

Parking & Access Justification Statement

Proposed Change of Use to Leisure (Padel Facility) –

Unit 2, Paisley Park, Pant Industrial Estate, Merthyr Tydfil, CF48 2SR

Further to the planning application, I am writing to provide additional detail in relation to parking provision, in response to the requirements of Policy SW11 of the Merthyr Tydfil Replacement Local Development Plan.

The proposal relates to a single indoor padel court, operating strictly on a pre-booking only basis. This operational model allows the number of users on site at any one time to be carefully managed and prevents uncontrolled or unexpected attendance.

By way of clarification:

- A single padel court accommodates a maximum of four players per booking
- There will always be one member of staff on site
- The facility will not operate as a walk-in use and will not attract spectators
- Sessions are time-limited, with arrivals and departures staggered throughout the day

In practical terms, padel is a team-based activity and it is common for a full team of four players to travel together in a single vehicle, particularly for pre-booked sessions. On this basis, typical parking demand would comprise one vehicle for players and one vehicle for staff.

Even when adopting a conservative worst-case scenario, where all four players arrive separately, total parking demand would amount to five vehicles, including staff. This level of demand can be fully accommodated within the five dedicated parking spaces allocated to the unit. We expect on average 1-2 car's per hourly booking carrying a team of 4.

In addition to the dedicated spaces, the wider industrial estate benefits from a substantial level of shared parking. Surrounding units operate primarily during weekday daytime trading hours, whereas the padel facility's peak periods are expected to occur during evenings and weekends. At these times, parking demand from neighbouring employment uses is significantly reduced or absent, meaning additional estate-wide parking capacity is readily available if required.

Weekends represent the busiest daytime periods for the padel facility, and these coincide with most other units on the estate being closed, further reducing the potential for any parking conflict.

The proposed use does not generate deliveries, servicing requirements, or HGV movements and would result in lower traffic generation than many traditional B-class industrial uses that could otherwise occupy the unit.

Taking the above into account, the proposal is supported by adequate and appropriate parking provision, and it is not anticipated that the development would result in parking congestion, overspill parking, or harm to highway safety.

I trust this provides the clarification required, however please do let me know if any further information would be helpful.