

HGY 2022/2731 - 44-46, Hampstead Lane, London, N6 4LL

Erection of dementia care home (Use Class C2) with subterranean car park, following
demolition of existing dwellings.

This application is for demolition of the three existing houses and redevelopment of the site to provide an 66 bed private care home (Class C2), with associated basement car parking, cycle storage, amenity space, refuse and recycling storage, landscaping and access arrangements.

This is a reduced size proposal/application compared to the 2021 application made under 2021/2703 which was for an 80 room facility. Therefore, overall transportation demands are to be lower than this previous application.

Location and access

This site is located to the north side of Hampstead Lane, in between the junctions with Compton Avenue and Courtney Avenue. It is in the south western corner of the Borough.

It has a PTAL value of 1b which is considered 'very poor' access to public transport services. Within TfL's walk distance criteria for inclusion into the site's PTAL value there is one bus service, which is accessible within a 3 to 4 minute walk of the site.

However, it is noted that there is more than one bus service accessible from the site, so the WEBCAT/PTAL assessment output does under report bus service availability to and from the site. The PTAL output refers to the 210 service only, however both the 210 and 603 services are available from Hampstead Lane stops closest to the site (2 minutes walk one direction, 4 minutes walk the other) and the H3 is accessible from the stops on the Bishops Avenue which are 4 to 6 minutes way depending on direction sought. It is noted that the 603 only operates two services a day as it is essentially a schools service, however it may be useful for some staff depending on their start and finish times.

The site is not within any of the Borough's CPZ's.

Proposal and transportation considerations

The proposal is for the redevelopment of the Site, following the demolition of the three existing properties, to provide a 66 bed specialist care home with associated car parking at basement and ground floor level and cycle parking at basement level.

It is detailed that there will be 20 daytime staff and 10 night time staff working at the home.

Car parking is proposed both at ground level and a basement level, 19 spaces in total (12 in the basement) and 48 cycle parking spaces are proposed for location within the basement.

Access arrangements

Pedestrian access is to be via the main lobby accessed from Hampstead Lane. Cyclists can also use this access into the site or from the vehicular crossovers. Cycle parking is located within the basement and can be accessed via a lift however the lift will need to be of sufficient size to accommodate and cyclist and their cycle.

The existing crossovers for the buildings currently at this site will be retained so there will be vehicular access into the site via crossovers off Hampstead Lane (3 No.) and Courtenay Avenue.

Two vehicle lifts accessed off Hampstead Lane will be provided at the eastern boundary of the Site to enable access into a basement car park. One vehicle will be for access and one for egress, therefore ensuring access is still maintained should one have a mechanical fault.

Full details of the car lift system and associated breakdown procedures will need to be provided and this information can be covered by a pre commencement condition, to provide reassurance of robust arrangements in the eventuality of a breakdown.

Clarity over access/layout arrangements proposed

The applicant has now provided the key dimensions to clarify what the dimensions are between parking bays at both levels, and the clear distances between parking bays and the

edges of the access route and parking bays through the site progressing from west to east, and between the banks of bays in the basement.

It appears quite a tight layout, however swept path plots have been provided, which do demonstrate that manoeuvres are possible to be made to access the route through the site and into and out of parking bays and the service bay. The swept paths do show some slight overrunning of the landscaped areas immediately adjacent to a couple of the bays but this should not be problematical.

Overall, the throughput of vehicle movements during a typical day is such that the busiest hour in terms on entries/exits is the AM peak hour where there are 8 arrivals and 3 departures to the site, so the absolute number of movements navigating the site during any given hour are relatively low.

Trips and transportation demand

The TA details the numbers of trips predicted to be made by staff, visitors and delivery and servicing vehicles and these are not going to create any adverse impacts with respect to highway and public transport capacities and networks. The proposed mode split/shares for staff are in the table below;

Table 2.2: Method of Travel to Work Data	
Method of Travel	Percentage
Underground	14%
Train	8%
Bus	17%
Taxi	0%
Motorcycle	1%
Driving a Car	40%
Passenger in a Car	2%
Bicycle	3%
On Foot	15%
Total	100%

The mode share of 40% for staff sounds relatively high however it is recognised that those staff working a night shift may for personal security reasons prefer use of a private car or lift rather than public transport. The applicant is amenable to providing a shuttle bus arrangement to provide a more sustainable means of staff getting to and from the site and the details of this can be covered in the travel plan.

20 staff is the maximum number of staff predicted with the daytime shift, and visitors to patients are expected to be at 60% of patients per day. 17 delivery and servicing movements are predicted per day too.

Visitors to the care home

The car arrivals/departures for visitors are detailed at 47 arrivals and 47 departures per day, which is detailed as 71% of residents predicted to receive a visitor a day. The TA considers this an over estimate of the likely volume of visitors to patients at the care home.

Visitors will be required to pre-book an arrival slot through phoning the care home. A booking system will therefore ensure that the number of visitors is managed. Should visitors arrive without pre-booking a slot, they will be turned away by on-site staff. This should ensure that on street parking demands should be minimised overall by preventing build ups of visitors at any given time.

Parking demands and considerations

Discussion in the TA on parking demands generated by the development references that peak car parking demands will materialise between 1 and 2pm (10 cars), and the TA assumes use of 10 basement spaces for staff at that time (related to the day shift of 20 staff) and 9 spare spaces, so effectively the TA asserts peak visitor demands can just about be accommodated on site rather than adding to on street parking demands.

Parking stress survey

A parking stress survey provided within the TA which was undertaken during June 2021. This did record very high parking stresses during the daytime period, with only 2 spaces available out of 101 in the survey area during the 10AM to 11AM period. The TA does comment that the weather was warm and many visitors to the Heath were observed parking and accessing it.

As there are no formal CPZ arrangements in place it is not possible to control on street parking directly.

Car parking

A total of 19 car parking spaces were initially proposed for the site, of which 12 are provided at basement level predominantly associated with staff, and 7 provided at ground floor level for visitor use. A total of 4 spaces will be provided with active electric vehicle charging points, with the remaining spaces provided with passive provision.

The applicant has now revised their basement parking arrangements to incorporate 2 blue badge parking spaces, accordingly the overall provision has reduced to 18 spaces in total.

The 40% mode share referenced for staff accessing the site is the driver for the basement bays proposed, based on 30 staff in total. The remainder of the parking provision proposed is essentially to accommodate peak demands from visitors.

With regards to blue badge parking, it is noted that none was included within the original application documents. Given the nature of the development and potential visitors to residents, and to accord with the London Plan 6% of parking bays should be blue badge bays. 2 were suggested.

The applicant subsequently provided a proposal for the provision of 3 blue badge bays at ground level. However, these appeared to be overdrawn on three of the existing ground floor bays proposed, and given the tight layout at this level, they did not appear practical with the space available.

The applicant has further revised their parking layout for the basement to provide two blue badge bays at that level, this will suffice given there is a lift to get visitors to the ground floor. This will mean a reduction of one space in overall parking numbers within the basement but this will be acceptable overall.

Cycle parking

Cycle parking for the development will be in excess of London Plan 2021 standards, which requires a total of 6 long-stay and 4 short-stay spaces to be provided. A total of 48 cycle parking spaces will be provided at basement level in sheltered and secure storage.

It is noted that cycle parking is proposed for the basement, there should be separated long stay and short stay parking. Full details of the proposed arrangements for the cycle parking will need to be included, with the system intending to be used, and dimensioned drawings showing the layout, spacing, headroom, routes to the cycle parking from the building access (including widths of passageways, numbers of doors, and dimensions of any lifts to be used).

It is essential that the cycle parking is of the highest quality and easy to use to encourage the use of cycles. The TfL London Cycle Design Guide document should be followed for design of the long stay and short stay cycle parking.

Details of sufficient shower, locker and changing room provision should also be made to encourage staff to cycle to and from work.

The above details in relation to cycle parking can be covered in a pre-commencement condition.

Delivery and servicing arrangements

It is proposed that all delivery and servicing activity can be accommodated on site, which if achievable is welcomed. A one-way route is proposed through the Site and therefore access and egress should occur in forward gear. A service bay is included at ground floor level.

Waste will be stored at basement level in a dedicated storage area. Private refuse collections will take place and it is understood colleagues in the waste team are supportive of the proposed arrangements which include collection from both within the site and from the public highway with arrangements to store bins without impeding the footway.

Workplace Travel plan

A draft workplace travel plan has been included within the application. This does include the initiatives expected such as the issuing of packs to advise as to public transport services, however other documents in the application reference car sharing and use of a mini bus to pick up and drop off staff, but these don't appear in the draft travel plan.

A detailed final draft incorporating all sustainable transport measures such as those referenced above will be required by condition.

A Monitoring fee will be required to cover officer time in reviewing the travel mode surveys and any other travel plan or transportation related aspects of the development and travel

plan once occupied and operational. This fee will be £10,000 for a 5 year travel plan and can be covered by the S106 agreement for the development should consent be granted.

Construction Logistics Plan

An outline Construction Logistics Plan has been submitted. This references a two year build out. It also comments that all construction activity can take place within the site without the need for any temporary arrangements on the highway, however widening of the existing vehicular access off Courtenay Avenue.

There is a basement excavation and construction included and full details of how this will be undertaken will be required, including import and export of materials and plant, and measures to avoid impacting the safe operation of the public Highway.

A fully detailed document will be required for any forthcoming application, covered by a pre commencement condition, to detail how the development will be built whilst minimising the impacts on the highway and adjacent neighbours. This document will need to detail the contract programme and duration, numbers of vehicle movements and vehicle types, means of keeping the highway free of dirt and debris, wheel washing arrangements, and arrangements for loading and unloading. The CLP will need to be informed by the outcome of discussions with the Highway Authority with respect to the intended build and access/servicing of the construction work.

Potential use of treatment room at ground level

Transportation are aware that the applicant is considering the use of a room at ground floor for a GP/Dentist or similar. The applicant has confirmed that if this is to be the case, a single patient/client at a time is seen, so at most one or two extra trips compared to the submitted proposals will be generated, aside from any extra staff. This should not be a problem however this regime should be capped by condition so as to prevent uplifts in person trips resulting from an increase in use of this additional treatment facility.

Conclusion

This application is for redevelopment of three houses at the site to enable construction of a new 66 bed care home. There will be a maximum of 20 staff members working during the day shift and potentially 30 at changeover times. The application predicts that 60% of residents will receive a visitor each day, and there will be a booking system to manage visits and avoid 'bunching' of visitors at certain times that would potentially add to on street parking demands.

The proposed parking provision should cater for most if not all of the potential employee and visitor parking demands generated by the development. Delivery and servicing will be catered for within the site and off the public highway, and the proposed arrangements for waste storage and collections are supported by Haringey's waste team.

The applicant has revised the basement car parking arrangements to ensure two blue badge spaces are provided, and will need complete the draft travel plan, plus provide full details of the proposed cycle parking and cyclist facility arrangements to encourage modal shift by staff to sustainable and active modes.

Finally, given the extent of construction work and a basement dig and build, and the proximity of the site to other residential properties and the public highway, a detailed CLP will be required.

Summarising, subject to the following S106 items and conditions, transportation do not object to this application;

- S106 Items

1. Travel Plan Monitoring Fee (£10,000 over 5 years)

- Conditions (all pre commencement)

1. Full details of the proposed arrangements for the car lift, including breakdown and maintenance arrangements

2. Provision of the car parking layout within the basement to include two blue badge bays – dimensioned layout and accompanying swept paths plots to be provided for review
3. Travel Plan
4. Cycle parking details to meet the requirements of TfL's London Cycle Design Standards and full details of the proposed arrangements for staff lockers, changing and showers
5. Fully detailed Construction Logistics Plan required.