



St George's Hill Lawn Tennis Club  
(Padel Courts and Groundskeeper  
Shed)

Transport Statement

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Caneparo Associates Limited  
21 Little Portland Street  
London W1W 8BT  
Tel: 020 3617 8200

[www.caneparoassociates.com](http://www.caneparoassociates.com)

Registered in England: 9930032

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# 1 INTRODUCTION

1.1 Caneparo Associates are appointed to provide traffic and transport advice in relation to the proposed padel tennis courts and two-storey groundskeeper's shed at St George's Hill Lawn Tennis Club situated within Weybridge, KT13 0NL, ('the Site'), which is controlled by Elmbridge Borough Council ('EBC').

1.2 The Site is located within the St George's Hill private estate, with residential uses surrounding the Site on all sides. Approximately 300m to the east of the Site is the B365 Seven Hills Road which is the closest access point to the private estate, with the centre of Weybridge being approximately 2km northwest of the Site.

1.3 The existing Site is currently a single tennis court and an existing back-of-house area which contains two sheds and a portacabin for groundskeeper and storage use.

1.4 The proposal seeks:

"The erection of three semi-enclosed padel courts, and a two storey groundkeepers shed, associated landscape and access works, following the demolition of existing ancillary buildings."

1.5 The existing layout plans are at Appendix A and the Architect's proposed layout plans are included at Appendix B.

1.6 A planning application has recently been submitted for an adjacent fitness centre and amendments to car parking arrangements.

1.7 This Transport Statement will examine the effects of the proposal on the local highway network. It will consider the suitability of the proposals in relation to the site's location, trip generation, parking and servicing, and planning policy. The remainder of this report is set out as follows:

- Section 2 - sets out the existing situation;
- Section 3 - details the site's accessibility;
- Section 4 - considers relevant planning policy;
- Section 5 - presents the development proposals;
- Section 6 - considers the potential effects of the development;



Section 7 - provides a summary and conclusion;

## 2 EXISTING SITUATION

- 2.1 The Site is located within St George's Hill estate, situated to the south of Weybridge. The Site is reached by an access road which connects East Road to the east with Warreners Lane to the west. The location where the padel courts and groundskeepers shed is proposed to be constructed is currently an existing tennis court and an existing back-of-house area that contains two sheds and a portacabin.
- 2.2 The Site's location and the Club's ownership boundary with respect to the local highway network is highlighted at Figure 2.1. The plan at Appendix A shows in more detail the application site itself, which is located towards the eastern side of the club grounds.

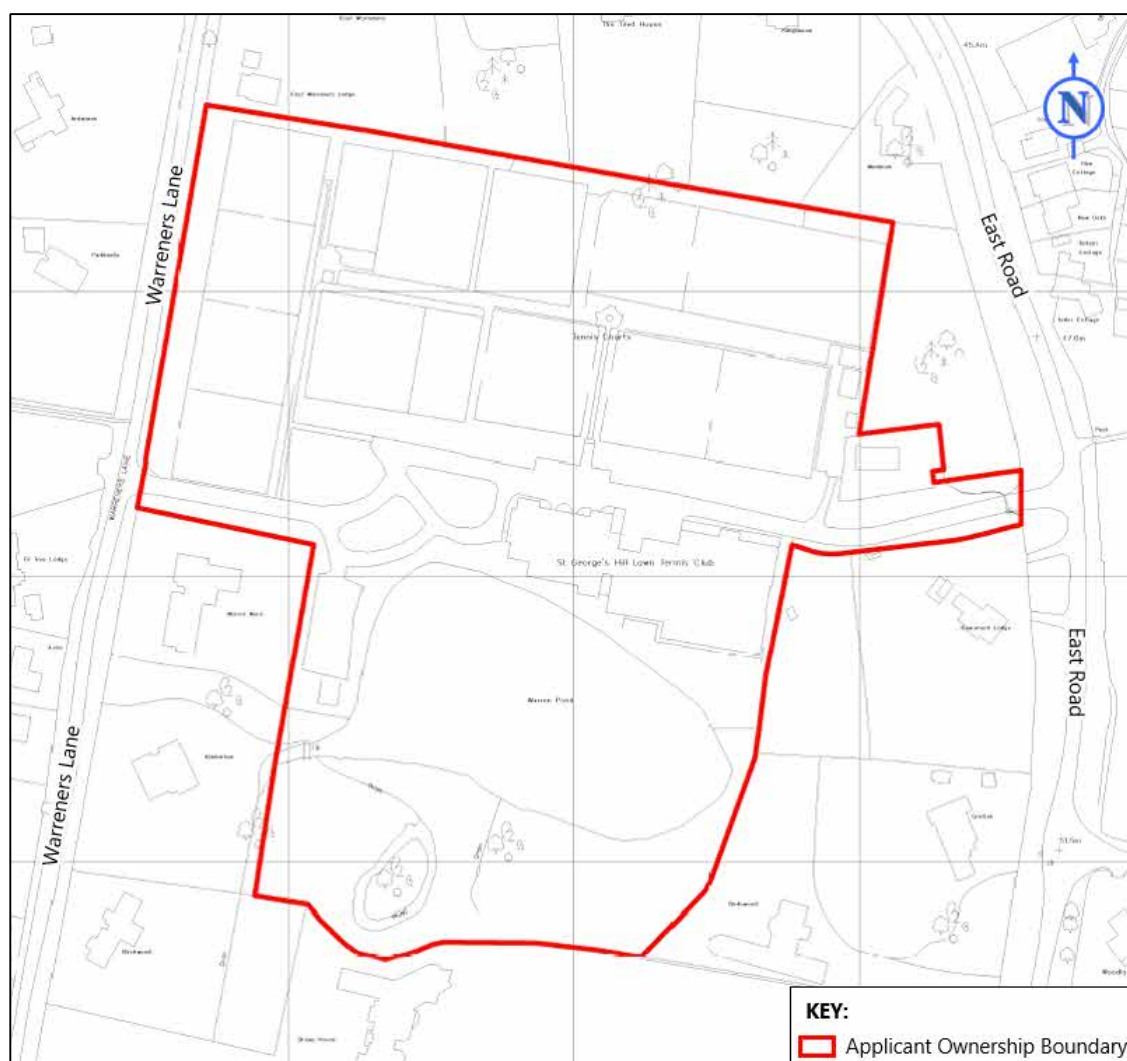


Figure 2.1: Site Boundary Plan

Source: ArcGIS Pro 2023



## Local Highway Network

### Warreners Lane

- 2.3 Warreners Lane operates in a north-south orientation, connecting East Road in the north to another section of East Road to the south. The St George's Hill Estate operates a 25mph speed limit throughout, including on Warreners Lane. In proximity of the Site, Warreners Lane provides a single lane of traffic in each direction and measures circa 5.5m in width. Warreners Lane is a private road located within the St George's Hill private estate. The road features speed bumps at regular intervals to calm traffic on both sides of the carriageway.

### East Road

- 2.4 East Road operates in from Old Avenue in the north to another section of Old Avenue to the south. The St George's Hill Estate operates a 25mph speed limit throughout, including on East Road. In proximity of the Site, East Road provides a single lane of traffic in each direction and measures circa 6m in width. East Road is a private road located within the St George's Hill private estate.



## 3 ACCESSIBILITY

- 3.1 The site can be categorised as a suburban / edge of town location with its accessibility to services and amenities reflecting this categorisation.

### Active Modes

- 3.2 The Healthy Streets Approach is set out as part of the Mayor's Transport Strategy (2018) and puts human health and experience at the centre of planning. The aims of the strategy are to encourage all Londoners to do at least 20 minutes of active travel each day by 2041. To this end TfL have defined 20 minute walking and cycling distances as an Active Travel Zone (ATZ).

### Access by Foot

- 3.3 The site is not located within the most accessible location for pedestrians, with limited amenities surrounding the site, reflecting its location at the centre of the St George's Hill private estate. The roads near to the Site such as Warreners Lane and East Road do not have footways on either side however due to the traffic calming measures and the 25mph speed limit, it can be considered safe to walk and cycle in the St George's Hill estate.

### Access by Cycling

- 3.4 It is accepted that cycling has the potential to substitute for driving for distances up to 5 miles (8 kilometres). Walton-on-Thames, Weybridge, Esher, Fairmile, Byfleet, Addlestone and Chertsey are within a 5 mile cycle ride from the Site, as displayed in Figure 3.1. Within this 20 minute cycle range there are a wide range of facilities such as public transport, shops and services and recreational space.



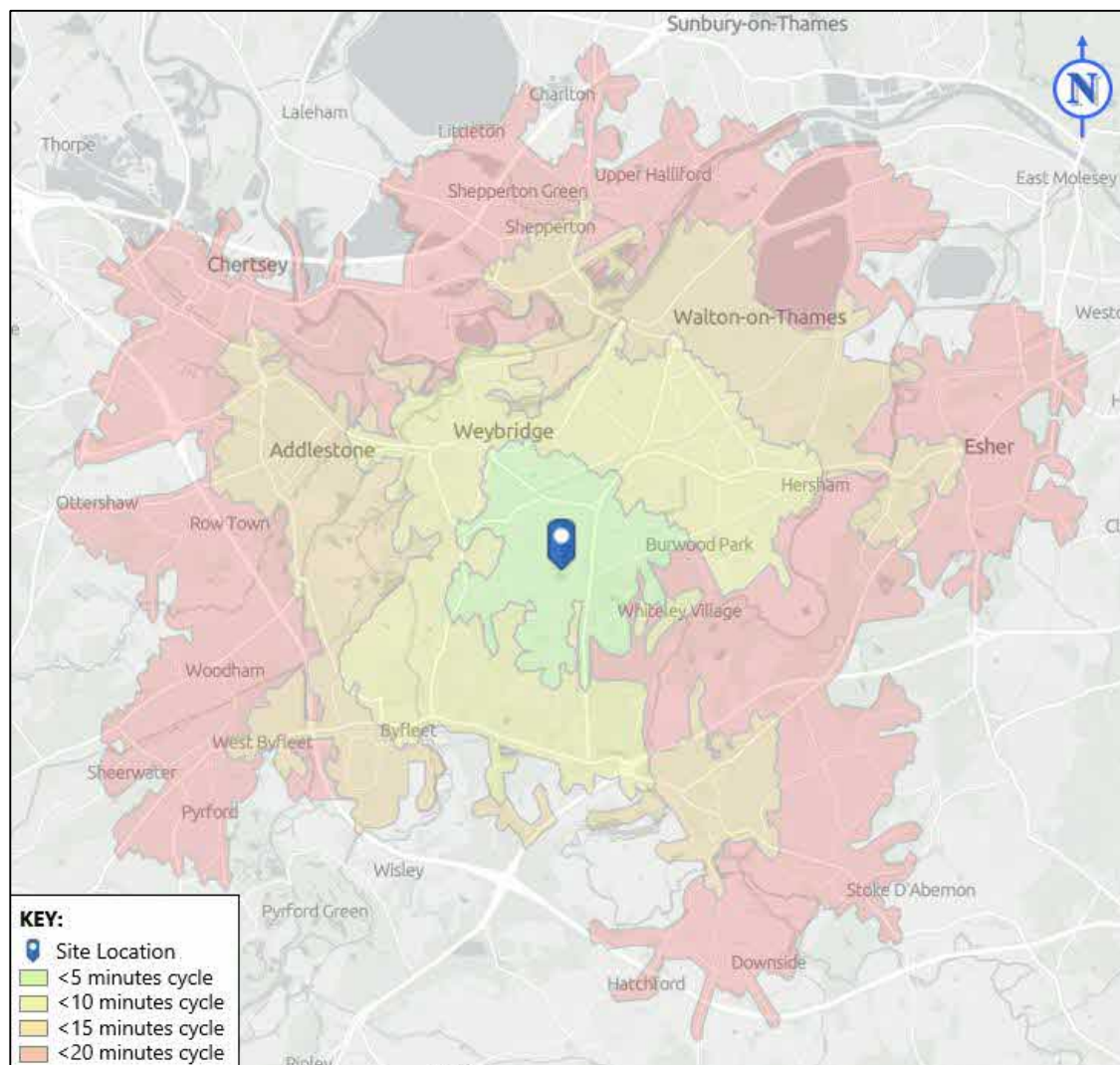


Figure 3.1: 20-Minute Cycle from the Site

## Access by Public Transport

- 3.5 The nearest bus stops to the Site operate from the A317 Queens Road, which is located approximately 1.3km (16 minutes' walk / 5 minutes' cycle) north of the Site. These stops are both named 'Old Avenue' and have 514/515 services operating from them every hour in each direction from Monday-Saturday, offering access to Weybridge, Herisham, Molesey and Kingston Upon Thames.



3.6 The closest rail station to the Site is Weybridge rail station which is located approximately 2.2km (26 minutes' walk / 7 minutes' cycle). The station offers step-free access to all platforms and operates the following off-peak services on weekdays:

2 trains per hour to London Waterloo via Staines & Hounslow;

4 trains per hour to London Waterloo via Surbiton (2 fast);

2 trains per hour to Basingstoke via Woking & Farnborough; and

2 trains per hour to Woking.



## 4 RELEVANT TRANSPORT POLICY

### National Transport Policy

#### National Planning Policy Framework (July 2021)

4.1 The National Planning Policy Framework (NPPF) was published in July 2021 and sets out the Government's planning policies for England and how these are expected to be applied.

4.2 Chapter 9 – 'Promoting Sustainable Transport' sets out central government national transport policy, with Paragraph 104 setting out that "Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) The potential impacts of development on transport networks can be addressed;
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
- e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places."

4.3 A summary of the pertinent proposed policy directions taken from Chapter 9 (Promoting Sustainable Transport) is summarised below.

"110. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- b) safe and suitable access to the site can be achieved for all users;



- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Mode Design Code: and
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion) or on highway safety, can be cost effectively mitigated on the road network would be severe.

111. Development should only be prevented or refused on highways grounds if the residual cumulative impacts on the road network or road safety would be severe.

112. Within this context, applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”

## Regional Transport Policy

### Vehicular and Cycle Parking Guidance (January 2018)

- 4.4 The Vehicular and Cycle Parking Guidance (January 2018) document sets out Surrey County Council’s recommendations on the level of vehicle and cycle parking required at developments, as well as the provision of disabled bays and electric vehicle chargers. It is designed to act as guidance for each local authority in the County.



4.5 Page 6 recommends the maximum vehicular parking levels for developments. The document states the following recommendation:

“D2 Assembly and leisure – Health clubs/leisure centres – Individual assessment/justification.”

4.6 Page 7 details the recommended disabled parking provision, along with details on the minimum size requirements for disabled parking in line with national planning policy.

“Parking for disabled drivers should be designed and provided in accordance with the appropriate government guidance. As a starting point, for non-residential development, an additional 5% of total parking spaces should be allocated for disabled users or a minimum of 1 space per 750m<sup>2</sup> (whichever is the greater) to meet demand. Such spaces should have dimensions of 3.6m by 5m and be located no further than 50m from an accessible entrance, (ideally the main entrance), clearly signed and under cover. This is in accordance with Department for Transport Traffic Advice Leaflet 5/95.”

4.7 The table on Page 9 of the document details the recommended electric vehicle charging provision and this has been detailed in Table 4.1 below.

Table 4.1: Cycle Parking Minimum Standards			
Use Class	EV Charging Requirement	Charge Point Specification	Power Requirement
D2 Sports Clubs, Health Clubs, Leisure Centres, 500m <sup>2</sup> >	10% of available spaces to be fitted with a fast charge socket	7kw Mode 3 with Type 2 Connector	230v AC 32 Amp Single Phase dedicated supply
	A further 10% of available spaces to be provided with power supply to provide additional fast charge socket	Feeder pillar or equivalent permitting future connection.	230v AC 32 Amp Single Phase dedicated supply

4.8 Cycle parking recommendations are detailed on Pages 12-13 of the document, with it stated that D2 Assembly and Leisure uses should have their cycle parking provision based on an individual assessment.



## Local Transport Policy

### Elmbridge Core Strategy (July 2011)

4.9 Elmbridge's Core Strategy sets out the Council's proposals for the future development of the Borough from 2011-2026.

4.10 Policy CS25 – Travel and Accessibility – states that the Council promotes improvements to sustainable travel, and accessibility to services through a variety of measures by:

“1. Directing new development that generate a high number of trips to previously developed land in sustainable locations within the urban area. These include town centres and areas with good public transport accessibility as outlined in national policy.

2. Applying maximum parking standards to all uses, including the consideration of zero parking for certain town centre developments.

3. Requiring a transport assessment and travel plan for all major development proposals, in order to promote the delivery and use of sustainable transport.

4. Protecting existing footpaths, cycleways and bridleways; delivering new cycling and walking schemes; and supporting development that increases permeability and connectivity within and outside the urban area.

5. Improving transport infrastructure by;

Working in partnership with transport providers and Surrey County Council, as the Highway Authority, to support improvements to transport infrastructure. Those relating to new development will be delivered through the collection of developer contributions subject to viability. The Council will support improvements to stations and station parking that facilitate increased public transport use.

Supporting the development of a regional transport network, schemes will be promoted that will help to deliver the objectives of the most recent Local Transport Plan.

6. Improving the environmental impact of transport.”



## Elmbridge Development Management Plan (April 2015)

- 4.11 This document was created alongside the Elmbridge Core Strategy and contains policies that new planning applications in Elmbridge will be assessed against, to ensure that development is sustainable, and that land is managed effectively in the area.
- 4.12 Policy DM1 states the approach taken by the EBC when looking towards all development proposals. This is as follows:
- “a. When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.
- b. Planning applications that accord with the policies in this Local Plan will be approved without delay, unless material considerations indicate otherwise.
- c. Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise – taking into account whether:
- i. Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
- ii. Specific policies in the Framework indicate that development should be restricted.”
- 4.13 Policy DM7 details how access and parking should be handled in a development. This policy states the following:
- “a. Access
- i. The layout and siting of accesses should be acceptable in terms of amenity, capacity, safety, pollution, noise and visual impact.
- ii. Access to and from the highway should be safe and convenient for pedestrians, cyclists and motorists.



iii. Provisions for loading, unloading and the turning of service vehicles are expected to be designed into the scheme ensuring highway and pedestrian safety.

iv. The proposal should minimise the impact of vehicle and traffic nuisance, particularly in residential areas and other sensitive areas.

b. Parking

i. The proposed parking provision should be appropriate to the development and not result in an increase in on-street parking stress that would be detrimental to the amenities of local residents. In such instances, a minimum provision of one space per residential unit will be required.

ii. Garaging, cycle stores and car parking designs should be integrated into the scheme and respect the character of the area.

iii. Hardstanding should be designed and constructed with permeable (or porous) surfacing. Impermeable paving should be limited and the use of soft landscape maximised.

iv. Provision of car, cycle and disabled parking should accord with the Elmbridge Parking Standards at Appendix 1.”

4.14 Policy DM9 states the conditions for which the development of social and community facilities must meet to obtain support from EBC. This states:

“a. New development for social and community facilities will be encouraged provided that:

i. It meets identified local need,

ii. The site is in a sustainable location that is safe and accessible to the local community,

iii. It will accord with the character and amenity of the area, particularly in residential areas,

iv. It achieves a high quality design that allows for flexible use and provides inclusive access for all, and

v. The level of parking provision and the effects on traffic movement and highway safety are acceptable.





b. The Council will support mixed-use, shared, flexible and adaptable buildings and spaces that meet the needs of the community, subject to the above provisions, and will encourage collaboration between service providers, the community and key partners.

### Parking Supplementary Planning Document (July 2022)

- 4.15 The Elmbridge Parking Supplementary Planning Document (SPD) details EBC's requirements for vehicle/cycle parking to ensure that there is an acceptable provision of high quality vehicle and cycle parking at all new developments.
- 4.16 Table 1 of this document details the maximum amount of car parking allowed for each land use. For D2 'Tennis and badminton clubs', the document states that there should be 4 car spaces per court OR individual assessment/justification.
- 4.17 Table 3 of the SPD states the cycle parking standards for Elmbridge. For all D2 uses, the document states that cycle parking should be provided according to an individual assessment.
- 4.18 Table 4 sets out the requirements for electric vehicle charging points in Elmbridge. This was created by using the charge point specification and power requirements from the Surrey County Council Vehicular and Cycle Parking Guidance document. For commercial developments the document states:
- "Individual developments requiring a Travel Plan – 5% of available spaces to be fitted with a Fast charge point."
- 4.19 Point 9.14 of the SPD states the disabled parking requirements set out by EBC:
- "Non-residential development should provide 5% of the total number of parking spaces agreed for disabled users or a minimum of 1 space per 750m<sup>2</sup> (whichever is the greater) to meet demand. Such spaces should have dimensions of 3.6m x 5.0m and located no further than 50m from an accessible entrance, (ideally the main entrance), clearly signed and under cover if possible.

### Policy Summary

- 4.20 The planning application complies with the requirements of planning policy as the local highway and public transport infrastructure will not be impacted by the proposed development.
- 4.21 The wider development site is served by a number of existing car and cycle parking spaces which will be sufficient to accommodate parking for the proposed development, as the new padel courts are proposed to be constructed for the benefit of existing members.



## 5 DEVELOPMENT PROPOSAL

- 5.1 St George's Hill Lawn Tennis Club wishes to improve the range of facilities on offer to its existing members by creating a three new padel tennis courts, while also upgrading a back-of-house area by constructing a two-storey groundskeeper building.
- 5.2 The Application Site is currently a single tennis court and an existing back-of-house area which contains two sheds and a portacabin for groundskeeper and storage use. The existing back-of-house area as set out in the Design and Access Statement is deemed to be unattractive and not fit for purpose.
- 5.3 The addition of the new padel courts will provide members with more state-of-the-art fitness facilities to meet today's membership demands as the popularity of padel tennis rises. The new groundskeeper's shed will provide a place for staff to rest and store equipment, with it also containing a shower which may encourage more staff to cycle to work.
- 5.4 The groundskeeper's shed will also contain a new DDA compliant accessible toilet which all users of the Site will be able to benefit from, accessed via a 1:20 ramp. This will help address the desperate need of the Site for improved facilities for wheelchair users and ambulant disabled people, which the club wishes to address due to the circa 100 year old clubhouse building being heavily restricted for disabled members.
- 5.5 A copy of the architect's proposed layout plans are included at Appendix B.

### Padel Court Operations

- 5.6 The padel courts will be covered and open 7 days a week all year round, between 07:00-22:00 from Monday to Friday and between 07:30-21:30 on Saturday and Sunday. These operating hours are the same as the existing outdoor tennis courts.
- 5.7 An online booking system is used whereby individuals book in advance their attendance at the padel courts, balancing user demand effectively throughout the opening hours of the padel courts, as occurs for the existing courts. This is either done through the tennis club's website or mobile phone app.



## Access

- 5.8 Pedestrian access is achieved to the new padel courts as it is to the rest of the tennis courts on the Site. Vehicular access to the Site is achieved via East Road and Warreners Lane. All members who do not live on the estate are provided with an estate entrance card upon joining St George's Hill Lawn Tennis Club. Visitor vehicle access is only possible from Old Avenue via the A317 Queens Road or from the B374 Brooklands Road, with an information sheet provided to members on access detailed at Appendix C.

## Car Parking

- 5.9 The Elmbridge Parking SPD states that for D2 'Tennis and badminton clubs' there should be a maximum of 4 car parking spaces per court or an individual assessment/justification for car parking.
- 5.10 The wider development site currently offers a total of 222 car parking spaces (7 of which are disabled parking bays & 2 are equipped with electric vehicle charging) which serve all of the facilities that the Club has to offer.
- 5.11 A fitness centre is also proposed for the wider tennis club, which will change the parking provision to be 220 spaces (with 9 of these for disabled car parking and 2 for electric vehicle charging). This is a negligible change and will not affect this application.

## Sustainable Travel Measures

### Minibus Service

- 5.12 The Site occasionally hosts tennis and squash tournaments and to help reduce the parking demand when such events are on, a minibus service is operated. Additionally, to stop visitors to the estate from parking on nearby roads when events are on such as on Bonfire Night, 'no parking' signs are placed close to the Site and staff patrol the roads surrounding the Site to prevent on-street parking. Where necessary, site management also have the ability to contact the St George's Hill security staff to prevent them from letting more cars from entering the estate.

### Cycle Parking

- 5.13 The Elmbridge Parking SPD states that cycle parking should be provided according to an individual assessment.



5.14 The proposals seek to make use of the existing cycle parking provided at the Site. The current provision is as follows:

8 spaces in the form of Sheffield stands; and

12 spaces in the form of two-tier cycle racks.

5.15 Current usage of the cycle parking on-site is low, with the site management team at the tennis club reporting cycle parking utilisation of between 15-50%, depending on the time of the year, with some use by staff and limited usage by members. As a result, the provision of additional cycle parking has been deemed unnecessary in this instance as the proposal is intended to offer improved facilities to existing members, rather than to materially increase the number of overall members or the number on-site at any one time.

## Servicing and Waste Collection

5.16 The Site will be serviced as per the existing arrangement for the tennis club, utilising the existing servicing facilities near to the Site. The new padel courts will not have a regular need for deliveries/maintenance and will typically be managed by the wider site management staff that are already present at the tennis club. The proposed groundskeeper's building is not expected to give rise to any additional demand for deliveries or waste/recycling than the current usage of the back-of-house area currently on the application site that the proposal will replace.

## 6 EFFECTS OF THE DEVELOPMENT

6.1 This section considers the potential effects of the planning application proposals in relation to trip generation, car parking and member travel.

### Trip Generation

6.2 The Site is not expected to receive any material increase in car or other trips or increased member duration of stay/parking accumulation as a result of the planning application, given the proposed padel courts will replace an existing tennis court at the Site. The typical member duration of stay of 1.5 to 2 hours is not expected to change as a result of the proposals.

6.3 Padel is typically a four player game and so when all the courts are in use 12 players could be on court at the same time, replacing the 2 or 4 that would be using the existing tennis court and so on a worst case basis there would be 10 extra players on the Application Site.

### Member Travel

6.4 In total 3,409 members are registered with St George's Hill Lawn Tennis Club and the postcodes of these members was mapped to better understand how far members travel. Most members were found to live within 5km of the club as the crow flies, with 2,612 members living within 5km of the Site, or 76.6%. The 5km isochrone map for the Site can be found in Figure 5.1 below.

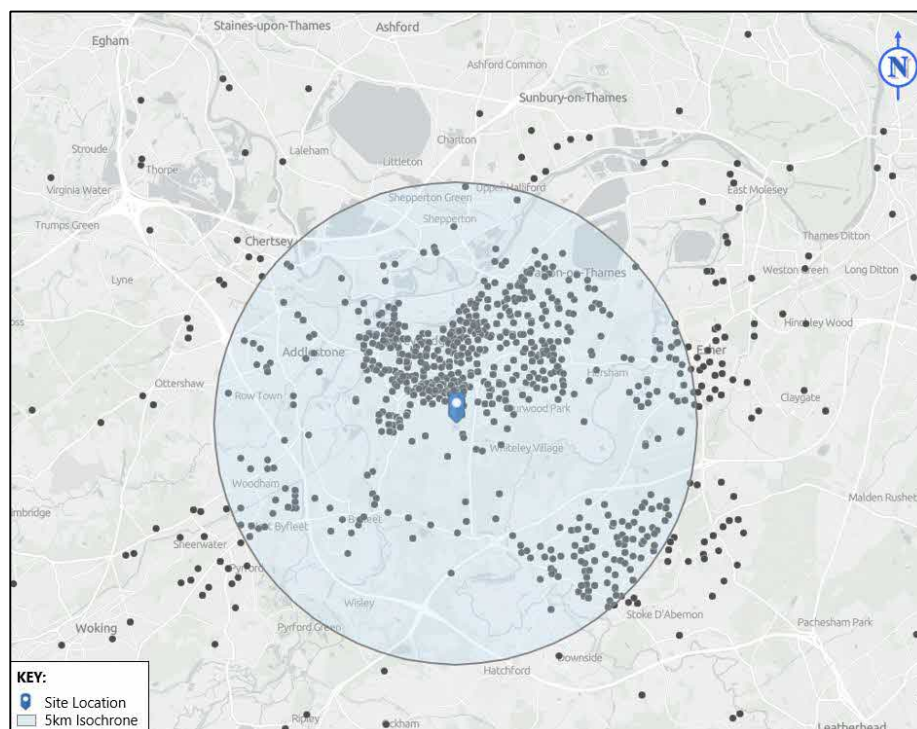




Figure 5.1: Member Postcode 5km Isochrone Map

## Car Park Occupancy

- 6.5 To determine the utilisation of the existing car park within St George's Hill Lawn Tennis Club, key card access data for arrivals to the tennis club between the 14<sup>th</sup>-20<sup>th</sup> of November 2022 was used to work out the number of departures from the tennis club each hour and therefore the car park occupancy could be estimated. This data has been included in Appendix D.
- 6.6 The management team of the tennis club reported that the average stay duration for members was 1.5 to 2 hours and this was used as the key assumption for the assessment.
- 6.7 The departures for each hour were calculated for the tennis club by adding half the arrivals for the hour before the current hour to half the arrivals for the hour two hours before the current hour.
- 6.8 For example, on Monday the 14<sup>th</sup> of November 2022, between 06:00-07:00 there were 19 arrivals and for 07:00-08:00 and 08:00-09:00 there were 34 arrivals per hour. This meant that during 07:00-08:00, 9.5 vehicles departed (half the 06:00-07:00 arrivals) and during 08:00-09:00, 26.5 vehicles departed (half the 06:00-07:00 arrivals plus half the 07:00-08:00 arrivals). This resulted in a total occupancy of 19 vehicles between 06:00-07:00, 43.5 vehicles between 07:00-08:00 and 60.5 vehicles between 08:00-09:00.
- 6.9 This has been completed with the assumption that no visitors are arriving using active transport methods such as walking or cycling, which has been reported to typically be the case by the management team of the tennis club. Padel tennis is also a team sport and so it is highly likely that some teammates would arrive together sharing a car reducing the potential for further parking demand. Additionally, this methodology assumes a worst-case scenario in which all visitors are arriving alone, which is certainly not the case as the club offers many family-friendly sessions, which would involve families arriving together in a single vehicle.
- 6.10 Table 6.1 below shows the peak car park occupancy estimated each day, including the time at which this amount was achieved. The percentage occupancy using the proposed car parking provision of 220 bays has also been calculated, assuming the fitness centre scheme is implemented.



Table 6.1: Peak Vehicle Occupancy			
Day	Time of Peak	Total No. of Vehicles	Proposed Occupancy (%)
Monday	18:00-19:00	153	69.5%
Tuesday	17:00-18:00	160	72.7%
Wednesday	17:00-18:00	114	51.8%
Thursday	18:00-19:00	135	61.3%
Friday	11:00-12:00	132	60%
Saturday	10:00-11:00	158	71.8%
Sunday	12:00-13:00	159	72.3%

6.11 The data indicates that across a week, a peak of between 114 and 160 vehicles were parked in the car park each day. The maximum car park occupancy that was calculated was a total of 160 vehicles between 17:00-18:00 on Tuesday 15<sup>th</sup> November, occupying 73% of the proposed car park size of 220 spaces, leaving over a quarter of the total car parking provision unoccupied.

6.12 The matches with staff observations that the car park is at its busiest on Tuesdays and at weekends, but that typically some spare car park capacity remains available and that the loss of four general car parking spaces to facilitate two disabled parking spaces as a part of the proposed fitness centre application will not effect this, nor will the introduction of the new padel courts, even if we were to take a worst case assessment view that the 10 additional players on court in comparison to the existing tennis court that would be replaced would not otherwise have been on-site using the existing Club facilities and that all drove to the site with none sharing a car, adding 10 vehicles to the parking demand.

## Summary

6.13 In summary it can be assumed that the proposed development will not generate a material number of additional trips across the day or an extended duration of stay/parking accumulation at the Club in the context of the existing member trips relating to St George's Hill Lawn Tennis Club, and as currently many of these trips will naturally also be linked to the use of other facilities such as the standard tennis courts, swimming pool, fitness centre or bar/restaurant facilities.



## 7 SUMMARY AND CONCLUSION

### Summary

- 7.1 Caneparo Associates are appointed to provide traffic and transport advice in relation to the proposed padel tennis courts and two-storey groundskeeper's shed at the St George's Hill Lawn Tennis Club situated within Weybridge, KT13 0NL, ('the Site'), located in the Elmbridge which is controlled by Elmbridge Borough Council ('EBC').
- 7.2 The application Site is currently a single tennis court and an existing back-of-house area which contains two sheds and a portacabin for groundskeeper and storage use. The existing back-of-house area has been found in the Design and Access Statement to be unattractive and not fit for purpose.
- 7.3 The Site occasionally hosts tennis and squash tournaments and to help reduce the parking demand when such events are on, a minibus service is operated. Additionally, to stop visitors to the estate from parking on nearby roads when events are on such as on Bonfire Night, 'no parking' signs are placed close to the Site and staff patrol the roads surrounding the Site to prevent on-street parking. Where necessary, site management also have the ability to contact the St George's Hill security staff to prevent them from letting more cars from entering the estate.
- 7.4 This Transport Statement supports a planning application for the construction of three new padel tennis courts, while also upgrading a back-of-house area by constructing a two-storey groundskeeper building. The new groundskeeper building will also contain a new DDA compliant accessible toilet for all members and staff.
- 7.5 In summary:

The proposal seeks the construction of three new padel tennis courts to improve the fitness facilities on offer by meeting the existing membership's demands as the popularity of padel tennis rises. Additionally, a new two-storey groundskeeper's shed will be installed, providing new storage space along with a new staff rest area. The proposal will also improve disabled access at the club, with a new DDA compliant accessible being installed in the groundskeeper's shed for use by all Site users.

The proposals are not expected to receive any increase in car or other trips or increased member duration of stay/parking accumulation as a result of the planning application,





given the proposed padel courts will replace similar facilities that are currently at the Site and the number of staff members on the Site is not expected to increase.

The groundskeeper's shed will contain a new DDA compliant accessible toilet for members and staff of the Site to benefit from, which will address a long-standing issue on the Site of poor wheelchair access.

An online booking system is used whereby individuals will book their attendance in advance at the padel courts, balancing user demand effectively throughout the opening hours of the padel courts. This is either done through the tennis club's website or mobile phone app.

The assessment indicates that the proposed level of parking on-site (220 parking spaces) is sufficient to accommodate the existing number of vehicle trips with over 25% of the car park remaining unoccupied during the peak hour on every day of the week. It is not considered that the introduction of the new padel courts would give rise to a material impact on parking availability, even if we were to take a worst case assessment view that the 10 additional players on court in comparison to the existing tennis court that would be replaced would not otherwise have been on-site using the existing Club facilities and that all drove to the site with none sharing a car, adding 10 vehicles to the parking demand.

The proposed padel courts will be serviced in a similar manner to the existing tennis courts which currently have no regular need for deliveries/maintenance and will be managed by the existing site management staff that are already present at the tennis club. The groundskeeper's shed will similarly require a small amount of deliveries/maintenance, while being managed in a similar way to the existing back-of-house area.

The proposed padel courts are expected to generate a negligible amount of waste/recycling that will be comparable to that of the existing tennis court. The groundskeeper's shed will also generate a similar amount of waste as the current back-of-house facilities currently at the Site which the proposal will replace.

## Conclusion

- 7.6 In conclusion, the proposed development will not have a detrimental impact on the highway or local transport network, and is in accordance with relevant adopted national, regional and local policy guidance. It therefore meets the test of the NPPF and paragraph 111, which states that:



“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”

7.7 In light of this, the proposed development is considered to be acceptable and should be supported on transport grounds.

## Appendix A

## Appendix B

## Appendix C

## Appendix D

