

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
		FAO::	Tyler Fox
Our Ref:	ET/DC/PP/P/2023/0495	Your Ref:	P/2023/0495
Date:	23/08/2023		

TOWN AND COUNTRY PLANNING ACT 1990

2 GWRT TENNIS, RHOI WYNEB NEWYDD I'R CYRTIAU TENNIS PRESENNOL, LLIFOLEUADAU LED, MYNEDFA AR YR OCHR, ADDASIADAU I'R TO A'R CANOPI, NEWID FFENESTRI A DRYSAU, PANELI SOLAR A GORSAFOEDD PARCIO TRYDAN. / 2 TENNIS COURTS, RESURFACING OF EXISTING TENNIS COURTS, LED FLOODLIGHTS, SIDE ENTRANCE, ROOF ALTERATIONS AND CANOPY, REPLACEMENT WINDOWS AND DOORS, SOLAR PANELS AND ELECTRIC PARKING STATIONS

NORTH WALES REGIONAL TENNIS CENTRE PLAS COCH ROAD WREXHAM

Grid Ref: E 332830.6 N 351428.65

I refer to your consultation / email dated 09/08/2023 in respect of the above.

Access

The proposed development site is located on The B5101 Plas Coch Road which is a busy classified road subject to a 30mph speed limit.

Assuming typical speeds of 30mph, Manual for Streets would normally require any proposed / existing access to provide visibility splays of 2.4 x 43m in both directions measured to the nearside edge of the adjoining highway.

Visibility from the existing / proposed access serving the site is adequate in both directions providing splays in excess of 2.4 x 43m in both directions measured to the nearside edge of the adjoining highway.

The existing access serving the site is 5.5m wide and surfaced with hard bound materials and is considered adequate to serve the proposed development.

Traffic Generation

The existing Tennis Centre consists of a main club building with associated car parking. The building contains seven indoor tennis courts, a gym and number of ancillary facilities. A further nine outdoor tennis courts are available to the north of the building and two to the front of the building.

The proposed changes are as follows:-

- Replacing two outdoor tennis courts at the front with new 'Paddle Tennis' courts;
- Forming two new external courts at the rear;
- External works to improve current car parking at the front of the property;
- Erecting new LED external floodlights to enable year round play; and
- Internal refurbishment works with potential new cladding to the building frontage.

The Tennis Centre already generates a given number of vehicle movements which I assume fluctuate significantly if a tournament is held at the centre. The increase in vehicle movements as a result of the proposed development is not considered likely to be significant given that the centre already holds tournaments at the site. I assume that such tournaments are held over a weekend and not in the week.

Parking & Turning Provision

There are currently 54 standard and 4 accessible parking spaces within the main car parking area and a further 15 car parking bays within the overspill parking area, taking the total existing parking provision to 73 parking spaces, of which 6% are mobility standard spaces. LPGN 16 normally requires a minimum of all spaces to be to mobility standard. **I would recommend that this detail is indicated on a revised layout plan.**

In order to consider the existing operation of the car park, a parking beat survey was undertaken over the weekend of Saturday 29th April and Sunday 30th April.

The weekend of the 29th / 30th was selected as this day includes car park usage for a County Cup tournament that was running over the weekend. The County Cup is one of the busiest times of the tennis calendar at the site and, as such, represents a particularly high usage rate for the car park.

The survey was undertaken throughout the day, with the number of cars parked at each time recorded. The survey demonstrated that the peak occupancy of the car park happened at 11:30am on the Saturday, with 66 cars parked and 90% of the car park filled. This suggests that the overflow car park was in operation. Even with 66 spaces filled, there would have been seven spaces available for use.

The results of the survey show that during high-occupancy peak operational conditions, during a tournament, the car park is currently suitable for the existing operations and, in addition, is shown to operate at around 10% spare capacity. It is noted that the peak occupation appears to have occurred over a short period, with between 59% and 75% occupancy observed during the parking beats prior to and following this peak occupation.

To summarise, the results of the survey indicate that during high-occupancy peak operational conditions, during a tournament, the car park is currently suitable for the existing operations and, in addition, is shown to operate at around 10% spare capacity.

In terms of the adequacy of parking provision at the site for the proposed development, I comment as follows:-

The submitted Transport Statement states that Padel is a discipline separate from lawn tennis and it is unlikely that the additional courts would increase or enhance the capacity of the site for accommodating larger tournaments than those already held. As such, the new courts are unlikely to materially alter car parking demand at peak times.

Even so, I understand that discussions have been held with the club who have confirmed that they have recently implemented a car park management system with the support of Glyndwr University and Plas Coch School for periods of extreme demand which could occur during less infrequent major events at the site.

The car park management system results in patrons and visitors being directed to alternative car park locations at those alternative sites (which are largely empty during weekends when major events are held).

The car park management system ensures that indiscriminate on-street / highway verge parking is avoided and that even the largest events can be held without detriment to the safe operation of the local highway network.

A 'Travel Guidance' email will set out these car park management measures as applying during very large events and will be distributed in advance to representatives of all visiting teams, officials and the email list for those registered to attend on the day. The car park management measures are considered to be suitable for large events and will be promoted in advance to visiting players and officials.

If the application is supported, I assume that a suitable condition will be included that requires the submission of a **Car Parking Management Plan** stating the details of the above alternative parking arrangements, location and number of spaces, statement that no vehicles associated with the centre will park on the highway etc. **I assume a legal agreement (s.106) for such an arrangement with the University / Plas Coch School will be required so this arrangement remains in perpetuity.**

Active Travel

Cycle Facilities

There is currently provision (stands) for up to 8 cycles. I understand that it is proposed to provide provision for 4 additional cycles and to incorporate covered and secure cycle parking lockers.

Pedestrian Access Improvements

Our Active Travel Section have recommended improvements to the existing tactile dropped crossing points across the main access along with improvements to provide crossing points across the pedestrian link serving the new housing development off the private access road.

Such improvements will require a commuted sum payment of £5,474.72 (plus VAT).

If the applicant prefers to carry out the work at the main entrance themselves, then they will be required to enter into a s.278 agreement with the Council. Any works within the site ie/ dropped crossing points along the private access road, would need agreement between the applicant / owners of the site ie/ WCBC Assets Section. This would require modifications to the recommended conditions.

Our Active Travel Section have also recommended improvements in respect of cycle space provision and recommend the provision of 30 Sheffield stands (including some with extra space for adapted/cargo cycles) plus 6 secure storage for staff. **This detail should be confirmed and included on a revised layout plan.** Further advice / clarification can be obtained by contacting Gwen Thomas (Strategic Transport Manager) on Tel: 01978 729667 or email: gwen.thomas@wrexham.gov.uk

LED External Floodlights

Suitable measures must be taken to ensure there no lighting spillage onto the adjoining highway or any resulting glare / distraction to drivers on the adjoining highway. This could be controlled by a suitable planning condition.

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

No part of the development shall commence until a Construction Traffic Management Plan including provisions for contractor parking has been submitted to and approved in writing by the Local Planning Authority and the plan as is approved has been fully implemented.

If the above items are addressed and the application is supported, I would recommend that any permission includes the following conditions:-

CONDITIONS

ZJ41

026R

GENERAL LAYOUT

Prior to first use of the development the site shall be laid out in strict accordance with layout plan no. -----.

NONSTD

035R

PARKING AND MANOEUVRING TO BE KEPT CLEAR

The vehicular parking and turning areas as shown on approved drawing(s) No(s). @@@@ shall be fully laid out, surfaced, drained and marked out with white lining materials prior to first use of the development. These areas shall thereafter be permanently retained and kept free of any obstruction, and made available solely for the parking and turning of vehicles at all times.

ZJ45

026R

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

No part of the development shall commence until a Construction Traffic Management Plan including provisions for contractor parking has been submitted to and approved in writing by the Local Planning Authority and the plan as is approved has been fully implemented.

ZJ42

026R

CAR PARKING MANAGEMENT PLAN

No part of the development shall commence until a Car Parking Management Plan has been submitted to and approved in writing by the Local Planning Authority. The development shall be used in strict accordance with the details as are approved.

NONSTD

050R

COMMUTED SUM (FOOTWAY IMPROVEMENTS)

A commuted sum of £5,474.72 (plus VAT) shall be paid prior to commencement of work for pedestrian improvements at the main access and footway crossing leading to the site.

NONSTD

026R

NO LIGHT SOURCE VISIBLE TO DRIVERS

The proposed floodlights shall not be illuminated in such a manner that they present any disabling glare or dazzle to traffic using the adjacent highway.

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes

A handwritten signature in black ink, appearing to read 'R. H. W. K. Y.', is positioned above the title. The signature is fluid and cursive.

Chief Officer, Environment & Technical