cricklade Neighbourhood Plan does not allocate Chelworth Commercial Area for development, it however defines the extent of the Chelworth Commercial Area in Figure 14. Policy B5 of the CNP states that, proposals to extend the uses in the Commercial Area into the surrounding countryside will not be supported. It continues that proposals for the conversion or change of use of existing buildings within the defined Commercial Area to other commercial uses will be supported where the resulting new uses would have a reduced visual impact on the rural environment and would generate a lower level of commercial and/or HGV traffic.

Assessment

The proposal would retain the existing permitted uses of the building, together with the introduction of an additional use falling within Class E (d) (Indoor Sport, Recreation or Fitness). The supporting documentation and description of development confirms that the proposed use would facilitate the operation of four indoor padel courts within the existing building.

In this case, whilst the proposal relates to the re-use of an existing building located within the established Chelworth Commercial Area, it must be noted that Chelworth Industrial Estate is not identified as a Principal Employment Area within the Wiltshire Core Strategy. For the purposes of the WCS, the site lies outside and detached from the defined settlement boundary of Cricklade, and as such regarded as being within the open countryside. The criteria of CP35 have been considered below and in the context of the existing site.

With regards to criteria (i to iii), the proposal would not result in the loss of employment land or floorspace. Rather, it would introduce an additional commercial use within an existing building whilst retaining the site's existing lawful employment-related uses. The submitted details confirm that the proposal would generate at least one full-time equivalent post where no employment is currently provided from the unit which is underused currently. Whilst modest in scale, this represents a material economic benefit and weighs in favour of the proposal.

With regards to criteria (iv to vi), the Council has not been provided with evidence demonstrating that the building is no longer suitable or viable for employment purposes, nor has evidence been submitted to show that the premises have been subject to sustained marketing for employment use. Similarly, there is no evidence that the proposal is required to facilitate the relocation of an existing business from unsuitable premises elsewhere. Consequently, the proposal does not fully satisfy these criteria of CP35.

However, the extent of that conflict must be considered in the context of the proposal as a whole. The development would not involve the permanent loss of an employment site to a non-commercial use, nor would it undermine the ongoing commercial function of the wider Chelworth Commercial Area. The proposed indoor sport and recreation use would continue to generate employment activity and economic expenditure associated with the operation of the facility. The harm by virtue of conflict with these criteria is therefore given less weight.

It is also asserted in the submitted Planning Statement that there is an exponential growth of demand for the sport of padel, and that currently there are very few existing facilities for padel. It is also noted that padel is suitable for all ages, offering notable health and wellbeing benefits. This is considered to provide public benefit through meeting the existing demand for additional padel courts.

In assessment against Policy B5 of the CNP, the red-edged application site boundary shown on the submitted location plan demonstrates that the site remains within the boundary of the Commercial Area in Figure 14. Furthermore, proposed development itself relates to the change of use of the building itself, with only the area surrounding proposed for designated car parking spaces to serve in ancillary to the proposed use. Accordingly, the proposal would not extend uses beyond the defined Commercial Area into the surrounding countryside. Furthermore, as further discussed in the highways section of this report, the nature of the proposed use is not expected to generate significant commercial or HGV traffic comparable to the existing operations, consistent with the aims of the policy.

Conclusion

The proposal is in accordance with Policy B5 of the Cricklade Neighbourhood Plan.

Whilst the proposal is not fully compliant with Core Policy 35 of the Wiltshire Core Strategy, it cannot be disputed that Chelworth Industrial Estate has been long-established developed area. This is supported by Policy B5 of the CNP, which must be given significant weight. Therefore, the conflict of the site in terms of the location in this instance is not considered to be wholly unacceptable. Furthermore, the proposed use would still be for commercial purposes, and would result in the continuous use of the building for commercial purposes, without resulting in the loss of the existing permitted uses. The proposal would also provide some public benefits in relation to economic and social aspects, by the provision of one full time job, and providing an indoor sport facility that can improve the wellbeing of the local community.

Having considered the above, it is considered that the proposal, on balance, can be supported in principle, subject to other relevant policies of the development plan and any site specific impacts being addressed appropriately.

Design and Impact on the Character and Appearance of the Area

Policy Context

Core Policy 57 of the WCS requires high-quality design that:

- Enhances local character.
- Responds to the natural, historic, and built environment.
- Retains important features (e.g., trees, hedges).
- Supports sustainable construction and compatibility with surrounding uses.
- Creates safe, legible, and accessible spaces.

Section 12 of the NPPF emphasises design that is:

- Visually attractive.
- Functionally effective.
- Contributes to the quality of the built environment.

The Wiltshire Design Guide encourages sensitivity to local character, materials, and architectural styles and supports modern living standards while maintaining aesthetic and functional quality. The Building for a Healthy Life Framework promotes healthy, inclusive, and sustainable places.

Assessment

The proposal relates to the conversion of an existing building surrounded by an established industrial estate. Based on the submitted details, the proposal includes no alterations to the existing building, with only internal works proposed. Internal alterations are not considered to be development in this case.

Therefore, it can be concluded that the external character and appearance of the application building would remain the same.

The proposal also includes the provision of 21 car parking spaces to serve the anticipated users of the facility. It is noted that there are already 20 car parking spaces on-site, therefore, the proposal would only result in one additional car parking space. Whilst this would result in some alteration to the appearance of the site, the extent of visual change would be limited. The application site forms part of an established commercial area and is already characterised by hardstanding and utilitarian development. Furthermore, the area proposed for parking is likely to have historically accommodated activities associated with the lawful employment use of the site, including outdoor storage and loading/unloading operations. In this context, the introduction of one additional parking space is not considered to appear incongruous or result in material harm to the character or appearance of the site or its surroundings.

Conclusion

The proposal is in accordance with Core Policy 57 of the WCS, and the relevant provisions of the NPPF.

Amenity

Policy Context

Core Policy 57 (Point vii) of the Wiltshire Core Strategy requires development to respect the amenity of existing occupants and ensure appropriate amenity levels for future residents.

The National Planning Policy Framework (NPPF), particularly Paragraph 135, reinforces the need for development to provide a high standard of amenity for both existing and future users.

These policies guide the assessment of amenity impacts, which includes consideration on privacy, light, outlook and noise for users of the site, and impacts on the neighbouring amenities. These issues will be addressed in turn below.

Assessment

The site is surrounded by other industrial and commercial uses to the west. There is a woodland buffer to the northeast, where there are a number of residential properties in proximity, separated by another public highway road. There is a field to the southeast of the site, with a residential property lying at least 100m to the southeast.

In terms of impacts by overlooking, overshadowing or overbearing, it is not considered that there would be any unacceptable harm arising from these aspects. However, it has been noted from the public consultation that there are concerns regarding noise impacts on the neighbouring amenities.

The application has been supported by an Acoustic Assessment which has been reviewed by the Council's Environmental Health Officers. No objection has been raised subject to conditions to control the hours of operation and any fixed plant or machinery associated with the development in the interest of protecting residential amenity.

The submitted Acoustic Assessment is considered to satisfactorily demonstrate that the proposed use is unlikely to give rise to unacceptable noise impacts upon nearby noise-sensitive receptors. Whilst the submitted Planning Statement refers to proposed operating hours of 05:00 to 23:00 daily, these extended hours would include periods when surrounding residents are likely to be sleeping and when ambient background noise levels are typically at their lowest. It is noted, however, that the Acoustic Assessment states the applicant's willingness to consider alternative operating hours.

Having regard to the conclusions of the Acoustic Assessment, the consultation response from Environmental Health, and the proximity of nearby residential properties, it is considered reasonable and necessary to restrict the hours of operation. Subject to such a condition, the proposed use is not considered likely to result in undue harm to residential amenity.

Whilst Environmental Health recommended a condition restricting the installation of fixed plant or machinery, it is not considered necessary or reasonable in this instance. The application seeks the introduction of an additional use within an existing building that already benefits from lawful commercial uses, and there is no indication that fixed plant or mechanical equipment is required to facilitate the proposed development. Accordingly, such a condition would not meet the tests set out in paragraph 58 of the National Planning Policy Framework and is therefore not imposed in this case.

Conclusion

Subject to the recommended conditions, the proposal is in accordance with Core Policy 57 (vii) of the Wiltshire Core Strategy and the relevant provisions of the NPPF.

Highways Impacts and Parking

Policy Context

Transport implications are a key factor in assessing planning applications, especially for larger developments. Proposals must demonstrate:

- Safe and suitable access for all users, including pedestrians, cyclists, and those with mobility impairments.
- No severe residual impacts on the surrounding highway network.
- Promotion of sustainable travel, reducing reliance on private vehicles.
- Adequate parking and cycle provision, in line with adopted standards.
- Protection and enhancement of public rights of way and active travel routes.

Relevant policies include Core Policies 60–64 of the Wiltshire Core Strategy, supported by the Wiltshire Local Transport Plan, Car Parking Strategy, and Cycling Strategy. The Local

Cycling and Walking Infrastructure Plan (LCWIP) and LTN 1/20 (DfT) provide further design guidance for active travel infrastructure.

Proposals must also ensure safe access for refuse collection vehicles and comply with the Wiltshire Council Waste Storage and Collection SPD (2017).

Where necessary, Transport Assessments or Statements should be submitted to evaluate impacts and identify mitigation.

Assessment

The existing site has two access points shared with other buildings to the west onto Baydon Lane, an unclassified section of the public highway subject to a speed limit of 60mph. The two access points are known as Gate 1 and Gate 2, with Gate 2 being the main access to the buildings and car parking.

The proposals do not include alterations of either accesses, it however would provide 21 vehicle car parking spaces on the existing hardstanding surrounding the building, specifically one additional car parking space beyond the existing car parking spaces.

There are concerns regarding the increased traffic or risk of highway safety within the local highway network which have been carefully considered by the LPA.

The application has been accompanied by a Transport Statement which has been reviewed by the Local Highway Authority (LHA). Following consideration of the submitted information, no objection has been raised on highway grounds, subject only to a condition requiring the provision of cycle parking facilities. The LHA has confirmed that the existing main access (Gate 2) is capable of accommodating any traffic associated with the proposed mixed-use development and is suitable for the proposed use.

The LHA has reviewed the collision data and has concluded that the recorded accident information within the assessed area does not indicate that the proposal would result in an adverse impact on highway operation or safety. Furthermore, given that the development would utilise an existing building and established access arrangements, there is no evidence to suggest that the proposal would result in severe impacts on the local highway network.

Having considered the above, it can be concluded that the proposal would not result in adverse highway impacts, subject to the imposition of a condition securing cycle parking facilities.

Conclusion

Subject to the recommended condition, the proposal is in accordance with Core Policy 60, 61 and 64 of the Wiltshire Core Strategy and the relevant provisions of the NPPF.

Ecology and Biodiversity

Policy Context

The ecological impact of development is a key planning consideration, especially for larger schemes. Proposals must assess and address potential effects on:

- Protected species

- Priority habitats
- Ecological networks
- Green and blue infrastructure

Core Policy 50 of the Wiltshire Core Strategy requires development to:

- Avoid harm to ecological assets.
- Support habitat restoration and connectivity.
- Integrate biodiversity into site design.

The Green & Blue Infrastructure Strategy (2022–2030) promotes nature recovery, ecosystem services, and habitat connectivity through development.

Unless exempt, National policy requires a minimum of 10% Biodiversity Net Gain (BNG) for major developments, demonstrated via:

- Biodiversity Metric calculations
- Ecological assessments (e.g. PEAs, Phase 1 surveys, protected species surveys)

Assessment

There have been concerns raised regarding the impacts on the existing biodiversity of the local area from the public consultation.

The existing site comprises an existing building, with a majority of hardstanding in the remainder of the site. There are no proposals to remove the maintained grass within the site. The proposal includes the conversion of an existing building, with one additional car parking space to be provided within the existing hardstanding area. Therefore, no loss of biodiversity would result from this proposal. Furthermore, the site does not lie within or in notable proximity to any ecological designated sites. It is therefore not considered that there would be any harm to the local biodiversity.

Given there would be no loss of biodiversity, the proposal is considered to fall within the de minimis exemption from biodiversity net gain requirements. Nevertheless, as required by regulations, any approval must include an informative reminding the applicants of the biodiversity net gain requirements.

Conclusion

The proposal is in accordance with Core Policy 50 of the Wiltshire Core Strategy.

Pre-commencement Condition Agreement

This recommendation includes pre-commencement planning condition(s). In accordance with Section 100ZA of the Town and Country Planning Act 1990 and the Town and Country Planning (Pre-commencement Conditions) Regulations 2018, the Local Planning Authority formally notified the applicant/agent of the proposed condition(s) and sought their agreement. Written confirmation of agreement was received from the applicant's agent on 6 July 2026.

PLANNING BALANCE AND CONCLUSION

The principle of development is considered acceptable when assessed against the settlement strategy of the Wiltshire Core Strategy and the emerging Local Plan.

The proposal is broadly compliant with relevant local and national planning policies in respect of design, scale, residential amenity, highway safety, and ecology and biodiversity impacts, subject to the recommended conditions and any necessary mitigation measures.

The development would deliver clear benefits, including provision of a leisure facility to the local community, which weigh positively in the overall planning balance.

No material considerations have been identified that would significantly and demonstrably outweigh these benefits or indicate that permission should be refused, having regard to the assessment above and the representations received.

Accordingly, the proposal is considered acceptable in planning terms and in accordance with the Wiltshire Core Strategy, the National Planning Policy Framework, and all other relevant material considerations.

RECOMMENDATION:

That Planning Permission be GRANTED, subject to conditions.

CONDITIONS:

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

REASON: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out in accordance with the following approved plans and documents:

Location Plan; received 2 March 2026
Proposed Floor and Site Plan; 26-010/003; received 5 March 2026
Acoustic Assessment; dated 11 June 2026, prepared by Pulsar Acoustics, PL-01331/LE01; received 11 June 2026

REASON: For the avoidance of doubt and in the interests of proper planning.

3. No development or use hereby permitted 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.

4. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any Order revoking or reenacting or amending that Order with or without modification), the site shall be used solely for purposes within Classes B2, B8, E(g) and E(d) of the Schedules to the Town and Country Planning (Use Classes) Order 1987 (as amended) (or in any provisions equivalent to that class in any statutory instrument revoking or re-enacting that Order with or without modification).

REASON: The proposed use is acceptable, but the Local Planning Authority wish to consider any future proposal for a change of use, other than a use within the same class(es), having regard to the circumstances of the case.

5. The use hereby approved shall only take place between the following hours:

06:00Hrs - 22:00Hrs Mondays - Fridays

08:00Hrs - 20:00Hrs Saturdays - Sunday (including Bank or Public holidays).

REASON: To ensure the creation/retention of an environment free from intrusive levels of noise and activity in the interests of the amenity of the area.

INFORMATIVES:

Building Regulations

Any alterations to the approved plans, brought about by compliance with Building Regulations or any other reason must first be agreed in writing with the Local Planning Authority before commencement of work.

Biodiversity Net Gain

The effect of paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 is that planning permission granted for development of land in England is deemed to have been granted subject to the condition (biodiversity gain condition) that development may not begin unless:

- (a) a Biodiversity Gain Plan has been submitted to the planning authority, and
- (b) the planning authority has approved the plan.

The planning authority, for the purposes of determining whether to approve a Biodiversity Gain Plan, if one is required in respect of this permission would be Wiltshire Council.

There are statutory exemptions and transitional arrangements which mean that the biodiversity gain condition does not always apply. For further information on exempt developments please refer to:

<https://www.gov.uk/guidance/biodiversity-net-gain-exempt-developments>

Based on the information available this permission is considered to be one which will not require the approval of a biodiversity gain plan before development is begun because one or more of the statutory exemptions or transitional arrangements is considered to apply.