



TRANSPORT STATEMENT

WREXHAM TENNIS CENTRE

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Contents

1.	Executive Summary	1
2.	Introduction	3
3.	Planning Policy	6
4.	Existing Accessibility	12
5.	Car Parking Provision	18
6.	Proposed Development	20

Appendices

None

1. EXECUTIVE SUMMARY

1.1 INTRODUCTION

1.1.1 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.

1.1.2 The proposed changes are described 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.

1.2 PLANNING POLICY

1.2.1 Planning Policy Wales sets out that:

Development proposals must seek to maximise accessibility by walking, cycling and public transport, by prioritising the provision of appropriate on-site infrastructure and, where necessary, mitigating transport impacts through the provision of off-site measures, such as the development of active travel routes, bus priority infrastructure and financial support for public transport services...

1.2.2 Planning Policy Wales sets out the transport hierarchy, which requires active travel to be considered as the primary mode of transport, followed by public transport. The Local Development Plan supports these aims and sets out that:

Wrexham's transport network will be developed in a safe, efficient and sustainable manner through the following measures

1.2.3 The Development Plan set out the long term vision to:

..have an accessible, efficient transport network which allows people a choice between transport options which are convenient and sustainable.

1.2.4 For health and wellbeing, the Development Plan goes on to state that:

All development should seek to reduce health inequalities and provide opportunities for healthy lifestyles and improving health and well-being...

1.2.5 This Transport Statement sets out the proposed access by active modes of travel, which will be encouraged through the delivery of green travel commitments.

1.3 SUSTAINABLE ACCESS

1.3.1 A detailed review of the options for sustainable access has been undertaken. The site is well located for access to the existing footway and cycle networks and, also, the bus and train routes which serve the key local and regional destinations.

1.3.2 The development proposals include the delivery of physical measures in the form of new covered/ secure cycle lockers for four cycles and two EV charging points, as well as soft measures in the form of 'Travel Guidance'. the 'Travel Guidance' would include:

- The health benefits of walking;
- The site's pedestrian access locations;

- The health benefits of cycling;
- The site's cycle access locations;
- Confirmation of the on-site provision for cycle storage, lockers, showers and changing;
- The warm up/ warm down opportunity provided by walking/ cycling;
- A link to the bus timetable/ route planner provided by Traveline;
- A link to the rail timetable/ route planner provided by Transport for Wales;
- Details of the EV charging provision and access arrangements on site;
- Promoting car sharing to the site, where other sustainable modes are not taken up to reduce site congestion; and
- Confirming that during the busiest events visitors may be directed to alternative car parks as part of the onsite car park management plan.

1.3.3 The 'Travel Guidance' would be kept up to date by the centre manager and distributed to the centre's email list. The 'Travel Guidance' would also be provided to visiting clubs, officials and the email list of those registered to attend events at the site.

1.4 CAR PARKING

1.4.1 There are currently 73 parking spaces at the site, of which 6% are disabled spaces.

1.4.2 In order to assess the adequacy of the existing car parking provision a car park beat survey has been undertaken. The parking beat survey was undertaken over the weekend of Saturday 29th April and Sunday 30th April and includes car park usage for a County Cup competition that was running over the weekend – i.e. typical peak occupancy.

1.4.3 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 with around 10% spare capacity.

1.4.4 The centre has recently agreed a car park management scheme 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.

1.4.5 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).

1.5 CONCLUSION

1.5.1 The overall provision for sustainable access and car park management is considered to be appropriate to accommodate access for all, whilst also encouraging sustainable modes of transport.

1.5.2 There are considered to be no reasonable highway reasons for refusal of the planning application.

2. INTRODUCTION

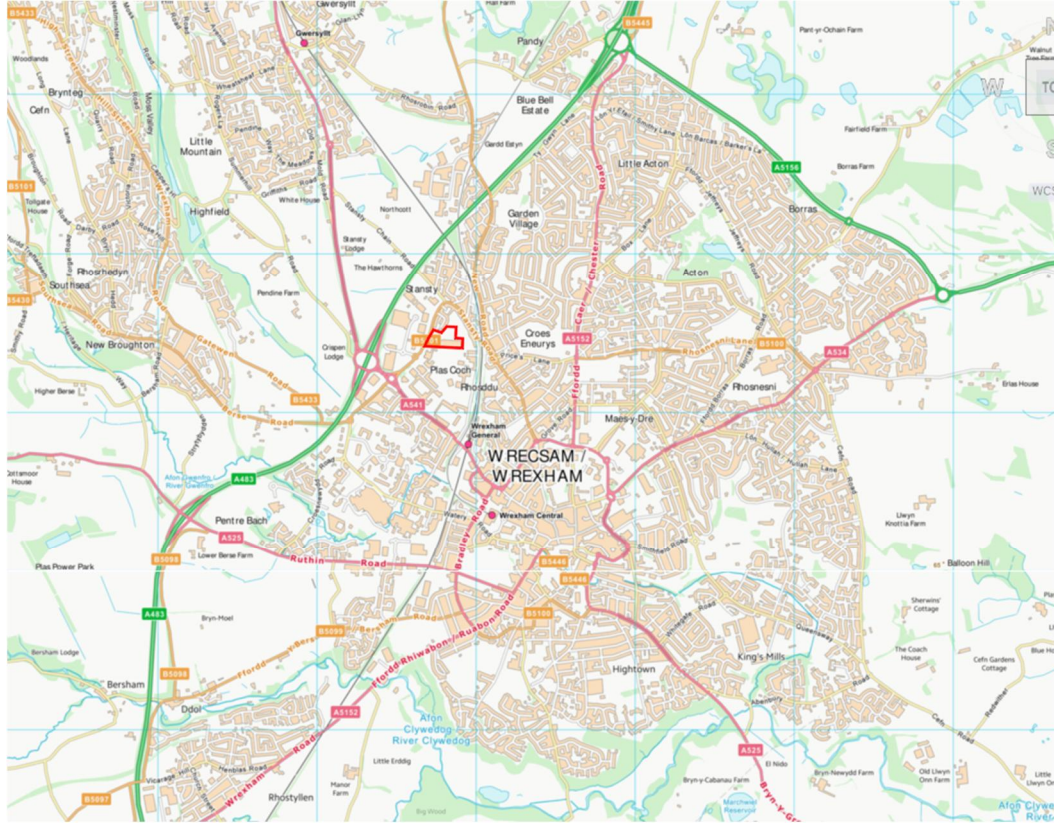
2.1 BACKGROUND

- 2.1.1 Development Planning Limited have been commissioned by the Applicant to provide a Transport Statement for the proposed redevelopment of the Wrexham Tennis Centre to incorporate Padel Courts within their existing facilities.
- 2.1.2 This Transport Statement assesses access to the development site by appropriate modes of transport and considers the implications on the wider transport networks.
- 2.1.3 This Transport Statement has been prepared for submission as part of a planning application package and should be read in conjunction with the documents and plans which have been submitted as part of that package.
- 2.1.4 This Transport Statement has been prepared in accordance with the principles set out within Planning Policy Wales and the Active Travel (Wales) Act.
- 2.1.5 The conclusions and recommendations contained herein have been drawn based on information available and obtained in advance of any planning submission.

2.2 SITE LOCATION

- 2.2.1 The site address is Wrexham Tennis Centre, Plas Coch Road, Wrexham, LL1 2BW.
- 2.2.2 The site is located on Plas Coch Road, which runs north/ south past the site and forms part of the B5101 immediately to the west of the site.
- 2.2.3 The B5101 provides access to the A483 for strategic longer-distance travel and to Mold Road for access towards the town centre.
- 2.2.4 To the north and east of the site are residential properties fronting on to Fleming Drive, Crispin Lane and Stansty Road.
- 2.2.5 To the west of the site is Plas Coch Road and, onwards, to Plas Coch Retail Park, as well as residential properties fronting on to Fleming Drive.
- 2.2.6 To the south of the site are the significant educational and leisure/ fitness uses associated with the University and Wrexham Football Club, as well as a recent residential development site.
- 2.2.7 The site location plan forms part of the application package. The site location is shown in the context of the local area in Figure 2.1, below/ overleaf.

Figure 2.1 Site Location Plan (Transport Context)



2.3 EXISTING LAND USE

2.3.1 Wrexham Tennis Centre's web site described the Tennis Centre as follows:

Wrexham Tennis Centre is a Community Indoor Centre based in Wrexham, North Wales.

It is run by Wrexham Tennis Centre Limited, a Charitable Company Limited by Guarantee.

Wrexham Tennis is one of the largest indoor and outdoor tennis facilities in the UK. It not only plays host to international events but supports our more local needs too.

Anyone can play at Wrexham Tennis Centre.

Our Centre offers coaching groups from tots to teens to adults and to all standards from beginners to experts, plus pay-as-you-go social sessions, children's holiday camps and Birthday parties.

2.3.2 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.

2.3.3 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 disabled spaces.

2.4 DEVELOPMENT PROPOSAL

2.4.1 The development proposal is for a the refurbishment of the existing site to change the use of the two existing tennis courts to the west of the main building in to three Padel tennis courts.

2.4.2 The existing two tennis courts would be reprovided towards the east of the site, to the east of the existing outdoor tennis courts.

2.4.3 The proposals also incorporate upgraded club and parent viewing, catering and social area, changing and fitness facilities.

2.4.4 The overall changes are described 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.

3. PLANNING POLICY

3.1 INTRODUCTION

- 3.1.1 A review of pertinent current local and national planning policy has been undertaken to provide the context within which the proposals should be assessed. The review is summarised below.

3.2 PLANNING POLICY WALES

- 3.2.1 Planning Policy Wales (February 2021) states in the foreword that:

The planning system manages the development and use of land in the public interest, prioritising long term collective benefit, contributing to improving the economic, social, environmental and cultural well-being of Wales. It must reconcile the needs of development and conservation, securing economy, efficiency and amenity in the use of land, ensuring the sustainable management of natural resources and protecting, promoting, conserving and enhancing the built and historic environment.

- 3.2.2 Within the Paragraph 3.3 of the Strategic and Spatial Choices chapter, Planning Policy Wales states:

- 3.2.3 *Good design is fundamental to creating sustainable places where people want to live, work and socialise. Design is not just about the architecture of a building but the relationship between all elements of the natural and built environment and between people and places. To achieve sustainable development, design must go beyond aesthetics and include the social, economic, environmental, cultural aspects of the development, including how space is used, how buildings and the public realm support this use, as well as its construction, operation, management, and its relationship with the surrounding area.*

- 3.2.4 Paragraphs 3.5 and 3.6 relate to Access and Inclusivity and state that:

3.5 Good design is inclusive design. Development proposals should place people at the heart of the design process, acknowledge diversity and difference, offer choice where a single design solution cannot accommodate all users, provide for flexibility in use and provide buildings and environments that are convenient and enjoyable to use for everyone.

3.6 Development proposals must address the issues of inclusivity and accessibility for all. This includes making provision to meet the needs of people with sensory, memory, learning and mobility impairments, older people and people with young children. There will often be wider benefits to be gained through the sensitive consideration of such provision, for example, whilst the presence of visual cues will be invaluable in assisting those with hearing loss to engage in a noisy environment, a navigable environment will benefit all. Good design can also encourage people to meet and interact with each other, helping to address issues surrounding loneliness. Good design must also involve the provision of measures that help to reduce the inequality of access to essential services, education and employment experienced by people without access to a car. Design measures and features should enable easy access to services by walking, cycling and public transport.

- 3.2.5 Paragraphs 3.12 and 3.13 relate to Movement and state that:

3.12 Good design is about avoiding the creation of car-based developments. It contributes to minimising the need to travel and reliance on the car, whilst maximising opportunities for people to make sustainable and healthy travel choices for their daily journeys. Achieving these objectives requires the selection of sites which can be made easily accessible by sustainable modes as well as incorporating appropriate, safe and

sustainable links (including active travel networks) within and between developments using legal agreements where appropriate.

3.13 Existing infrastructure must be utilised and maximised, wherever possible. Where new infrastructure is necessary to mitigate transport impacts of a development and to maximise accessibility by sustainable non-car modes, it should be integrated within the development layout and beyond the boundary, as appropriate. This could include works to connect cycle routes within a site to a wider strategic cycling network or provision of bus priority measures on highway corridors serving a new development.

3.2.6 Section 4.1 specifically sets out the requirements for transport. Paragraph 4.1.6 provides guidance to planning authorities, stating that they must set out an integrated planning and transport strategy, which should:

- *integrate and co-ordinate sustainable transport and land use planning;*
- *facilitate and promote accessibility for all;*
- *reduce the need to travel;*
- *reduce dependency on private vehicles;*
- *prioritise and support walking, cycling and use of public transport;*
- *support the uptake of Ultra Low Emission Vehicles;*
- *reduce transport related airborne pollution; and*
- *facilitate the provision of transport infrastructure and necessary sustainable transport improvements and development.*

3.2.7 Specifically regarding sustainable travel, Paragraph 4.19 states that :

The Welsh Government is committed to reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. Delivering this objective will make an important contribution to decarbonisation, improving air quality, increasing physical activity, improving the health of the nation and realising the goals of the Well-being of Future Generations Act.

3.2.8 And goes on to state in Paragraph 4.1.11 that:

Development proposals must seek to maximise accessibility by walking, cycling and public transport, by prioritising the provision of appropriate on-site infrastructure and, where necessary, mitigating transport impacts through the provision of off-site measures, such as the development of active travel routes, bus priority infrastructure and financial support for public transport services. Importantly, sustainable transport infrastructure and services should be prioritised and put in place from the outset, before people have moved in and travel patterns have been established.

3.2.9 It is clear from Planning Policy Wales that the transport user hierarchy is a key consideration in the determination of planning applications, with the key focus being on the encouragement of active travel.

3.2.10 The sustainable transport hierarchy is set out in Figure 9, as below/ overleaf:

Extract 3.1 Extract Showing Sustainable Transport Hierarchy



- 3.2.11 With regard to electric vehicle charging points, Paragraphs 4.1.40 and 4.1.41 state:

To encourage the use of Ultra Low Emission Vehicles (ULEVs), the planning system should encourage and support the provision of ULEV charging points as part of new development. Future Wales sets out the Welsh Government's requirements for the provision of electric vehicle charging points for non-residential development.

The provision of electric vehicle charging points should be planned as part of the overall design of a development. Charging points must not cause an obstruction to walking or cycling, should be resistant to vandalism, and located where there is good lighting and natural surveillance.

- 3.2.12 With regard to car parking, Paragraph 4.1.50 states:

Car parking provision is a major influence on how people choose to travel and the pattern of development. Where and how cars are parked can in turn be a major factor in the quality of a place.

- 3.2.13 With Paragraph 4.1.51 stating:

A design-led approach to the provision of car parking should be taken, which ensures an appropriate level of car parking is integrated in a way which does not dominate the development. Parking provision should be informed by the local context, including public transport accessibility, urban design principles and the objective of reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. Planning authorities must support schemes which keep parking levels down, especially off-street parking, when well designed. The needs of disabled people must be recognised and adequate parking provided for them.

- 3.2.14 Technical Advice Note 18:Transport sets out that Transport Assessments should be secured for development that generate significant levels of movement or are likely to have significant effects on existing patterns of movements. Whilst the proposals would not generate significant amounts of movement, this Transport Statement has been produced as good practice.

3.3 ACTIVE TRAVEL ACT GUIDANCE

- 3.3.1 Active Travel is a key priority in the Welsh Transport Strategy. The Active Travel Act Guidance sets out that:

The circumstances for active travel planning and delivery in Wales have changed significantly over the 7 years since the making of the Active Travel (Wales) Act in late 2013 and the publication in 2014 of the original two accompanying statutory guidance documents – the delivery guidance and the design guidance.

- 3.3.2 The vision and ambitions for active travel are set out as:

Our Vision

Is for walking and cycling to be the natural mode of choice for short everyday journeys, or as part of a longer journey in combination with other sustainable modes.

Our 15-year ambitions

Are for a comprehensive network of safe, direct, cohesive, comfortable and attractive walking and cycling routes within and connecting to key settlements across Wales

- 3.3.3 There are wide-ranging priorities set out within the Active Travel Act Guidance, with the promotion and improvement of walking and cycling routes being a key issue.

3.4 DEVELOPMENT PLAN

- 3.4.1 The Council Plan (2019 to 2022) was first approved in 2017 and sets out 14 objectives across the four themes of :

- Economy;
- People;
- Place; and
- Organisation.

- 3.4.2 Policy P12 sets out the policy for 'Pride In Our Environment', with a long-term vision to:

be recognised as a low carbon, low waste, environmentally responsible organisation that supports local people to play their part.

- 3.4.3 This high-level policy has clear implications on the carbon emissions relating to development, which includes the use of the fossil fuels which power many current motor vehicles.

- 3.4.4 Policy P14 sets out the strategy for 'Well-Connected and Sustainable Communities', with a long term vision to:

have an accessible, efficient transport network which allows people a choice between transport options which are convenient and sustainable.

- 3.4.5 At a more strategic level is the Wrexham Unitary Development Plan (1996 to 2011, adopted February 2005). The Plan comprises two parts:

Part 1 -The Strategy which outlines the Council's broad intention for development in the area and provides a framework for the more specific policies and proposals...

Part 2 - Specific Policies accompanied by reasoned justifications, which expand on the strategic vision for the County Borough and provide detailed guidance for the development and other use of land...

3.4.6 The council are in the process of preparing their Local Development Plan (LDP), which will replace the currently adopted Unitary Development Plan. The Deposit Plan (April 2019) is a working document, however sets out the vision and strategies which are supported by the council.

3.4.7 The vision for the Local Development Plan is that:

By 2028, Wrexham will be an attractive, distinctive and accessible place where people will want to live, visit and invest. Our economy will be strong, resilient and responsive to our gateway location within Wales. Wrexham County Borough will be a sustainable place where everyone feels safe and included and a place that enhances the quality and distinctiveness of our natural, built heritage and unique culture.

3.4.8 Policy SP12 sets out the requirements for transport and accessibility as follows:

Wrexham's transport network will be developed in a safe, efficient and sustainable manner through the following measures:

i. Restricting development that would have an unacceptable impact on the safe and efficient operation of the transport network,

ii. Implement key transport projects identified in the Joint North Wales Local Transport Plan and supporting the development and delivery of key strategic road and rail transport improvement projects promoted by the North Wales region and Welsh Government (policy T4 and T6),

iii. Enhance the overall reliance of the network and take steps to adapt the transport network to the effects of climate change,

iv. Improve the coverage, service frequency, integration and priority of public transport services to provide a sustainable and viable alternative travel choice to the private car,

v. Improved integration of modes through the development of existing and new transport interchanges ensuring infrastructure provisions is accessible to all,

vi. Ensure adequate levels of car parking taking into consideration the location and accessibility of new developments to existing public transport facilities and walking and cycling network,

vii. Develop the coverage of the Active Travel Network across Wrexham to promote increased use of walking and cycling as safe, viable and sustainable alternatives to the car,

viii. Deliver capacity and safety enhancements to the local highway network where considered

3.4.9 For health and wellbeing, Policy SP14 states that:

All development should seek to reduce health inequalities and provide opportunities for healthy lifestyles and improving health and well-being...

3.4.10 It is clear from the Local Development Plan that issues including respecting the transport hierarchies, encouraging active and low carbon travel and reducing inequalities are key issues, which all align with Planning Policy Wales.

3.5 LOCAL GUIDANCE NOTES

3.5.1 Wrexham County Borough Council set out their guidance on planning through the Development Plan policy and a suite of Local Planning Guidance Notes.

- 3.5.2 The Local Planning Guidance Notes which are most pertinent to transport are Note 15 : Cycling and Note 16 : Parking Standards.
- 3.5.3 For cycle parking, the provision is 1 space per 75sqm of gross floor area based upon Note 15, with Note 16 stating 1 space per 150sqm. Note 16 was updated in 2018 and is assumed to take precedence.
- 3.5.4 The car parking requirement is set out as 1 car space per 15sqm.

3.6 SUMMARY

- 3.6.1 Planning Policy Wales sets out that:

Development proposals must seek to maximise accessibility by walking, cycling and public transport, by prioritising the provision of appropriate on-site infrastructure and, where necessary, mitigating transport impacts through the provision of off-site measures, such as the development of active travel routes, bus priority infrastructure and financial support for public transport services...

- 3.6.2 Planning Policy Wales sets out the transport hierarchy, which requires active travel to be considered as the primary mode of transport, followed by public transport. The Local Development Plan supports these aims and sets out that:

Wrexham's transport network will be developed in a safe, efficient and sustainable manner through the following measures

- 3.6.3 The Development Plan set out the long term vision to:

...have an accessible, efficient transport network which allows people a choice between transport options which are convenient and sustainable.

- 3.6.4 For health and wellbeing, the Development Plan goes on to state that:

All development should seek to reduce health inequalities and provide opportunities for healthy lifestyles and improving health and well-being...

- 3.6.5 This Transport Statement sets out the proposed access by active modes of travel, which will be encouraged through the delivery of green travel commitments.

4. EXISTING ACCESSIBILITY

4.1 INTRODUCTION

4.1.1 Studies show that transportation accounts for one third of CO₂ emissions in major cities and is the fastest growing source of greenhouse gases. Whilst this is being tackled through initiatives including C40 Cities, the transport hierarchy remains that active and low carbon travel modes are to be encouraged.

4.1.2 This chapter reviews the existing travel patterns to the site.

4.1.3 Changing technologies are likely to reflect the ways in which people travel and, as such, consideration should be given to how these may affect the way that work and services are accessed into the future.

4.2 ACCESS BY ULTRA LOW AND ZERO EMISSION VEHICLE

4.2.1 Anyone who can drive a car can drive an ultra-low or zero emission vehicle. Within the lifetime of the development these vehicle types will become increasingly utilised, until the Government phase out the sales of all fossil-fuel powered vehicles by 2030, or before.

4.2.2 Destination charging of electric vehicles is not commonly required due to the significant distances electric vehicles can travel between charges. The development proposals would accommodate electric vehicles within the car park, with the centre's management reacting to changing technologies and demands over time.

4.3 ACCESS ON FOOT

4.3.1 Walking and cycling are affordable and safe transportation options that do not generate emissions, traffic noise or traffic congestion, and instead boost mental and physical health.

4.3.2 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities. The Chartered Institution of Highways and Transportation (CIHT) document entitled *Providing for Journeys on Foot* (2000) suggests walking distances which are relevant to this application. These distances are shown in Table 4.1.

Table 4.1 Suggested Acceptable Walking Distances

Criteria	Town Centres (m)	Commuting/ School/ Sightseeing (m)	Elsewhere/ Local Services (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

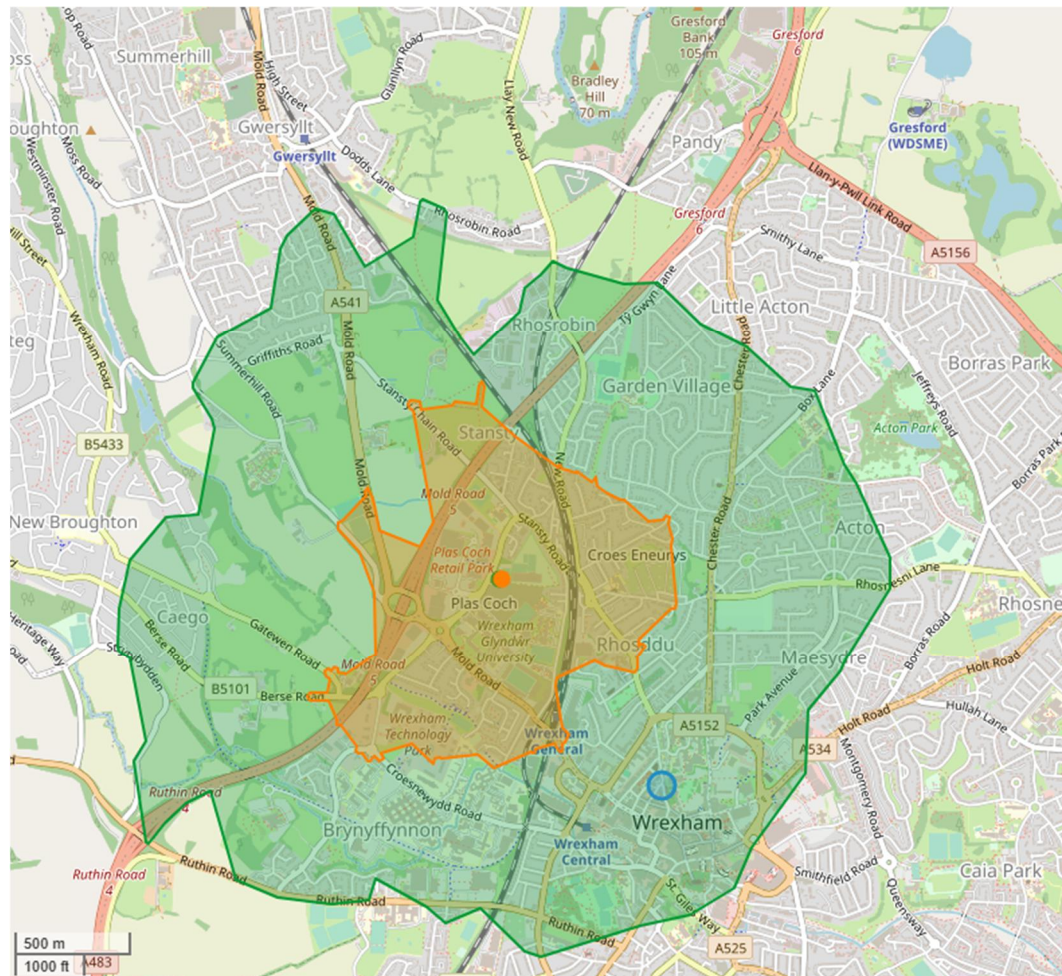
4.3.3 Whilst Table 4.1 provides useful guidance on walking distances, *Manual for Streets* provides a context for interpreting them. *Manual for Streets* states that:

The propensity to walk is influenced not only by distance, but also by the quality of the walking experience. A 20-minute walk alongside a busy highway can seem endless, yet

in a rich and stimulating street, such as in a town centre, it can pass without noticing. Residential areas can offer a pleasant walking experience if good quality landscaping, gardens or interesting architecture are present.

- 4.3.4 The local area is diverse and includes a wide array of destination types, creating an interesting and varied streetscene. It is reasonable to assert that walking distances of 1.2 to 2km are likely to be attractive to some staff and visitors, especially given the health-based nature of the proposals.
- 4.3.5 For this site it is reasonable to consider the 1km and 2km isochrones, however this is not the absolute limit which people are prepared to travel on foot and should be taken as a guide only. Figure 4.1 shows the 1km and 2km walking isochrones.

Figure 4.1 Walking Isochrones –1km (Orange) and 2km (Green)



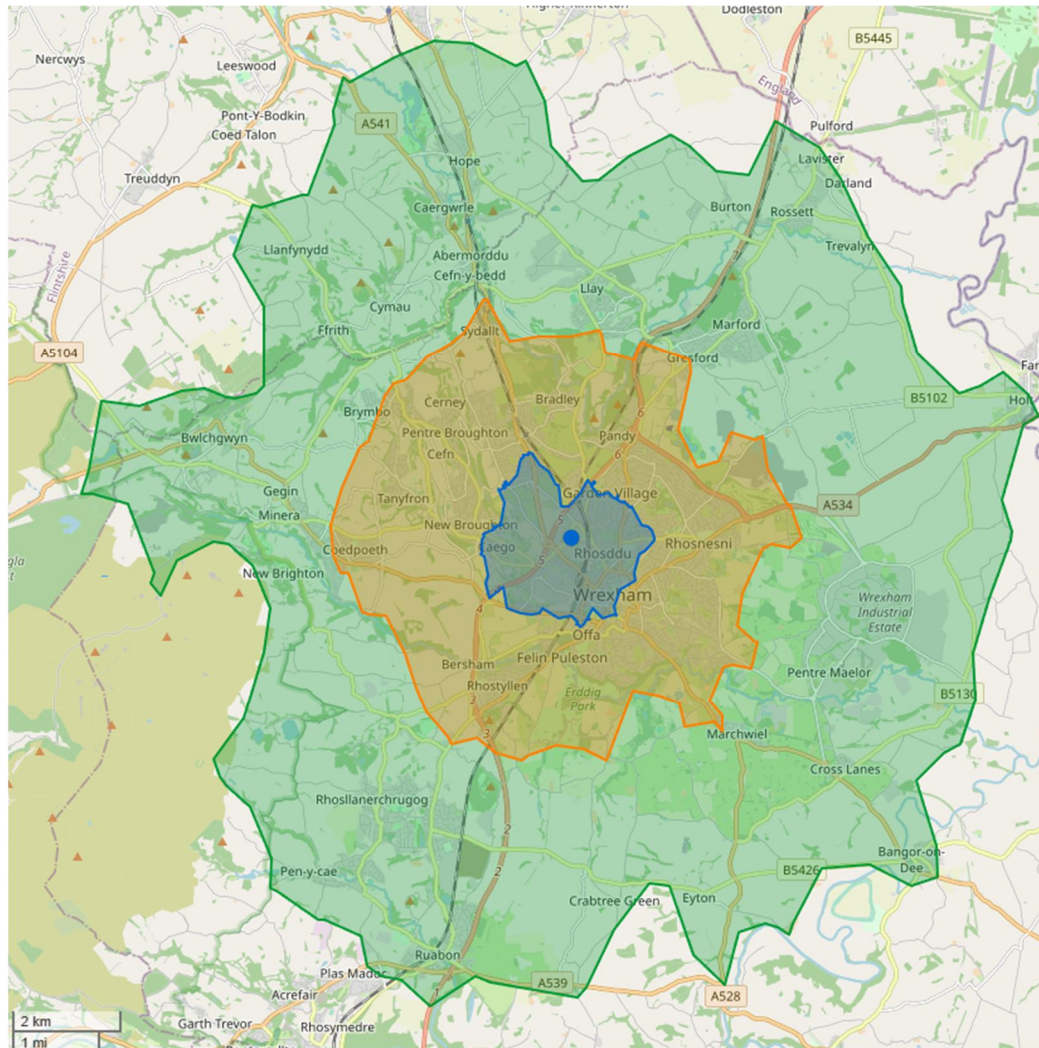
- 4.3.6 It can be seen that a significant urban area is within the 2km walking isochrone, including Wrexham town centre (highlighted with a blue dot), Acton, Rhosddu, Garden Village, Rhosrobin, Brynffynnon, Caego and Stansty within a reasonable walking distance of the site.
- 4.3.7 Local to the site, roads typically benefit from surfaced and lit footways on both sides of the carriageway, to a modern and appropriate standard. The key exception to this is Crispin Lane, which abuts the railway/ railway land. A single-sided lit and surfaced footpath is present on the west side, only, of Crispin Lane for the majority of its length.
- 4.3.8 It is reasonable to conclude that there is appropriate provision for pedestrians within the local area.

- 4.3.9 Direct pedestrian access to the site can be gained via footpaths which link to Plas Coch Road to the west and Crispin Lane to the east.
- 4.3.10 It is reasonable to conclude that there is appropriate provision for pedestrians within the local area.

4.4 ACCESS BY CYCLE

- 4.4.1 Cycling is an increasingly popular mode of transport, particularly for commuting and leisure pursuits. The Covid-19 pandemic saw a significant rise in the use of cycles by all age groups and the popularity of cycling continues to increase.
- 4.4.2 One of the contributing factors to the current popularity is the increase in availability and reduction in price of e-bikes. E-bikes provide opportunity for people of a much broader physical range to access cycling and utilise it for commuting, leisure, health and sightseeing purposes.
- 4.4.3 The range of electric bikes can be considerable, with power-assistance for a typical rider on a typical e-bike being in the region of up to 100km of range (for a circa 500w battery). That will be lower for some city and folding electric bikes, which often have smaller batteries to save weight.
- 4.4.4 Whilst not currently benefitting from type-approval on the UK roads, privately operated e-scooters are currently being assessed by UK Government and are likely to receive approval in the near future. Alongside e-bikes, e-scooters provide an innovative and unique opportunity for people of varying physical abilities to travel without the need for a car. Whilst this section focuses on cycles and e-bikes due to their legal status, the same opportunities could shortly apply to e-scooters.
- 4.4.5 Cycling is commonly accepted as accommodating longer-distance travel than walking, including longer distance commuting and leisure trips. The commonly quoted typical cycling distance is around 5 km, however for e-bike commuting these distances could frequently be exceeded, (for reference, daily leisure cycle trips of 32km or more are quite common).
- 4.4.6 The health-based nature of the facility could increase the likelihood of visitors considering longer-distance cycling to be an attractive proposition.
- 4.4.7 In order to consider the immediate accessibility of the site, the 2km (Blue), 5km (orange) and 10km (green) isodistances have been assessed. These are shown below/ overleaf in Figure 4.4
- 4.4.8 It can be seen from Figure 4.2 that the whole of the built form of Wrexham is within the 5km cycling distance of the site. The 10km cycle distance extends to significantly rural areas, including Llandegla Forest, as well as the English border. Wrexham Industrial Estates, Rhosllanerchrugog, Llay, Hope and Marford all lie within the 10km cycle isochrone (a longer-distance or e-bike cycle).
- 4.4.9 It is reasonable to conclude that cycling is a viable and attractive mode of transport for some visitors or staff of the site.

Figure 4.2 Cycle Isochrones 2km, 5km and 10km



4.5 ACCESS BY BUS

- 4.5.1 The nearest bus stop to the site are located around 200m to the west of the site access, within the retail park. The bus stop is served by routes 17 and 21. Route 17 can also be accessed from Stansty Road, around 200m to the north of the Crispin Lane pedestrian access point.
- 4.5.2 Additional bus stops are available around 400m to the south of the site access on Mold Road and Berse Road. The bus stops on Berse Road are served by routes 17, 21H, 27, 29, PC2, T3 and T12, with the bus stops on Mold Road replicating access to services 21, PC2 and T3.
- 4.5.3 The combined routes result in a typical daytime frequency of around four buses per hour. The most up to date timetable information is available at www.traveline.info and can be accessed online. The bus routes are summarised below:

Table 4.2 Bus Route Summary

Route	Destinations	Weekday	Evening	Saturday	Sunday
17	Moss – Wrexham	3 total	-	3 total	-

Route	Destinations	Weekday	Evening	Saturday	Sunday
21	Wrexham, Summer Hill, Gwersyllt	From 06:40 Hourly	Hourly Until 22:15	As weekday	4 total
21H	As 21	From 07:25 Hourly	-	As weekday (from 07:35)	5 total
27	Wrexham- Mold	From 06:49 Hourly	Hourly Until 18:49	As weekday	-
29	Wrexham – Mold	5 total	-	5 total	-
PC2	Llay – Cargo	Once	-	-	-
T3	Wrexham – Dolgellau/ Barmouth	From 06:30 AM 3 times, PM Hourly	Once at 20:30	As weekday	5 total
T12	Wrexham – Machynlleth	2 total	-	2 total	-

- 4.5.4 It can be seen that there are a number of bus stops within a reasonable walking distance of the site, which provide access to a suitable frequency of bus services to a wide range of destinations.

4.6 ACCESS BY TRAIN

- 4.6.1 The nearest railway station to the site is Wrexham General. Wrexham General is located around 800m to the south of the site. The national rail network map, showing the station, has been extracted below/ overleaf in Figure 4.3.

- 4.6.2 From Figure 4.3 it can be seen that Wrexham General connects to Shrewsbury (to the south) and Chester (to the north) for purposes of interchange to national destinations, as well as more local destinations including Ruabon and Hope.

- 4.6.3 There are typically around four trains per hour from the station, providing direct connections towards Holyhead, Shrewsbury, Bidston, Chester and Birmingham.

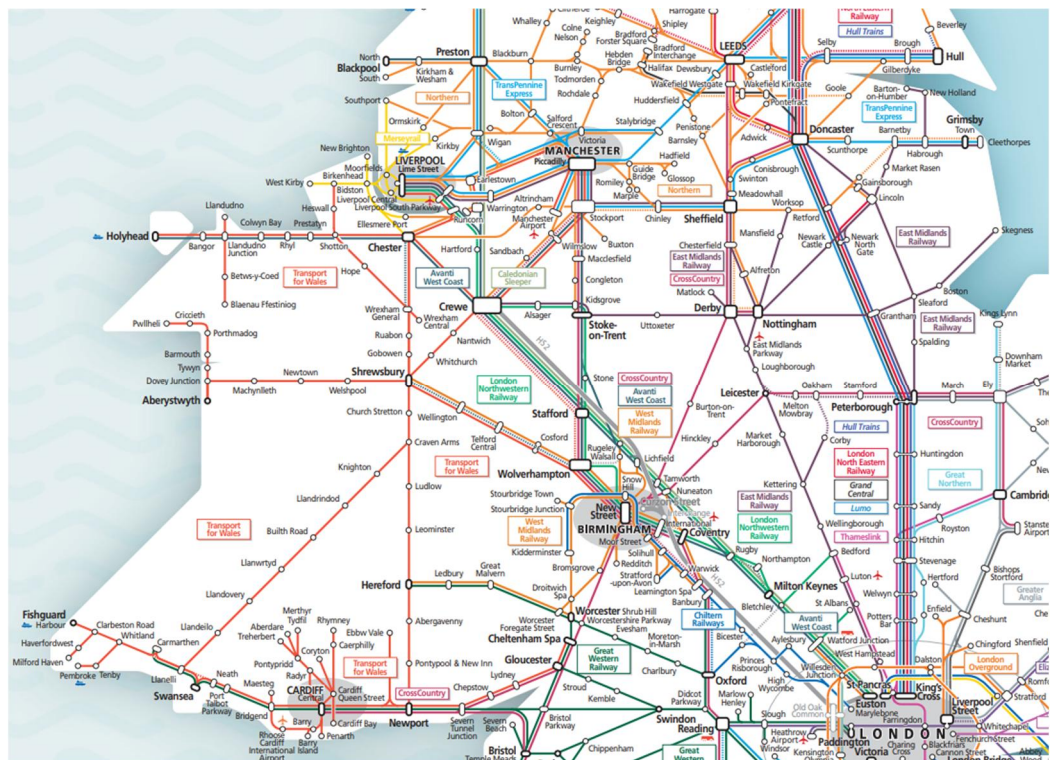
- 4.6.4 The station provides step-free access, as follows:

Step free access to Platform 1 (to Shrewsbury) from the car park via the booking office or night gate.

Step free access to Platform 2 (to Chester), Platform 3, and Platform 4 (Wrexham-Bidston Line) via a footbridge and lifts.

- 4.6.5 Access to the tennis centre is available by train from major conurbations across the whole of the route network.

Figure 4.3 National Rail Map



4.7 SUMMARY

- 4.7.1 A detailed review of the options for sustainable access has been undertaken. The site is well located for access to the existing footway networks and, also, the bus and train routes which serve the key local and regional destinations.

5. CAR PARKING PROVISION

5.1 INTRODUCTION

- 5.1.1 In order to consider the development proposals, the operation of the existing car park has been reviewed.
- 5.1.2 To inform the preparation of this report a parking beat survey has been undertaken and discussions held with the site's management team.

5.2 EXISTING PARKING PROVISION

- 5.2.1 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 disabled spaces.
- 5.2.2 A parking beat survey of the existing spaces has been undertaken and is discussed below.

5.3 CAR PARK BEAT SURVEY

- 5.3.1 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.
- 5.3.2 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.
- 5.3.3 The survey was undertaken throughout the day, with the number of cars parked at each time noted down. The results were as follows:

Table 5.1 Peak Car Park Occupancy Survey

Time	Saturday 29 th April		Sunday 30 th April	
	Cars Parked	% Full	Cars Parked	% Full
09:30	43	59%	40	55%
11:30	66	90%	46	63%
13:30	55	75%	37	51%
15:30	32	44%	30	41%
17:30	17	23%	12	16%

- 5.3.4 It can be seen from Table 5.1 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.

- 5.3.5 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.
- 5.3.6 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.

5.4 SUMMARY

- 5.4.1 There are currently 73 parking spaces at the site, of which 6% are disabled spaces.
- 5.4.2 In order to assess the adequacy of the existing car parking provision a car park beat survey has been undertaken. The parking beat survey was undertaken on Saturday 29th April and Sunday 30th April and includes car park usage for a County Cup tournament that was running over the weekend – i.e. peak occupancy.
- 5.4.3 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.

6. PROPOSED DEVELOPMENT

6.1 INTRODUCTION

6.1.1 This chapter sets out the proposals for the site, relevant to transport.

6.2 EXTENDED PROVISION TO INCLUDE PADEL

6.2.1 Padel (Padel Tennis) is similar to lawn tennis and is played typically in doubles within an enclosed court.

6.2.2 It is reasonable to assert that the provision of a Padel court roughly equates to the provision of a standard tennis court in terms of the type of utilisation that would occur.

6.2.3 The existing provision at the site includes sixteen courts, which would increase to 19 as a result of the proposals. This is a total increase in court provision of around 20%.

6.2.4 The overall site includes the following complimentary provision over and above the courts themselves:

- Café and bar;
- Tennis shop;
- Restringing service;
- Conference room;
- Wrexham physiotherapy and sports injury clinic; and
- RPM Fitness.

6.2.5 Consequently, whilst the court provision increases by around 20%, the overall visitation to the site as a result of the new courts is likely to be materially less than this as the centre provides for a much wider fitness and leisure community than simply the playing time on courts in isolation.

6.2.6 Ancillary to the proposals for the Padel courts are a number of additional improvements to the site, which include internal refurbishment works with potential new cladding to the building frontage, to facilitate upgraded club and parent viewing, catering and social area, changing and fitness facilities.

6.2.7 These works are considered to improve and modernise the existing provision on the site, improving the experience and facilities available during a visit. The works are aimed at improving and modernising the visitor experience, however are unlikely to lead to a material increase in visitation to the site when considered in isolation.

6.2.8 As Padel is a discipline separate from lawn tennis, it is unlikely that the additional courts would increase or enhance the capacity of the site for accommodating larger tournaments than those already held – i.e. the peak site usage is likely to remain broadly similar to the existing situation.

6.3 PEDESTRIAN ACCESS

6.3.1 Pedestrian accessibility to the site is already available via the surfaced footpaths and onwards connections discussed in Chapter 4. The existing footpaths are suitable for accommodating the day to day and peak demands of the site (during tournaments) and would not require upgrading to deliver the proposed works.

6.3.2 Even so, given the health and fitness-based nature of the site, pedestrian access will be promoted to staff, participants and visitors. Walking will be promoted as both a sustainable mode of transport, as part of a healthy lifestyle and as a useful warm-up/ warm-down before and/ or after exercise.

- 6.3.3 The benefits of walking and the pedestrian access routes will be collated by the centre manager and stored in email format as part of 'Travel Guidance' to be distributed across the club's email list. The 'Travel Guidance' email will also incorporate information on cycling and public transport, as well as car sharing – as set out below.
- 6.3.4 Pedestrian access is considered to be appropriately accommodated withing the proposals with measures to encourage walking forming part of the centre's new 'Travel Guidance'.

6.4 CYCLE ACCESS

- 6.4.1 The current site benefits from four Sheffield-style cycle stands adjacent to the front doors of the site. The existing provision could provide cycle parking for up to eight cycles.
- 6.4.2 The existing cycle facility is shown below/ overleaf for ease of reference.

Extract 6.1 Existing Cycle Stand Provision



- 6.4.3 Similar to walking, the use of cycling aligns well with the health and fitness nature of the site. Cycle access will be promoted to staff, participants and visitors. Cycling will be promoted as both a sustainable mode of transport, as part of a healthy lifestyle and as a useful warm-up/ warm-down before and/ or after exercise.
- 6.4.4 In order to accommodate any potential increase in cycle demand to the site and, potentially, meet any latent demand which is not met by uncovered cycle loops, the proposals will incorporate covered and secure cycle parking lockers. The cycle parking

lockers will be appropriate for accommodating up to four additional cycles, alongside cycle outerwear such as helmets.

- 6.4.5 The total provision for cyclists on site will be suitable for accommodating 12 cycles in total, with four of those being covered for long-stay use.
- 6.4.6 As a sports facility, locker and changing facilities form part of the existing site facilities and are available for cyclists to store residual outerwear that isn't stored in the cycle lockers.
- 6.4.7 The benefits of cycling and the cycle access routes to the site will be collated by the centre manager and stored in email format as part of 'Travel Guidance' to be distributed across the club's email list.
- 6.4.8 The development proposals incorporate measures to encourage cycling and improve on the existing facilities, including new secure/ covered cycle parking lockers. Cycle access is considered to be appropriately accommodated within the proposals.

6.5 PUBLIC TRANSPORT ACCESS

- 6.5.1 Access by public transport will be encouraged to the site, including during tournaments/ competitions. The details of nearby bus stops and routes will be made available within the reception area of the sports facility and collated in to the 'Travel Guidance' email.
- 6.5.2 The 'Travel Guidance' email will include links to <https://www.traveline.info/> and <https://tfw.wales/plan-a-journey> to allow staff, visitors and groups to be able to plan their public transport access to the site based upon the most up to date bus timetabling information.
- 6.5.3 Public transport access is considered to be appropriately accommodated withing the proposals with measures to encourage bus and rail patronage forming part of the centre's new 'Travel Guidance'.

6.6 ELECTRIC VEHICLE CHARGING

- 6.6.1 The range of the majority of electric vehicles is in excess of 100 miles, with a significant proportion now achieving 200+ miles on a full charge. Consequently, destination charging is generally not required for the majority of journeys which are undertaken.
- 6.6.2 Even so, for some journeys electric vehicle destination charging can be either helpful or required, particularly if the destination forms part of a wider trip chain (for example travel to/ from work, to a meeting and then onwards to the tennis centre).
- 6.6.3 For these scenarios, the proposals will incorporate two electric vehicle charging points within the car park. The chargers will provide a minimum of 7kw and be available from either one two-headed post or two separate charging units.
- 6.6.4 The proposals are considered to appropriately accommodate for the evolving nature of electric vehicles through the provision of electric vehicle charging points.
- 6.6.5 The details of the EV charging will be included in the site's 'Travel Guidance' email.

6.7 ADDITIONAL CAR PARK MANAGEMENT

- 6.7.1 As discussed in Section 6.2, 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.
- 6.7.2 Even so, 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.

- 6.7.3 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).
- 6.7.4 The car park management system ensures that ad hoc 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.
- 6.7.5 The '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.
- 6.7.6 The car park management measures are considered to be suitable for large events and will be promoted in advance to visiting players and officials.

6.8 CAR SHARE

- 6.8.1 Alongside the recently implemented car park management, car sharing will be promoted at the site within the 'Travel Guidance' email. The 'Travel Guidance' email will set out the environmental, social and fiscal benefits relating to car sharing and confirm that car sharing should be used as a priority to the site, where other more sustainable modes are not utilised.
- 6.8.2 The proposals to encourage car sharing could reduce the number of cars to the site and on the local highway network, to the benefit of the local environment.

6.9 CAR PARKING

- 6.9.1 The existing car parking provision is discussed within Chapter 5, which sets out that the current provision is suitable for meeting the existing car parking demands, including during peak periods of demand such as organised tournaments.
- 6.9.2 Even during the busiest period of the recent tournament, the car park beat surveys shows that 10% (around seven spaces) remained available for use.
- 6.9.3 Car parking for the proposed development is considered to be suitable for the day to day operations of the club and for the majority of tournaments. Additional mitigation measures are proposed to reduce car usage and for the very busiest of events.

6.10 TRAVEL PLAN

- 6.10.1 The 'Travel Guidance' email set out within this chapter would form the centre's Travel Plan.
- 6.10.2 The 'Travel Guidance' would be in addition to the physical Travel Plan measures for the new cycle storage lockers for four cycles and the provision of two EV charging points.
- 6.10.3 In summary, the 'Travel Guidance' would include:
 - The health benefits of walking;
 - The site's pedestrian access locations;
 - The health benefits of cycling;
 - The site's cycle access locations;
 - Confirmation of the on-site provision for cycle storage, lockers, showers and changing;
 - The warm up/ warm down opportunity provided by walking/ cycling;
 - A link to the bus timetable/ route planner provided by Traveline;

- A link to the rail timetable/ route planner provided by Transport for Wales;
 - Details of the EV charging provision and access arrangements on site;
 - Promoting car sharing to the site, where other sustainable modes are not taken up to reduce site congestion; and
 - Confirming that during the busiest events visitors may be directed to alternative car parks as part of the onsite car park management plan.
- 6.10.4 The 'Travel Guidance' would be kept up to date by the centre manager and distributed to the centre's email list. The 'Travel Guidance' would also be provided to visiting clubs, officials and the email list of those registered to attend events at the site.
- 6.10.5 The Travel Plan measures are considered to be appropriate to encourage sustainable transport to/ from the site and proportionate to the development proposals.

6.11 SERVICING

- 6.11.1 There are no changes proposed to the servicing arrangements. The development proposals would not increase the number of service or refuse vehicles associated with the site.
- 6.11.2 The proposed works would not impact on servicing, which is considered to be suitable for accommodating the proposals.

6.12 SUMMARY

- 6.12.1 The development proposals include the delivery of four new covered/ secure cycle lockers, ev charging points and 'Travel Guidance'. the 'Travel Guidance' would include:
- The health benefits of walking;
 - The site's pedestrian access locations;
 - The health benefits of cycling;
 - The site's cycle access locations;
 - Confirmation of the on-site provision for cycle storage, lockers, showers and changing;
 - The warm up/ warm down opportunity provided by walking/ cycling;
 - A link to the bus timetable/ route planner provided by Traveline;
 - A link to the rail timetable and route planner provided by Transport for Wales;
 - Details of the EV charging provision and access arrangements on site;
 - Promoting car sharing to the site, where other sustainable modes are not taken up to reduce site congestion; and
 - Confirming that during the busiest events visitors may be directed to alternative car parks as part of the onsite car park management plan.
- 6.12.2 The 'Travel Guidance' would be kept up to date by the centre manager and distributed to the centre's email list. The 'Travel Guidance' would also be provided to visiting clubs, officials and the email list of those registered to attend events at the site.
- 6.12.3 The overall provision for sustainable access and car park management is considered to be appropriate to accommodate access for all, whilst also encouraging sustainable modes of transport.
- 6.12.4 There are considered to be no reasonable highway reasons for refusal of the planning application.



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