

HGY/2021/3481 - 103-107 North Hill N6 4DP

Demolition of existing buildings and redevelopment to provide a new care home (Class C2 - Residential Institution), together with a well-being and physiotherapy centre. The proposed care home includes up to 70 bedrooms, with ancillary hydrotherapy pool, steam room, sauna, gym, treatment/medical rooms, hairdressing and beauty salon, restaurant, cafe, lounge, bar, well-being shop, general shop, car and cycle parking, refuse/recycling storage, mechanical and electrical plant, landscaping and associated works.

Application Proposal

This application seeks to demolish the existing Mary Feilding Guild Care Home which closed during 2021, and construct a new 70 bedroom care home with wellbeing and physiotherapy centre. Basement parking with 17 spaces is also proposed, created by extending the existing basement at the site.

The existing home accommodated 43 rooms and was closed as considered unviable by the current owners.

The new home will operate over 4 floors plus the basement, with reception on the ground floor, elderly care bedrooms on the first floor, dementia care on the second floor and the wellbeing centre on the third floor. Of the 70 rooms proposed, 43 will be for long stay patients and 27 short stay for post operative recuperation.

The well being centre will include a hydrotherapy pool, steam room, sauna, gym, treatment/medical rooms, hairdressing and beauty salon. There will be a mix of inpatient and outpatient/public use for these facilities.

Location and access

The site is located to the western side of North Hill, at the junction of North Hill with View Road (to the northern side of the junction). The site has frontages to both North Hill and View Road.

The site has a PTAL value of 3, considered 'moderate' access to public transport services. 5 different bus services are accessible within 2 to 8 minutes walk of the site, and Highgate Underground Station is a 9 minute walk away.

It is also located within the Highgate Outer CPZ, which has operating hours of 10.00 to 12.00 Monday to Friday.

At present there are two vehicle crossovers/accesses off View Road and one off North Hill. There are 3 parking spaces at the North Hill entrance and additional car parking is available within the site accessed from the crossovers off View Road.

It is intended to retain the two crossovers off View Road to facilitate access to a drop off facility and also the basement parking. These appear to be retained as existing, there is no reference in the application to any physical changes to these highway accesses.

The existing access on North Hill is no longer required, so the applicant will need to enter into the appropriate Highways Act Agreement to meet the physical and administrative costs of reinstating the crossover to full height kerb and footway. This can be covered by the S106 for the development.

Pedestrian access will be primarily from the View Road side of the care home however it will also be possible from North Hill side of the site.

Transportation Assessment

A Transportation Assessment accompanied the application, a number of queries arising from this have been examined and discussed with the applicant, and a subsequent Transport Statement Addendum has been drafted and submitted by the applicant during March 2022 to update the proposals to reflect these discussions. Overall there will be an uplift in transportation demands and activity at the site given the expansion in room numbers and other services that will be available as proposed.

Trip generation.

The existing facility was a 43 bed care home, and with this larger proposal, and associated other facilities (wellbeing and physiotherapy centre), an uplift in trips to and from the site will occur.

It is detailed that there will be 82 members of staff overall, with a maximum 38 employees at the care home during the 0900 – 1400 period, and up to 67 daily attendees for outpatient physiotherapy sessions at the wellbeing facility (operating 0700 – 1900). The Gym will be able to accommodate up to 13 users at any time.

The application TA originally detailed the following with respect to predicted trips;

- *218 two way trips daily, by all modes, 15 in the AM peak and 13 in the PM Peak hours.*
- *26 two way trips are predicted for the busiest hourly period during the day (1400 – 1500)*
- *Staff car mode share predicted to be 15% based on census journey to work records (9%) and TRICS survey information (10%), however this has been increased for robustness*
- *A 10% turnover of patients is expected by day (7 arrivals/departures) with patient transport by ambulance*
- *Visiting hours are to be 0900 – 1400 and 1800 – 1900, with 30% of patients having visitors per day. The TA assumes all patient visitors will drive to the care home.*
- *The well being centre mode share is predicted to be 25% by car, based on a mix of gym users (expected to not use cars on the whole) and a proportion of rehab visitors using cars due to their medical difficulties.*

Following review of the trip generation predictions, Transportation have queried a number of aspects of it, which have been discussed with the applicant, and revised trip generation assumptions have now been provided within the transport addendum. These are as follows;

- Transportation consider that the 15% mode share proposed for staff is an underestimate, particularly with respect to staff that work shifts and travel in from outside of the Borough. The applicant has subsequently revisited this within the addendum taking into account journey to work census data from adjoining Boroughs and revised the mode share upwards to 41% for car journeys to work.
- Evidence relating to visitor trips was requested to underpin the trip generation assumptions.
- The gym was originally expected to be open for wider public use, however the applicant has now revised their proposals to no longer include 'walk in' use by the general public.

Car parking arrangements

At present, the site has 5 off street parking spaces accessed off North Hill.

Basement car parking (17 spaces) is proposed at the site. 2 blue badge spaces are included along with two larger bays able to be converted to blue badge if required. An ambulance drop off bay is proposed at ground level accessed via the two crossovers off View Road. This bay can also be used for informal drop off and pick ups. 2 electric vehicle charging spaces are shown, there are no specific requirements in the London Plan or charging point provision for care homes.

The ramp appears to start within the site several metres from the View Road crossover, and it is not expected that the proposed arrangement will create any highway or safety issues. The ramp appears to be able to accommodate two way vehicle movements and it is expected cyclists will access the basement long stay cycle parking via the ramp or alternatively use one of the lifts. There is Institution of Structural Engineers Guidance for the design and detailing of ramps and underground car parks and the applicant will need to adhere to this.

Car trips predicted to and from the site

Based on the revised 41% mode share for employees, the peak arrival numbers by staff driving is 13 vehicles during the period 0730 to 0800, and 12 vehicles during the period 1330 to 1430. The applicant considers these demands can be met by the parking available within the site.

With respect to car trips made by visitors, the TA proposed similar to other surveyed sites, a rate of 30% visitors per day which would result in 22 car arrivals during visiting hours. The accumulation shows the peak numbers of cars attending in any hour to be 7 during the period between 12.00 and 14.00

In addition to the above, there will also be car trips made by physiotherapy outpatients, during the period 0800 – 1830, and with 10 practitioners able to see 10 patients per hours/appointment, there will be additional car trips requiring parking during these periods.

Taking the above components of car trips to and from the site into account, a revised vehicular trip generation has been derived within the transport addendum and this now predicts a peak car parking demand from the site for 39 vehicles during the 1300 – 1400 period, creating on street parking demands for 22 parking spaces.

Local parking conditions and parking stress survey

The TA includes a parking stress survey, carried out for different daytime periods to match the AM/PM Peaks and expected shift changeovers. Recorded local parking levels are quite variable with some streets during the daytime appearing to be relatively low, with stresses off 28% to 38% recorded on View Road, 38 spaces available out of 61 on the road at the busiest time. It is also noted that very high stresses are recorded on North Hill Avenue, Church Road and Toyne Way, with stresses recorded upwards of 80% and up to 97% on these roads (based on a 5m car length).

Car Parking impacts and mitigation required

With the revised trip generation applied and predicted numbers of cars that will attend either as employees, visitors or therapy/physio outpatients, there will be additional parking demands generated on street.

There are very high parking stresses recorded on some streets within the stress survey and the predicted impacts arising from this proposal will need to be mitigated and managed. Therefore, it will be appropriate for the following conditions and S106 contribution to be required should this be granted consent;

1. The Gym can only be used by residents of the proposed care home facility or patrons of day the treatment centre.
2. The outpatients facility should only be opened to patients between the hours of 08:00 to 18:30 hours, and should have no more than 7 treatment rooms and no more than 67 appointments per day.
3. The applicant will be required to contribute £20,000 towards parking management measures in the local area to deal with any potential overspill or parking outside the CPZ operational hours on Storey Road, North Hill, Church Road, Talbot Road and other roads within the local area.

Background to the Parking Management Measures contribution

The contribution of £20,000 is required for parking management measures to address potential overflows of parking causing road safety concerns in the surrounding area where parking is forecasted due to the cumulative impact of this development and existing parking demand to be at capacity or near capacity, and residents and visitors to the development may seek to park on yellow and double yellow lines, which will impact on highways safety and flow of traffic on the highways network.

The £20,000 figure comes from experience of similar situations where a new development generates additional trips and parking demands, that cause highway safety issues, a nuisance for residents and businesses, and ongoing difficulties for the Council's Parking enforcement team.

As commented on page 5 of this response, the TA has predicted additional external demand of 22 vehicles from the multiple activities at the development seeking to park in the busiest hour, and there are a number of streets adjacent to this site that already experience high parking stresses. Therefore, the following measures are considered appropriate, as follows;

- North Hill Avenue, the potential of overspill resulting in parking on double yellow lines change to double yellow lines with blips, (possible red route)
- North Hill Junction with North Hill Avenue, single and double lines, change to double yellow lines with blips (possible red route).
- North Hill possible blocking and change single yellow lines to double yellow lines.
- Storey Road implement blips on double yellow lines no waiting at any time.
- Church Road parking review post implementation a possible change of single yellow lines to double yellow with blips at junctions with Grange Road
- Review of parking restriction junction of junction Broad Lands Road / Broadlands Close with Grange Road, potential for additional double yellow lines.

The above measures are appropriate to manage the expected impacts and very importantly, these should be able to be implemented before any worsening of current Highways and parking conditions occurs, to address the Highway safety issues that will likely arise. The figure for this mitigation is based on an estimate of the costs involved.

Whilst there are currently high car parking pressures on some roads the overall parking pressures within the surveyed area has been assessed on the worst-case

scenario and with the measures secured as part of the S.106 agreement the scheme is acceptable. The cost associated with the above measures are also considered necessary, directly related to the development and are fairly and reasonably related for scheme of this scale.

Cycle parking

London Plan standards for care homes require 1 long stay space per 5 FTE staff and 1 visitor space per 20 bedrooms. The proposed provision numerically meets that. 8 long stay spaces are proposed for location in the basement, accessed via the ramp or alternatively from one of the available lifts to the basement.

There is also the gym to be provided with this development, which will be able to be used by external individuals who book (no 'walk ups'). The London Plan requires 1 space per 8 staff, the staff numbers for the centre include gym staff so the long stay cycle parking for them is included. Short stay for the gym requires two spaces.

Short stay spaces are to be provided at ground floor level and these appear to be located adjacent to the bin stores. 5 are referred to in the TA, however the waste arrangements drawing indicates ten spaces, it would seem that 4 are required for the care home and two for the gym, this does need to be clarified.

The usage of cycle parking will be monitored under the travel plan and if demand requires Additional cycle parking will be able to be provided within the site.

Full details of the proposed cycle parking arrangements will be required for review and approval prior to commencement of the development construction works and this can be covered by a pre commencement condition. Dimensioned drawings showing centres, spacing, manoeuvring space and the like are required along with details of the system intended for use. All cycle parking will need to be designed to meet the requirements of the London Cycles Design Standards as produced by TfL.

Deliveries and servicing

4 delivery and servicing trips are predicted per day. A delivery bay is included within the basement for visiting service vehicles, and the ground level drop off bay can also

be used. Servicing activity takes place from both North Hill and View Road at present, however with this proposal is it intended to take place from View Road Only, accommodated off of the highway.

Refuse and recycling storage and collections

A private contractor will be used to make refuse and recycling collections, using a smaller vehicle than those used by the Council, and collections will be made from within the site utilising the internal drop off bay accessed off View Road.

Travel plan

A full Travel Plan is appropriate for this development proposal, to ensure that the development proposal encourages travel by sustainable modes of transport to and from the development and is in line with the Councils Local Plan Policies SP1, SP4 and SP7. Provision of a Travel Plan is referenced within the TA, including a mechanism to monitor cycle parking and provide more if demands require. This can be covered by the S106 and a Travel Plan monitoring fee will be required.

Construction phase

A comprehensive Construction Logistics Plan will be required for this development, and a condition requiring a detailed draft for submission and approval 3 months prior to proposed commencement of the works will be required.

The applicant will need to detail how impacts on the public highway and adjacent neighbours will be minimised and managed, and it is strongly recommended the applicant engages with Haringey's Network Management officers to discuss and agree any temporary measures, routing to and from the site, and especially with regards to Highgate Primary school which is close by to the site.

Conclusion

This application is for redevelopment of the Mary Feilding Guild Care Home site in Highgate, to provide a larger care home with accompanying wellbeing centre. A basement car park with 17 spaces is also included in the proposal.

From the transportation perspective, this will increase trips compared to the previous establishment, but not to any extent that will be problematical for the capacity or functioning of local highway and public transport networks. The onsite car parking should meet almost all of the potential demands from employees, however external parking demands will be generated by the combination of visitors and those attending the therapy and wellbeing services. These external demands will raise parking stresses in the locality of the site and will require mitigation as referenced earlier in this response, including restrictions on aspects of the services running at the site, and a financial contribution to investigate, design and implement parking management measures to manage these impacts.

Long stay cycle parking is provided to meet London Plan standards, there is some ambiguity about the short stay provision however and this needs to be clarified. The details can be covered by a pre commencement cycle parking condition. All delivery and servicing, and refuse/recycling collections appear to be able to be accommodated off of the highway as well which is welcomed.

Transportation has no objection to this application subject to the following;

Conditions

1. Cycle parking must be provided in line with the London Plan and the design and implementation must be in line with the London Cycle Design Standards as produced by TfL.

Reason – to ensure high quality long and short stay cycle parking for employees and visitors and contribute towards the uptake of active travel modes

2. A Construction Logistics Plan will be required, to be submitted three months before commencement of the works on site. The Construction Logistics Plan shall include:

- a survey of the existing conditions of adjacent public highways;

- an assessment of the cumulative impacts of demolition and construction traffic;
- details of the likely volume of demolition and construction trips and any mitigation measures;
- site access and exit arrangements including wheel washing facilities and swept paths where required;
- vehicular routes, booking systems and an assessment for the scope of consolidating loads to reduce generated road trips;
- proposed temporary access and parking suspensions and any temporary access and parking solutions required;
- Site compound arrangements including arrival of vehicles, parking, loading, storage and waste arrangements;
- methods for of protection of adjacent highway infrastructure; and,
- an assessment of all matters as are likely to cause nuisance to adjoining occupiers (including but not limited to; noise, dust, smoke, road cleaning, odour control) accompanied by mitigation measures addressing all matters relevant to this particular site.

Works shall only be carried out in accordance with the approved Construction Logistics Plan.

Reason: To safeguard the amenities of the area, the local highway and manage the impacts of the development.

3. The Gym can only be used by residents of the proposed care home facility or patrons of day the treatment centre.

Reason- To reduce the number of trips generated by the development and the resulting car parking demand on local roads.

4. The outpatients facility should only be opened to patients between the hour of 08:00 to 18:30 hours, and should have no more than 7 treatment rooms and no more than 67 appointments per day.

Reason - To reduce the number of trips generated by the development and the resulting car parking demand on local roads.

S106 Obligations

1. The applicant will be required to submit a travel plan no less than 3 months before the development is occupied and will be required to pay a travel plan contribution of £2k per year for a period of 5 years.
2. The applicant will be required to enter into a Section 278 Agreement with the Highway Authority Reinstatement of redundant crossover in North Hill at the former access, and meet all of the Council's costs.
3. The applicant will be required to contribute £20,000 towards parking management measures in the local area to deal with any potential overspill or parking outside the CPZ operational hours on Storey Road, North Hill, Church Road, Talbot Road and other roads within the local area.
4. The development will need to be formally designated as 'permit free' with respect to the issue of Business Permits for the CPZ, with the applicant meeting the Council's costs of £4,000 to administer.