

TRANSPORT RESPONSE NOTE

Supplementary Information in Response to Transportation Team Queries

Site: Unit 12, Crusader Industrial Estate, Hermitage Road, Harringay, London N4 1LZ

Application: Change of Use — Class B8 to Class E(d) (Indoor Padel Facility)

Applicant: Padel Excel

Submitted to: London Borough of Haringey

Document Ref: PE-HAR-TRN-001 Rev B

Date: April 2026

1. INTRODUCTION

1.1 This Transport Response Note has been prepared by Padel Excel in response to queries raised by the London Borough of Haringey Transportation Team. It addresses all five transport queries in full and should be read alongside the other documents in this supplementary information submission.

1.2 The proposed development comprises the change of use of Unit 12, Crusader Industrial Estate, Hermitage Road, Haringay N4 1LZ from Class B8 to Class E(d) (Indoor Padel Facility — 3 courts). All works are internal. No external alterations are proposed.

2. CYCLE PARKING — LONDON PLAN POLICY T5 COMPLIANCE

2.1 Revised Provision

The submitted floor plan (Drawing PR-101, dated 15 February 2026) shows 10 cycle spaces internally without differentiating between staff and visitor use. The following revised and clarified provision is confirmed:

- **Short-stay visitor:** 3 Sheffield-type stands (6 spaces) externally, adjacent to the main public entrance, covered, well-lit and accessible directly from street level without entering the car park
- **Long-stay staff:** 5 spaces in a secure, lockable, weatherproof enclosure within the building, accessible from the staff entrance, in accordance with LCDS guidelines
- **Disabled / accessible:** 2 wider bays (minimum 1.2m x 2.5m) within the short-stay area — level access, dual-height D-ring fixings, in accordance with LCDS Chapter 8 and BS 8300:2018

Total revised provision: 13 spaces. This exceeds the London Plan Policy T5 minimum for a 3-court indoor sport facility. Drawing PR-101 will be updated to reflect the split provision.

2.2 Cycle Parking Compliance Table

Type	Spaces	Location	Standard
Short-stay visitor	6	External covered stands, main entrance	Sheffield type, LCDS compliant
Long-stay staff	5	Internal secure enclosure, staff entrance	Secure, lockable, weatherproof, LCDS
Disabled / mobility-impaired	2 wider bays	Within short-stay area, accessible entrance	Adapted cycles, tricycles, hand cycles. LCDS Ch.8, BS 8300:2018
TOTAL	13	–	Meets London Plan T5 minimum (with marginal surplus)

3. REFUSE STORAGE CAPACITY

The refuse storage area is shown on Drawing PR-101 at the south-east corner of the building adjacent to the service access. Confirmed capacity:

Waste Stream	Container	Quantity	Capacity
General waste	1,100 litre	2	2,200 litres

Recycling (mixed)	1,100 litre	1	1,100 litres
Food / organic waste	240 litre	1	240 litres
Cardboard / packaging	Euro bin	1	660 litres
TOTAL	5 containers	–	4,200 litres

Collections will be twice-weekly for general waste and weekly for recycling. The enclosure is accessible to collection vehicles from the service access without obstruction to the customer car park.

4. PARKING PROVISION AND PARKING MANAGEMENT PLAN

4.1 Disabled Parking Bay

Of the 6 retained on-site parking spaces, 1 space will be permanently designated as a disabled bay in accordance with BS 8300:2018 — minimum 2.4m x 4.8m with 1.2m hatched access zone, located within 15 metres of the accessible entrance, clearly marked with the International Symbol of Access.

4.2 Parking Management Plan

- **Objective:** Ensure efficient, fair and safe use of on-site parking; minimise highway impact; support sustainable travel behaviour
- **Booking platform:** All court bookings managed through an online platform. Travel information pack (public transport, cycling, walking directions) provided to all customers at point of booking
- **Sustainable travel promotion:** Facility website and confirmation emails actively promote public transport, cycling and walking, consistent with the site's PTAL 3 accessibility
- **Parking operations:** On-site parking managed by facility staff during operating hours (07:30–22:30). Disabled bay enforced at all times. Peak-period management by designated staff member
- **Overspill management:** Staggered 90-minute sessions mean arrivals are dispersed throughout the day. Maximum 3 courts x 4 players = 12 simultaneous players; on-site demand typically well within 6-space provision given PTAL 3 location
- **Monitoring:** Parking demand monitored during first 6 months of operation; findings reported to LPA on request

5. TRIP GENERATION FORECAST

5.1 Methodology

Trip generation forecasts cover both the padel courts and the ancillary café facility. Both generic (total person trips) and modal-specific forecasts are provided. Modal split of 15% car / 55% public transport / 20% cycling / 10% walking is applied, consistent with the site's PTAL 3 rating.

5.2 Padel Courts — Daily Trip Generation

Period	Sessions	Person Trips (in+out)	Vehicle Trips (15% car)
Morning (07:30–12:00)	6	48 in / 48 out	4 in / 4 out
Midday (12:00–17:00)	9	72 in / 72 out	5 in / 5 out
Evening (17:00–22:30)	12	96 in / 96 out	7 in / 7 out

Staff (all day)	N/A	1 in / 1 out	1 in / 1 out
DAILY TOTAL	27 sessions	438 person trips	17 vehicle trips

5.3 Café — Additional Daily Trip Generation

The café is ancillary, serving primarily court users. Additional café-specific trips (not captured in court figures above) are estimated at 14 person trips per day / 2 vehicle trips per day.

5.4 Combined Total

Source	Daily Person Trips	Daily Vehicle Trips
Padel courts	438	156
Café (additional)	28	6
COMBINED TOTAL	466 person trips	19 vehicle trips

Note: This represents materially lower vehicle trip generation than the lawful Class B8 use, which would include regular HGV movements, forklift activity and continuous commercial vehicle servicing throughout the working day.

5.5 Modal Split

Mode	Modal Share	Rationale
Private car	15%	PTAL 3; on-site parking limited to 6 spaces — majority of users expected to travel by public transport, cycling or on foot
Public transport	55%	Good bus/rail access; Victoria line at Manor House (0.6 miles); Harringay Green Lanes Overground (0.4 miles)
Cycling	20%	Urban location; secure on-site cycle parking provided
Walking	10%	Local residential catchment within walking distance

6. CONSTRUCTION WORKS — HIGHWAY MITIGATION

The proposed works are entirely internal to the existing building with a minor element of internal demolition (relocation of an existing office wall by approximately 2 metres as shown on Drawing PR-101). The following highway mitigation measures will be implemented:

- All deliveries scheduled outside peak traffic hours (08:00–09:30 and 16:30–18:30) wherever practicable
- All construction vehicles routed via approved routes (A503/A105 only) to avoid residential streets
- Resident and business contact point established for any concerns regarding construction activity
- All works contained within the existing building envelope — no external scaffolding or hoarding affecting the highway
- Dust suppression measures employed during fit-out works

7. CONCLUSION

This note addresses all queries raised by the Transportation Team. The proposed development provides: London Plan T5-compliant cycle parking with clearly defined separate staff and visitor provision; dedicated disabled cycle bays; confirmed refuse storage capacity; a Parking Management Plan with a permanent disabled bay; and detailed trip generation forecasts for both the courts and café. Padel Excel respectfully submits that the Transportation Team's queries have been fully addressed.