RACQUET SPACE
APPLICATION REFERENCE H16-1022-2- ERECTION OF A PADEL AND PICKLEBALL CENTRE
LAND OFF BOURNE ROAD, SPALDING

TRANSPORT AND DRAINAGE STATEMENT

1. Further to the consultation from the County Council as Local Highway Authority and Lead Local Flood Authority in respect of application reference H16-1022-2, please find below the response on behalf of the applicant to the issues raised.

Highways

2. With regard to the request for a financial contribution towards the Spalding Western Relief Road of £6,844, we would point out that the proposal does not fall within one of the Phases of development set out in Policy 15 of the South East Lincolnshire Local Plan and it is not within the designated area of the Sustainable Urban Extension (SUE). The criteria in the policy indicates that a contribution is required **if** the proposal falls within the designated area and not because the development is close to the relief road. If this is not the case, then our client is quite happy to discuss the need for the contribution, having regard to regulation 122 of the Community Infrastructure Levy Regulations.
3. We have amended the site plan and added cycle stands, dimensions of parking spaces and reversing spaces.
4. The tactile crossing has been added linking the site with the existing footway on the southern side of Bourne Road.
5. Bourne Road is subject to a 40mph speed limit and so the necessary 2.4m x 90m splays have been shown which are either within highway land or are under the control of the applicant. A swept path shows the movement of the largest vehicle that will service the site.
6. The centre will operate solely as a venue to play Padel and Pickleball and no other “attractions” are proposed. The proposed courts largely fill the interior of the building, apart from the central area which provides the necessary welfare facilities. The building is not designed to hold competitions as there are no dedicated seating/viewing areas where spectators could be accommodated. There will undoubtedly be leagues taking place, but these simply involve people keeping score of matches won or lost and in themselves they do not attract spectators.

7. The 8 courts, if completely full with 8 doubles matches, will accommodate 32 players. Assuming that there will be a crossover between the next lot of players and each player arrives singly by car, there will be 64 cars. Of the 10 full time staff, there will be 4/5 on site at any one time due to shift patterns. We haven therefore, provided a maximum of 75 cars spaces on this basis. In reality, there is unlikely to be 8 doubles matches followed by another 8 doubles matches as there will be single and doubles matches and, indeed, some slots where there are no games at all. In addition, it is likely that there will be a mixture of car sharing, people walking and cycling to access the centre. The frequency of use of the centre will fluctuate throughout the day; with peaks being early morning (before work), evenings and weekends.

8. We, therefore, consider that the provision of 75 spaces will cater for an absolute maximum number of visitors to the centre. With regard to the provision of disabled spaces, the centre and, indeed, the sport has been designed to be as inclusive as possible, and the popularity of the two sports rely on the how accessible they are. Inclusivity will be promoted and if there is a need to provide further disabled spaces because of demand, there will be the flexibility to do this with the amount of parking available.

Drainage

9. A new Surface Water Drainage and Foul Water Drainage Strategy have now been prepared and these are presented in a separate report by Jackson Consulting Engineers.

LMS 12-12-25.