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GEORGIANS TENNIS CLUB

GEORGIANS TENNIS CLUB,
CROUCH END PLAYING FIELDS, LONDON, N8 8JJ

TRANSPORT STATEMENT

August 2026

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Ref: File Path P:\ P3173 Georgians Tennis Club Transport Statement August 2026

I.0 INTRODUCTION

- I.1 Paul Mew Associates has produced this report for Georgians Tennis Club in relation to the proposed development at Georgians Tennis Club, Crouch End Playing Fields, London, N8 8JJ. The local planning and highway authority is the London Borough of Haringey (LBH).
- I.2 The site location is presented on a map in Figure I of this report. Appendix A displays the site boundary plan.
- I.3 The nearby car parking spaces to the east are understood to be in the ownership of the Shepherd's Cot Trust and are not available for use by the site. The roads adjoining the site are not located within a formal controlled parking zone (CPZ).
- I.4 Georgians Tennis Club operates an established tennis and padel facility within Crouch End Playing Fields. Four padel courts were granted planning consent in 2024 and a separate application is currently in progress for the provision of covers over the existing padel courts.
- I.5 This report supports a retrospective planning application for the change of use of the existing ancillary gym building to a clubhouse/café. The application does not propose any change to the number of tennis or padel courts, nor to the number of players able to use the site, and there is consequently no material change to sports-related trip generation as a result of the proposal. The proposed site plan is presented in Appendix B of this report.
- I.6 This Transport Statement has been prepared to assess the transport-related implications of the proposed change of use, in support of the retrospective planning application. The following chapter sets out the relevant transport planning policy at the national, regional and local levels.

2.0 POLICY CONTEXT

- 2.1 This proposal has been assessed in accordance with current transport planning policy guidance at the local, regional and national levels.

London Borough of Haringey

- 2.2 At the local level, the development plan comprises Haringey's Local Plan: Strategic Policies (adopted 2013, altered 2017) and the Development Management Development Plan Document (DM DPD).
- 2.3 Chapter 5 of the DM DPD includes policy on transport and parking which requires development proposals to promote travel by sustainable modes and to demonstrate that the transport implications of a proposal have been appropriately considered and mitigated. The relevant policies for this application are extracted below for ease of reference:

"Policy DM31: Sustainable Transport

A The Council will require that developments with high trip generating characteristics locate where public transport accessibility is high and car parking is minimised to mitigate generated car travel.

B The Council will support the protection, improvement and creation of pedestrian and cycle routes in the Borough to encourage walking and cycling both as a means of transport and as a recreational activity. The Council will also encourage improved links between pedestrian and cycle routes and public transport facilities, particularly at transport hubs.

C The Council will require the submission of a Travel Plan and a Transport Assessment/ Statement in support of development proposals in accordance with the Transport for London thresholds."

"Policy DM32: Parking

A Development proposals will be assessed against the car parking and cycle parking standards set out in the London Plan.

B The Council will strongly encourage contributions to car club schemes or the provision of car club bays as an alternative to on-site car parking.

C The Council will support proposals for new development with limited or no on-site parking where:

- a There are alternative and accessible means of transport available;*
- b Public transport accessibility is at least 4 as defined in the Public Transport Accessibility Index;*
- c A Controlled Parking Zone (CPZ) exists or will be provided prior to the occupation of the development;*
- d Parking is provided for disabled people; and*
- e Parking is designated for occupiers of developments specified as car capped."*

- 2.4 Haringey is separately preparing a new Local Plan; until this is adopted, the current Strategic Policies and DM DPD remain the policies against which this application will be determined.

The London Plan

- 2.5 The Mayor of London, through the legislation establishing the Greater London Authority (GLA), has to produce a spatial development strategy (SDS) which has become known as the London Plan.
- 2.6 Chapter 10 of the London Plan (adopted March 2021) relates to London's transport. At the regional level, Policy T1 sets out the Mayor's strategic approach to transport as outlined below:

"Policy T1 Strategic approach to transport

A Development Plans should support and development proposals should facilitate:

1) the delivery of the Mayor's strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041

2) the proposed transport schemes set out in Table 10.1.

B All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated."

- 2.7 Polic T2 sets out the Mayor's strategy for 'Healthy Streets' and is an important feature of the London Plan:

“Policy T2 Healthy Streets

A Development proposals and Development Plans should deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling.

B Development Plans should:

1) promote and demonstrate the application of the Mayor’s Healthy Streets Approach to: improve health and reduce health inequalities; reduce car dominance, ownership and use, road danger, severance, vehicle emissions and noise; increase walking, cycling and public transport use; improve street safety, comfort, convenience and amenity; and support these outcomes through sensitively designed freight facilities.

2) identify opportunities to improve the balance of space given to people to dwell, walk, cycle, and travel on public transport and in essential vehicles, so space is used more efficiently and streets are greener and more pleasant.

C In Opportunity Areas and other growth areas, new and improved walking, cycling and public transport networks should be planned at an early stage, with delivery phased appropriately to support mode shift towards active travel and public transport. Designs for new or enhanced streets must demonstrate how they deliver against the ten Healthy Streets Indicators.

D Development proposals should:

1) demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London guidance.

2) reduce the dominance of vehicles on London’s streets whether stationary or moving.

3) be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport.”

2.8 Policies T5 and T6 relate to the provision of cycle parking and car parking respectively for new development at the regional strategic level. The policies are extracted as follows:

“Policy T5 Cycling

A Development Plans and development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This will be achieved through:

1) supporting the delivery of a London-wide network of cycle routes, with new routes and improved infrastructure

2) securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located. Developments should provide cycle parking at least in accordance with the minimum standards set out in Table 10.2 and Figure 10.2, ensuring that a minimum of two short-stay and two long-stay cycle parking spaces are provided where the application of the minimum standards would result in a lower provision.

B Cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards. Development proposals should demonstrate how cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people.

C Development Plans requiring more generous provision of cycle parking based on local evidence will be supported.

D Where it is not possible to provide suitable short-stay cycle parking off the public highway, the borough should work with stakeholders to identify an appropriate on-street location for the required provision. This may mean the reallocation of space from other uses such as on street car parking. Alternatively, in town centres, adding the required provision to general town centre cycle parking is also acceptable. In such cases, a commuted sum should be paid to the local authority to secure provision.

E Where it is not possible to provide adequate cycle parking within residential developments, boroughs must work with developers to propose alternative solutions which meet the objectives of the standards. These may include options such as providing spaces in secure, conveniently-located, on-street parking facilities such as bicycle hangers.

F Where the use class of a development is not fixed at the point of application, the highest potential applicable cycle parking standard should be applied."

"Policy T6 Car parking

A Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity.

B Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite'). Car-free development has no general parking but should still provide disabled persons parking in line with Part E of this policy.

C An absence of local on-street parking controls should not be a barrier to new development, and boroughs should look to implement these controls wherever necessary to allow existing residents to maintain safe and efficient use of their streets.

D The maximum car parking standards set out in Policy T6.1 Residential parking to Policy T6.5 Non-residential disabled persons parking should be applied to development proposals and used to set local standards within Development Plans.

E Appropriate disabled persons parking for Blue Badge holders should be provided as set out in Policy T6.1 Residential parking to Policy T6.5 Non-residential disabled persons parking.

F Where provided, each motorcycle parking space should count towards the maximum for car parking spaces at all use classes.

G Where car parking is provided in new developments, provision should be made for infrastructure for electric or other Ultra-Low Emission vehicles in line with Policy T6.1 Residential parking, Policy T6.2 Office parking, Policy T6.3 Retail parking, and Policy T6.4 Hotel and leisure uses parking. All operational parking should make this provision, including offering rapid charging. New or re-provided petrol filling stations should provide rapid charging hubs and/or hydrogen refuelling facilities.

H Where electric vehicle charging points are provided on-street, physical infrastructure should not negatively affect pedestrian amenity and should ideally be located off the footway. Where charging points are located on the footway, it must remain accessible to all those using it including disabled people.

I Adequate provision should be made for efficient deliveries and servicing and emergency access.

J A Parking Design and Management Plan should be submitted alongside all applications which include car parking provision, indicating how the car parking will be designed and managed, with reference to Transport for London guidance on parking management and parking design.

K Boroughs that have adopted or wish to adopt more restrictive general or operational parking policies are supported, including borough-wide or other area-based car-free policies. Outer London boroughs wishing to adopt minimum residential parking standards through a Development Plan Document (within the maximum standards set out in Policy T6.1 Residential parking) must only do so for parts of London that are PTAL 0-1. Inner London boroughs should not adopt minimum standards. Minimum standards are not appropriate for non-residential use classes in any part of London.

L Where sites are redeveloped, parking provision should reflect the current approach and not be re-provided at previous levels where this exceeds the standards set out in this policy. Some flexibility may be applied where retail sites are redeveloped outside of town centres in areas which are not well served by public transport, particularly in outer London."

- 2.9 Table 10.2 of the London Plan sets out minimum cycle parking standards for planned development, an extract of which as relating to the proposal is set out below:

Table 10.2 – Minimum cycle parking standards

Use Class		Long-stay (e.g. for employees)	Short-stay (e.g. for customers)
D2	Sports (e.g. sports hall, swimming, gymnasium, etc.)	1 space per 8 FTE staff	1 space per 100 sqm (GEA)

- 2.10 The London Plan does not specifically state maximum car parking standards that apply to the proposed tennis clubhouse herein, and as such, the level of parking should be determined on a case-by-case basis taking account of Policy T6.4 which is extracted below for ease of reference:

"Policy T6.4 Hotel and leisure uses parking

A In the CAZ and locations of PTAL 4-6, any on-site provision should be limited to operational needs, disabled persons parking and parking required for taxis, coaches and deliveries or servicing.

B In locations of PTAL 0-3, schemes should be assessed on a case-by- case basis and provision should be consistent with the Healthy Streets Approach, mode share and active travel targets, and the aim to improve public transport reliability and reduce congestion and traffic levels.

C All operational parking must provide infrastructure for electric or other Ultra-Low Emission vehicles, including active charging points for all taxi spaces.

D Disabled persons parking should be provided as set out in Policy T6.5 Non-residential disabled persons parking."

National Planning Policy Framework (NPPF)

- 2.11 The NPPF (updated December 2024) states that when considering development proposals, transport issues should be considered from the earliest stages to ensure that:

*"a) sustainable transport modes are prioritised taking account of the vision for the site, 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 Model Design Code 48; 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 to an acceptable degree through a vision-led approach."*

- 2.12 The NPPF also states the following regarding the refusal of developments on highway grounds:

"I 16. 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, following mitigation, would be severe, taking into account all reasonable future scenarios."

- 2.13 As this development is expected to generate a significant amount of movement, the NPPF requires that a Transport Statement is submitted to assess the transport-related impacts:

"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored."

- 2.14 The following chapter sets out the site's accessibility to transport modes.

3.0 SITE ACCESSIBILITY

Local Context

- 3.1 The site lies within Crouch End Playing Fields, a mixed public open space and sports ground accessed off Park Road, within a predominantly residential area of Crouch End.

Public Transport

- 3.2 In terms of public transport, in order to demonstrate the accessibility attributes of the application site in the context of its surroundings, an accessibility audit and a public transport accessibility assessment have been undertaken.
- 3.3 The level of available public transport at a point of interest in London is quantified and measured using TfL's PTAL model, which takes into account bus and rail frequency and walking time to stations.
- 3.4 TfL's PTAL tool indicates that the application site has a PTAL score of 2 which is defined as a 'poor' accessibility rating. The full PTAL output file is presented in Appendix C.
- 3.5 The site is within the PTAL-prescribed walking distance of four bus routes which are summarised in Table 1 below, also see Figure 2 for a public transport map.

Table 1. Local Bus Services

Route	Destinations	Distance	Frequency
W7	Muswell Hill – Crouch End – Finsbury Park	350-metres	6 minutes
W5	Archway – Crouch End – Harringay Arena Shopping Park	600-metres	11 minutes
144	Muswell Hill – Turnpike Lane – Wood Green – Silver Street – Edmonton Green	640-metres	10 minutes
W3	Northumberland Park – White Hart Lane – Wood Green – Alexandra Palace – Crouch End – Finsbury Park	640-metres	7 minutes

- 3.6 The following chapter outlines the proposed parking and waste management arrangements.

4.0 WASTE MANAGEMENT & PARKING PROVISION

Waste Management

- 4.1 Waste arising from the café use will comprise general waste and recyclable material. Based on information provided by the client, waste will be stored in a 1,100-litre general waste bin and a 1,100-litre recycling bin.
- 4.2 Both general waste and recycling bins will be collected twice weekly, on Tuesdays and Fridays, by a private waste contractor (Veolia).
- 4.3 As illustrated in Figure 3, refuse collection vehicles access Shepherds Cot from Park Road where the bins are brought to a small area of hardstanding adjacent to the Crouch End Cricket Club gate the night before collection. The vehicle then collects the waste the next morning and uses the parking area to the east of the site to turn around and leave back onto Park Road.
- 4.4 Figure 4 presents a swept path analysis of a refuse collection vehicle turning around within the car park and acceptable 8-metre trundle distance between the back of the vehicle and the waste area.
- 4.5 This arrangement is considered satisfactory for the operations of the café and wider tennis/padel club.

Cycle Parking

- 4.6 As outlined in Chapter 2 of this report, The London Plan requires a minimum of 1 long-stay cycle parking space per 8 full-time staff plus 1 short-stay space per 100 sqm gross external area.
- 4.7 The site area is approximately 2,150 sqm, with the proposed café/clubhouse having a gross external area of about 30 sqm.

- 4.8 14 cycle parking spaces are provided adjacent to the clubhouse entrance. Given that the proposal relates to the retrospective change of use of an existing ancillary building to a clubhouse/café, rather than an expansion in the sporting capacity of the site, the proposed development is not expected to materially increase demand for cycle parking.
- 4.9 The provision is considered appropriate for the scale and nature of the development and encourages sustainable travel by staff and visitors.

Car Parking

- 4.10 As the site has a PTAL rating of 2 and in line with London Plan parking standards for leisure uses, parking should be assessed on a case-by-case basis.
- 4.11 The roads adjoining the site are not located within a formal controlled parking zone (CPZ).
- 4.12 The site will have no dedicated on-site car parking.
- 4.13 The nearby car parking spaces to the east are understood to be in the ownership of the Shepherd's Cot Trust and are not available for use by the site.

5.0 SUMMARY

- 5.1 Paul Mew Associates has produced this report for Georgians Tennis Club in relation to the proposed development at Georgians Tennis Club, Crouch End Playing Fields, London, N8 8JJ.
- 5.2 This report supports a retrospective planning application for the change of use of the existing ancillary gym building to a clubhouse/café. The application does not propose any change to the number of tennis or padel courts, nor to the number of players able to use the site, and there is consequently no material change to sports-related trip generation as a result of the proposal.
- 5.3 The site has a PTAL rating of 2 which is defined as a 'poor' level of accessibility as defined by TfL.
- 5.4 Both general waste and recycling bins will be collected twice weekly, on Tuesdays and Fridays, by a private waste contractor (Veolia).
- 5.5 Refuse collection vehicles access Shepherds Cot from Park Road where the bins are brought to a small area of hardstanding adjacent to the Crouch End Cricket Club gate the night before collection. The vehicle then collects the waste the next morning and uses the parking area to the east of the site to turn around and leave back onto Park Road.
- 5.6 Car and cycle parking will both be provided as per standards set out in the London Plan with 14 cycle parking spaces provided which is acceptable given that the proposed development is not expected to materially increase demand for cycle parking.
- 5.7 The site will have no dedicated on-site car parking.
- 5.8 The application is considered to be acceptable from a highways perspective.

FIGURES



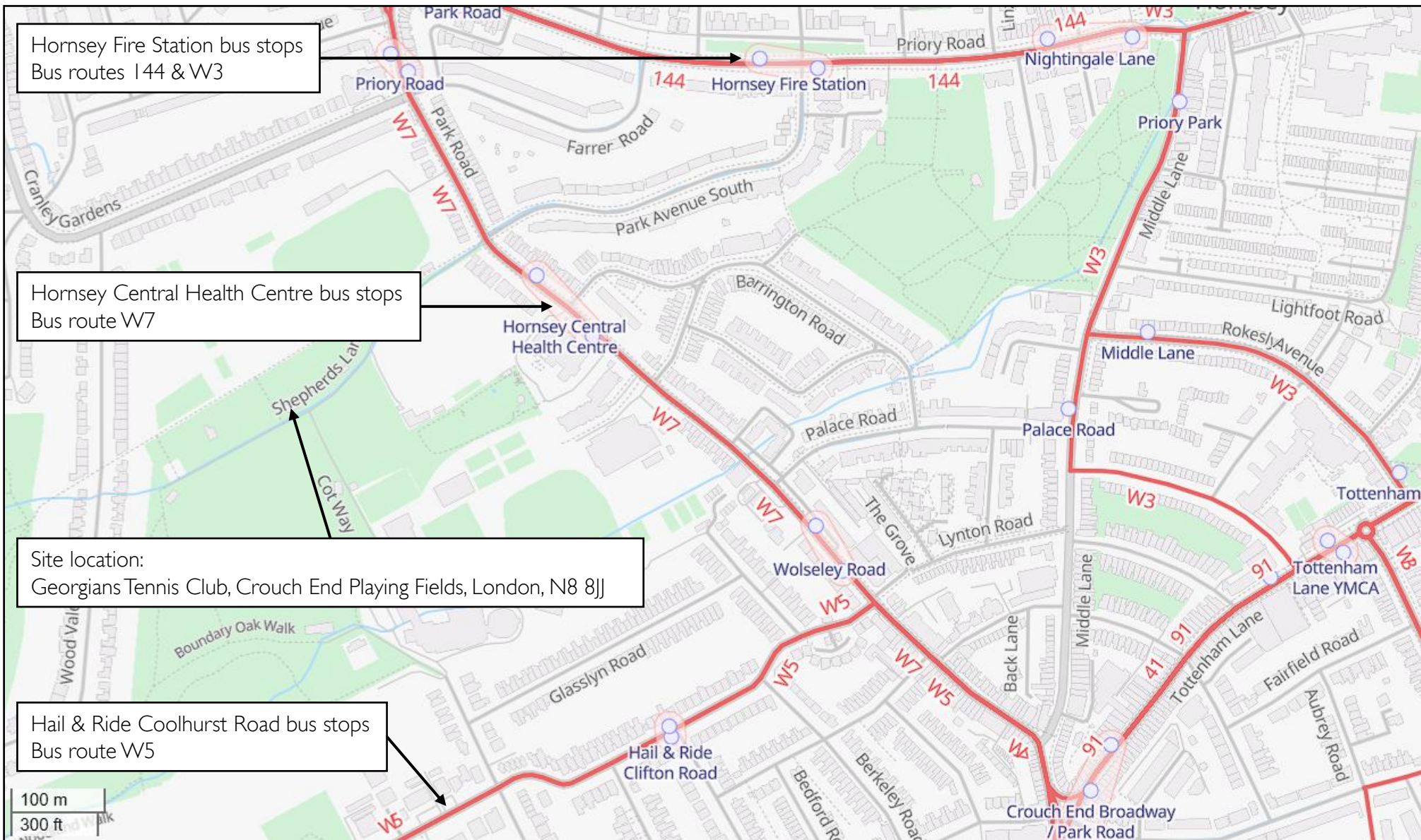
Date: 14-July-2026
Scale: NTS
Source: OpenStreetMap
Drawing No: P3173/TS/1



P3173: GEORGIAN'S TENNIS CLUB, CROUCH END PLAYING FIELDS, LONDON, N8 8JJ

Figure 1
Site Location


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Unit 1, Plym House, 21 Enterprise Way, London, SW18 1FZ
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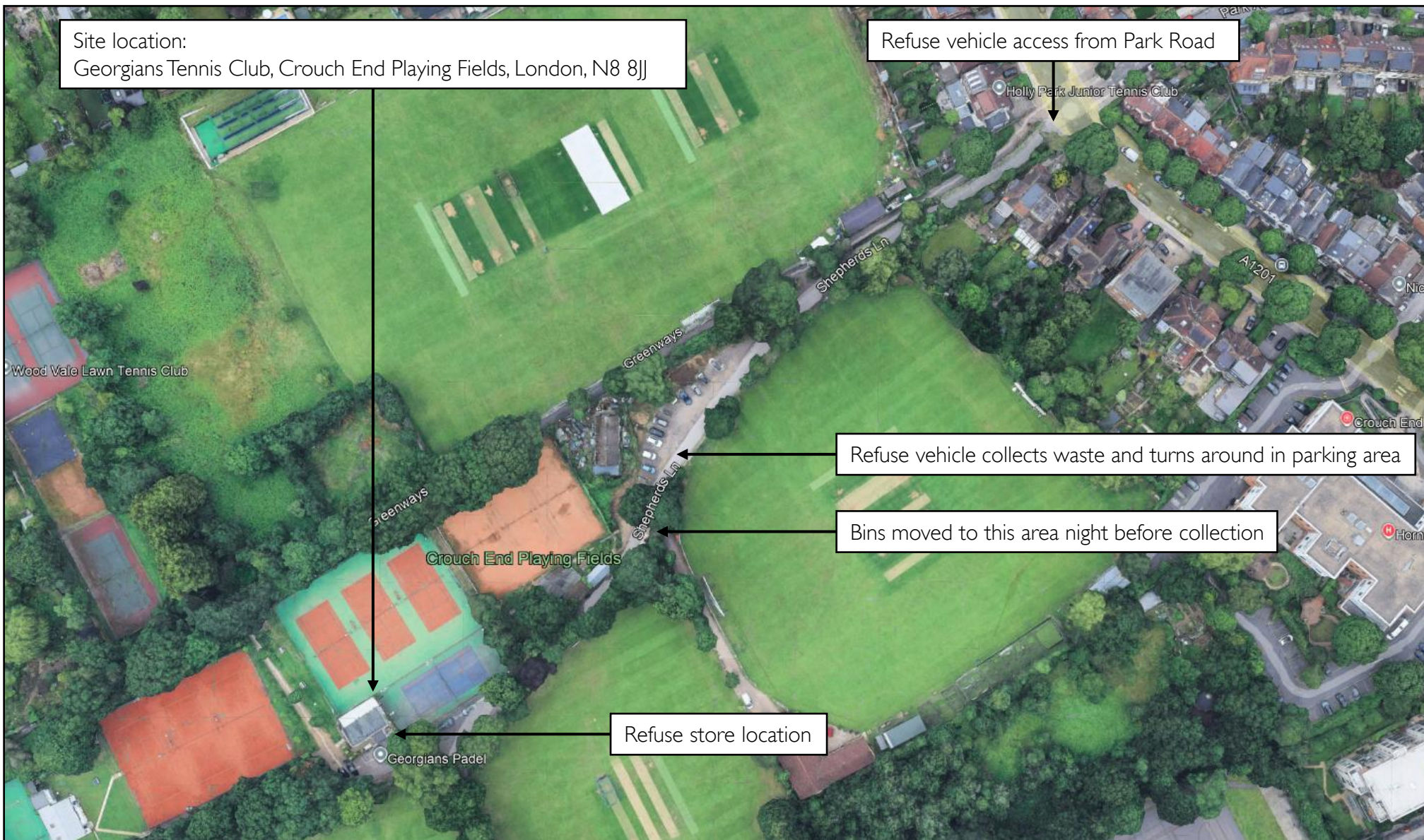


Date: 14-July-2026
 Scale: NTS
 Source: OpenStreetMap
 Drawing No: P3173/TS/2



P3173: GEORGIANS TENNIS CLUB, CROUCH END PLAYING FIELDS, LONDON, N8 8JJ

Figure 2
 Public Transport Accessibility Map



Date: 28-July-2026
 Scale: NTS
 Source: Google Earth
 Drawing No: P3173/TS/3



P3173: GEORGIANS TENNIS CLUB, CROUCH END PLAYING FIELDS, LONDON, N8 8JJ

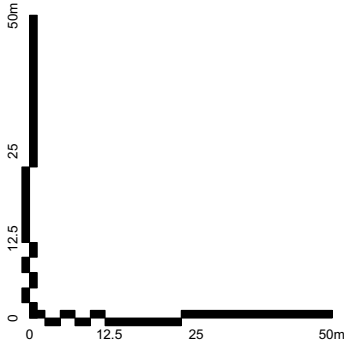
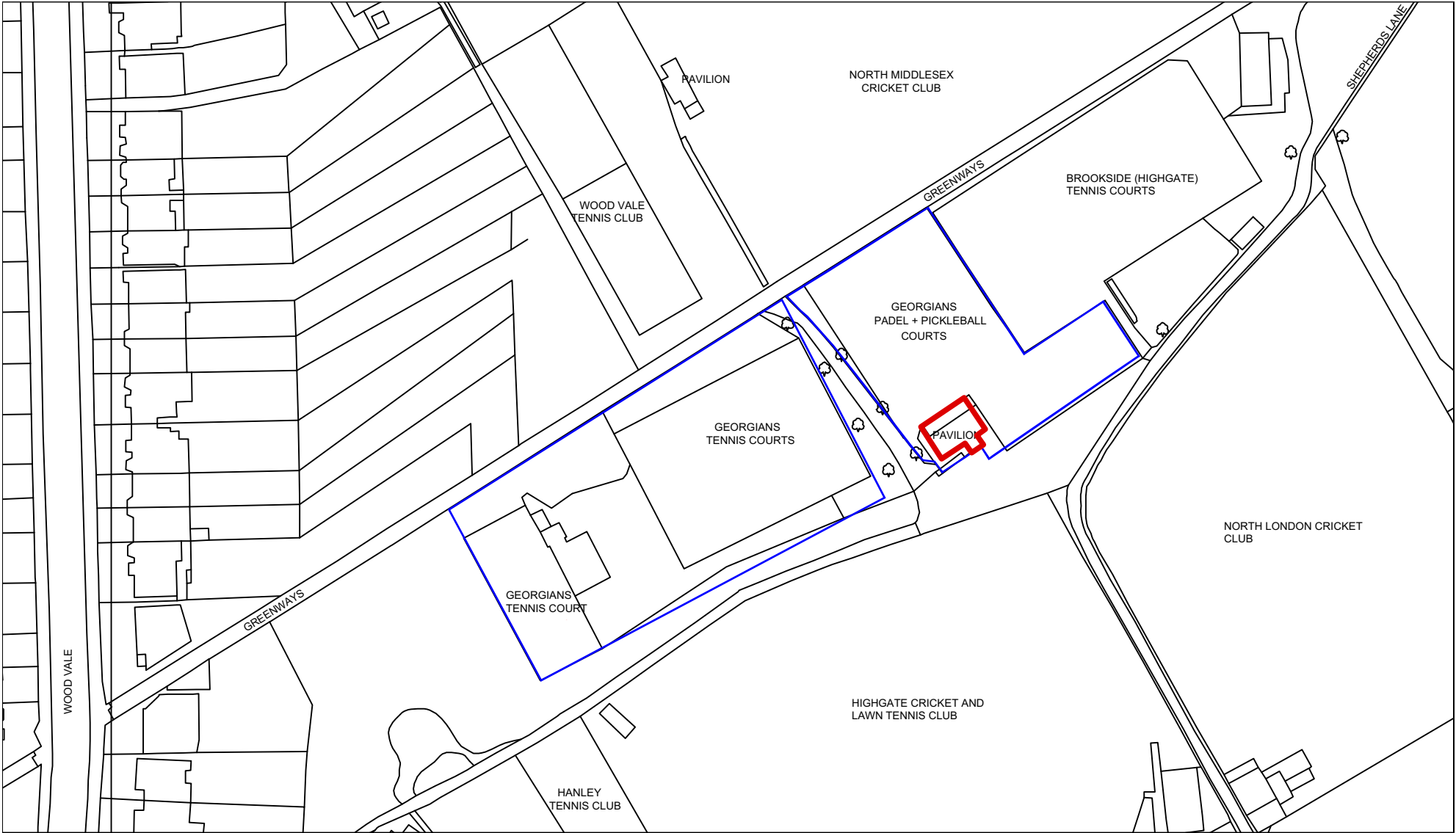
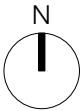
Figure 3
 Refuse Collection Arrangement



APPENDIX A

Site Boundary Plan

GEORGIANS TENNIS CLUB, N8



SITE LOCATION PLAN
1:1250@A3

A 260728 AJ Site boundaries added

DRAWING STATUS: ISSUED FOR PLANNING APPLICATION

JEFF KAHANE + ASSOCIATES
ARCHITECTS

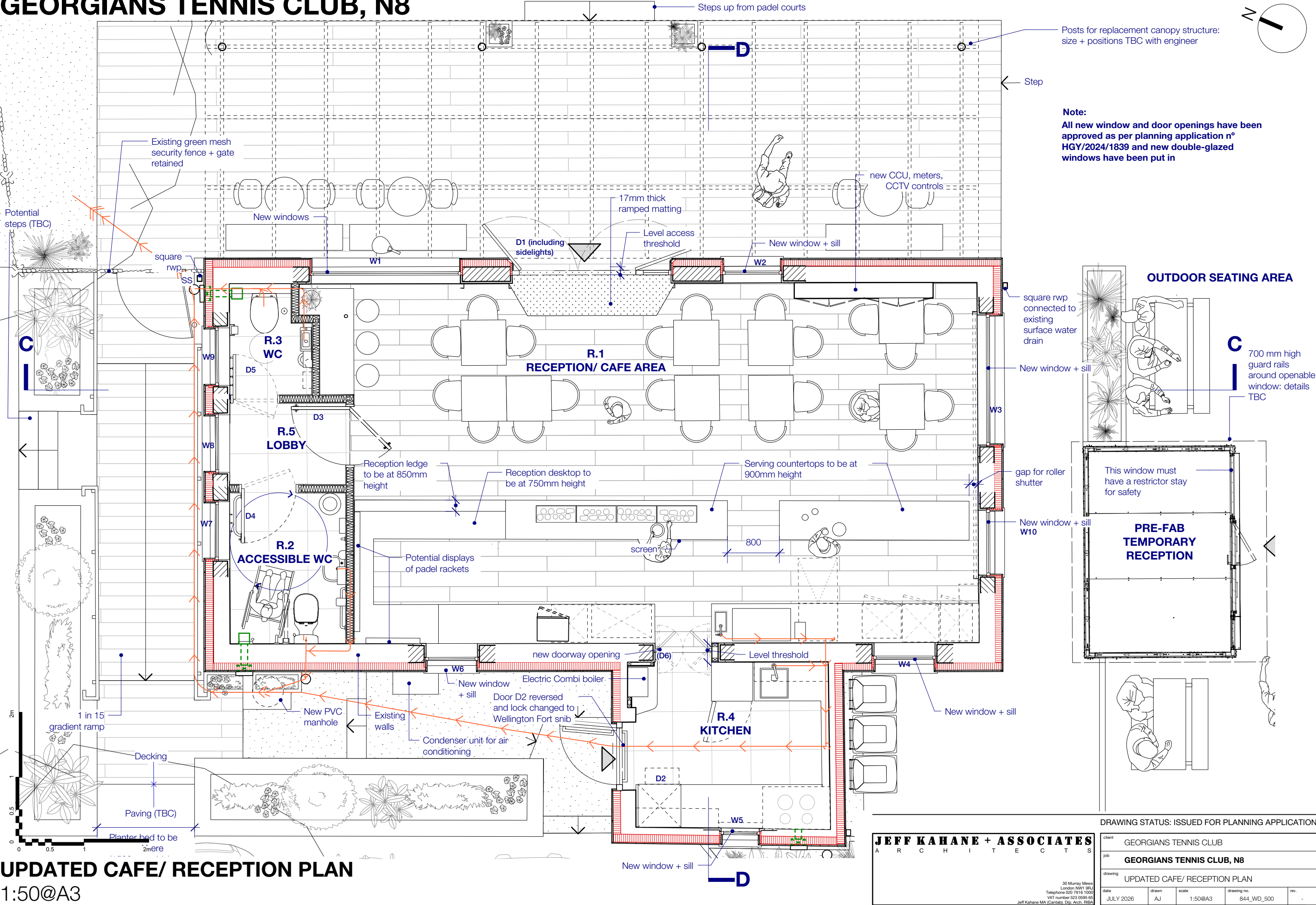
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client	GEORGIANS TENNIS CLUB				
job	GEORGIANS TENNIS CLUB, N8				
drawing	SITE LOCATION PLAN				
date	drawn	scale	drawing no.	rev.	
JULY 2026	RG	1:1250@A3	844_OS_501	A	

APPENDIX B

Proposed Site Plan

GEORGIANS TENNIS CLUB, N8

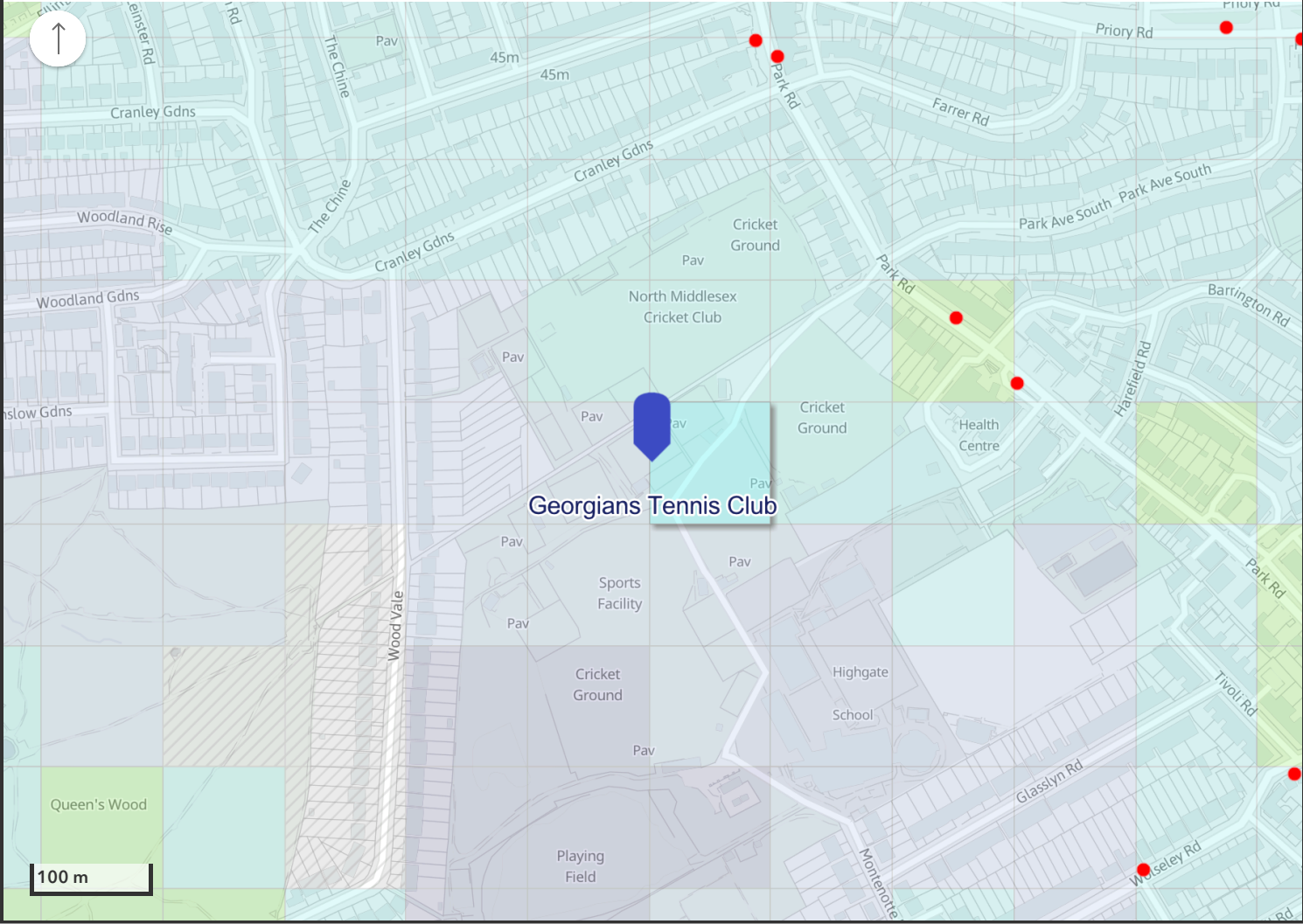


UPDATED CAFE/ RECEPTION PLAN
1:50@A3

APPENDIX C

TfL PTAL Output File

P3173 Georgians Tennis Club - PTAL Report



TfL Stations
Underground Stations



National Rail Stations Bus Stops



Elizabeth Line Stations



DLR Stations



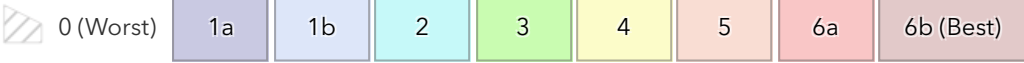
Overground Stations



Tramlink Stations



PTAL 2023 RESULT



PTAL 2023 Score

2

Grid ID: 125236

Coordinates: 529345,188852 (BNG)

Accessibility Index (PTAI) : 7.03

Calculation Parameters

Day of Week: Monday-Friday

Time Period: AM Peak

Walk Speed: 4.8 km per hour

Bus Walk Access Time Threshold: 8 mins

Rail Walk Access Time Threshold: 12 mins



Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	Hornsey Central Health Centre	W7	16.00	341.11

Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	Park Road	W3	10.00	584.07

Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	Park Road	144	7.00	584.07

Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	Hail & Ride Coolhurst Road	W5	5.00	531.57