



Wargrave Tennis Club
Recreation Ground
Wargrave, Berkshire, RG10 8BG
20th January 2026

Wargrave Tennis Club - Second Padel Court and Clubhouse Extension

Document 3 - Parking and Transport Statement

1. Introduction

This Parking and Transport Statement has been prepared in support of a full planning application by Wargrave Tennis Club (WTC) for development at the Recreation Ground, Recreation Road, Wargrave.

The statement considers the existing access, parking and transport arrangements and assesses the potential impact of the proposed development, comprising:

- the reconfiguration of the existing approved padel court;
- the provision of a second 'pop-up' padel court;
- a single-storey pitched-roof extension to the north and south of the existing clubhouse.

The purpose of this statement is to demonstrate that the proposals will not result in unacceptable transport or parking impacts and that the existing arrangements are suitable to support the development.

2. Site Location and Accessibility

The Recreation Ground is located within the settlement of Wargrave and is accessed from Recreation Road. The site benefits from an established access arrangement that has operated effectively for many years.

The Club is well placed to serve the local community, with over 75% of members living within a short distance of the site. The location is accessible by a range of modes of transport, including walking and cycling, as well as private car.

3. Existing Access Arrangements

3.1 Vehicular Access

Vehicular access to the site is taken from Recreation Road via the existing access point. The proposals do not involve any changes to the site access, visibility splays or local highway network.

3.2 Pedestrian and Cycle Access

Pedestrian access is provided via existing footways and internal paths within the recreation ground. Cycle access is accommodated informally, with cycle storage provided within the site.

4. Existing Parking Provision

Parking for the Tennis Club is provided within the existing recreation ground parking areas, which are shared with other recreational users.

The parking arrangements have historically accommodated peak usage associated with tennis matches, coaching sessions and social events without significant on-street parking issues.

5. Trip Generation and Parking Demand

The proposed development does not introduce a new land use but represents an enhancement and reconfiguration of an established community sports facility.

Key considerations include:

- the reconfiguration allows for one additional padel court that is accommodated (together with an existing padel and pickleball court) within the footprint of a former tennis court;
- no net loss of tennis courts is proposed, with seven tennis courts retained, including two courts available for public use;
- if all courts are full, the addition of the second padel court results in a modest increase in total playing capacity from 36 to 40 players.

While club membership has increased, usage is managed through booking systems and programmed activities, which naturally spread demand across the day.

The clubhouse extensions improve internal facilities but will not materially increase peak attendance beyond existing levels experienced during matches and coaching sessions.

6. Peak Period Assessment

Peak usage of the site typically occurs:

- weekday evenings; and
- weekend mornings.

These periods already reflect the highest levels of activity historically experienced at the site. The proposed development does not materially alter the timing or nature of these peak periods.

The additional padel court provides greater flexibility in programming and reduces pressure on individual facilities rather than concentrating activity into shorter time windows.

7. Sustainable Transport Considerations

Wargrave Tennis Club actively encourages sustainable travel where practicable. Measures include:

- promotion of walking and cycling for local members;
- informal car-sharing arrangements for matches and coaching sessions;
- scheduling of junior and adult sessions to avoid unnecessary overlap.

The proposals do not preclude further promotion of sustainable travel measures in the future.

8. Highway Safety

Given that:

- the existing site access arrangements remain unchanged;
- there is no significant increase in vehicle movements;
- parking demand remains within historically experienced levels;

it is considered that the proposals will not give rise to adverse highway safety impacts.

9. Conclusion

This Parking and Transport Statement demonstrates that:

- the proposed development will not result in unacceptable parking or transport impacts;
- existing access and parking arrangements are suitable to support the proposals;
- no highway safety issues arise as a result of the development.

It is therefore concluded that the proposals are acceptable in parking and transport terms.