

2024/3240 - 103-107 North Hill, Hornsey, London, N6 4DP

Demolition of existing buildings and redevelopment to provide a new care home and rehabilitation clinic (Class C2 - Residential Institution) fronting View Road and including up to 50 beds, hydro pool, salon, foyer/central hub, gym/physio room, lounge and dining rooms and consulting rooms, together with a new residential building (Class C3 - Dwelling Houses) fronting North Hill providing 9 flats (5 x1 bed, 3 x 2 bed and 1 x 3 bed), car and cycle parking, refuse/recycling storage, mechanical and electrical plant, hard and soft landscaping, perimeter treatment 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 care home and rehabilitation clinic with up to 50 beds, and rehabilitation facilities including a gym, physio room, hydro pool and consulting rooms. In addition to this facility a 9-unit residential component is included in the overall development. Associated car and cycle parking is included.

Planning History

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

Two previous applications have been consented for this site, for slightly larger and different proposals. These are HGY/2021/3481 (7 October 2022) and HGY/2022/4415 (14 February 2023).

The extant permissions comprise a new care home of up to 70 beds (Class C2), together with a well-being and physiotherapy centre and associated facilities and services.

This proposal, whilst including a residential component, is overall a slightly smaller proposal than those already consented.

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 a long crossover off North Hill. There are parking spaces at the North Hill entrance and additional car parking is available within the site accessed from the crossovers off View Road.

Development proposal and quantum

Compared to the previously consented applications, this is both physically and in transportation terms a slightly smaller scale development.

For the care home/rehabilitation component, there is a change in the type of operation proposed. The consented 70 bed development included 43 beds for long term palliative and dementia care, and 27 beds for rehabilitation, including well being and recuperation from surgery.

This current proposal for a 50 bed facility is for the rehabilitation and post operative care only and not for the longer term and more intensive palliative and dementia care arrangements. The Transport Assessment details that 82 staff in total were required for the 70 bed arrangement, and 54 will be required for this revised proposal. Therefore, there will be a reduction of around a third in terms of staff numbers compared to the consented arrangements. The current proposals for rehabilitation care as opposed to a proportion of palliative and dementia care do require a lower ratio of staff per bed/patient and this is referenced within the TA.

There are ten off street car parking spaces proposed for this part of the development, which includes two blue badge/disabled bays. An area for ambulances and delivery/service vehicles to park/dwell is also referenced. Cycle parking for 8 cycles is proposed for location within a secure store, the applicant intends for short term/visitor cycle parking to also be located within this store.

In addition to the above 9 new residential units are proposed for a block facing North Hill, to include the following.

- 5 No. 1 bedroom units
- 3 No. 2 bedroom units
- 1 No. 3 bedroom unit.

Two off street car parking spaces (one blue badge) are proposed for these units, accessed off the existing highway access on the North Hill service road, and 16 cycle parking spaces, to be located externally within a secure, weatherproof store.

Transportation considerations

The following part of this response considers the transportation aspects of this application, with reference to the previously consented applications/proposals for this site.

Access arrangements for all modes of transport

The care home access will be off View Road, and the residential properties off North_Hill.

It does not appear (nor is there any reference within the application documents) that any physical changes are proposed for the site accesses off the public highway. However, the existing crossover off the North Hill service road at the residential component is full width of the site and is not expected to be required at these dimensions for this development given the two parking space arrangement.

For both accesses any physical or dimensional changes will need to be detailed, along with swept path plots if appropriate for manoeuvring onto or off of the public highway and within the site to access car parking spaces or drop off/pick up or service vehicle facility.

Any changes to the physical accesses will necessitate entering into the appropriate Highways Act Agreement.

Pedestrian and cycle access for the care home and rehabilitation centre will also be off View Road.

Transportation demand and impacts

Overall, it is noted that with a smaller care/rehabilitation facility, there are expected to be fewer trips and reduced overall transportation demands compared to the consented applications for the care home/rehabilitation component of the development.

Trip generation

A comprehensive trip generation is included within the Transportation Assessment. Details of staffing levels have also been provided, as commented earlier there will be fewer staff (54 in total) than the consented scheme from 2021. It is detailed the maximum staff on site will be 32 during 0730 – 0800. There will also be a lower number of visitors than previously considered for the consented scheme given the lower number of beds.

Details in the TA include the following.

- 100% bed occupancy assumed, two-week turnover on average (i.e. 10% turnover in terms of vehicle drop off/pick up on any day)
- Physio service for pre booked (no walk ups) up to 76 appointments a day, 0800 – 1830.
- 2 maintenance contractors on site at any time
- 4 wellness centre deliveries a day
- Delivery and service movements based on previous care home usage.

- A staff accumulation exercise is included which detailed maximum car parking demand based on census journey to work information with a car mode of 41%.
- Visitor trips to inpatients have been assumed at 32% as previously detailed, as in each patient on average has a visitor every three days. The peak number of visitors and car movements associated are between 1200 – 1300 and 1400 – 1500 with demand of 5 cars generated (assumption is all visitors visit using cars)
- For the 9 residential units, 9 inbound and 9 outbound vehicle trips a day are predicted.

A combined vehicular trip generation has been derived based on the above, and this has considered the vehicle trips referencing the updated current parking stress surveys carried out for this application (the results are discussed next in this response). This assessment has been based on the 6m long car iteration so a 'worst case' scenario.

Parking considerations

The care home will provide 10 off street spaces and 2 spaces are proposed for the 9 residential units. Two blue badge spaces are included within the 10 care home spaces and one of the two residential spaces. The applicant will need to ensure that London Plan requirements with respect to electric vehicle charging points is met and this will need to be conditioned.

The applicant has carried out a comprehensive parking stress survey for daytime periods as per the previously consented 2021 application. This has recorded some on street changes carried out by the Council since the last survey, which include the addition of new EV charging bays within the 500m walk distance, plus amendments to the level of Pay & Display parking available on Church Road, which has been reduced. The overall level of parking spaces has marginally increased from 242 to 251 bays within 200m due to revisions to crossovers and marked bays.

The parking stress survey identified that stresses are of a similar pattern to the earlier surveys, high stresses in some streets and lower in others, with slight stress reductions compared to the previous application, but does identify there will be some parking overspill onto the surrounding streets resultant from this development.

Whilst this proposal is essentially smaller this iteration has lower off-street parking given the removal of the basement parking from the proposals associated with high construction costs.

The trip generation and parking demand/accumulation exercise referenced above has identified that during the period 1500 – 1600 the excess car parking demand needing to be accommodated on street from both components of the development is for 20 vehicles taking into account the 10 care home spaces and the 2 residential spaces. Assuming these demands will be primarily met on View Road, this would increase the recently surveyed daytime parking stresses within View Road. The TA reports this will result in parking stresses exceeding the normal 85% threshold with all spaces occupied, beyond which parking issues can be expected to occur, such as inappropriate parking and migration to adjacent streets. This occurs during the 0800 – 0900 and 1500 – 1600 periods only.

Survey area wide, there are slight increases for the 200m walk distance comparing the consented and currently proposed developments, however it is noted that the 85% threshold for the survey area is only exceeded (87%) during the 0800 – 0900 period.

Considering the existing parking conditions, and comparing the predictions for the two development scenarios, there are very slight increases in the survey area stresses predicted for the current application. It is of course taken on board though that these calculations are predicated on a 6m car length so it is not expected that the actual resultant stresses will be as predicted. Nonetheless, it is still the case that the applicant will need to make a financial contribution via S106 to fund the refinement of waiting and loading restrictions to help manage these additional pressures on street at the busiest times. It is understood the applicant is amenable to this.

Parking mitigation

The cumulative impact of this development and existing parking demand being at capacity or near capacity, will likely result in residents and visitors to the development seeking to park on yellow and double yellow lines, and within adjacent streets, which will impact on highways safety and flow of traffic on the highways network.

The TA has identified additional in street parking demands for 20 or so vehicles at the busiest times and View Road does experience quite high parking demands at present. There are a number of streets adjacent to this site that also already experience high parking stresses.

Refinements and alterations to on street waiting and loading arrangements are appropriate to manage the expected impacts and very importantly, these should be able to be implemented on the following streets: potential overflows of parking *Storey Road, North Hill, Church Road, Talbot Road*), where parking is forecasted due to the cumulative impact of this development and existing parking demand to be at capacity or near capacity and resident may seek to park on yellow and double yellow lines which will impact on highways safety and flow of traffic on the highways network.

Additional Parking Management Measures are required on:

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.

It is be noted that 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. The contribution of £20,000 previously secured as part of the Planning application HGY/2021/3481 still appropriate and supported by the applicant is required for parking management measures, to address potential overflows of parking causing road safety concerns in the surrounding area from additional parking demands generated by the development.

and with the measures secured as part of the S.106/S.278 agreement the scheme is acceptable.

Active Travel Zone assessment and accident history review

The applicant has included within their TA an ATZ assessment that has examined five routes to and from the development that can be used by both residential occupiers of the new dwellings plus visitors to the care home. This has identified similar issues with all routes, primarily relating to highway maintenance issues such as cutting back of vegetation/bushes and trees, footway paving maintenance and general removal of clutter where appropriate. There are also references to suggesting improvements to street lighting.

It is acknowledged that there are no immediately appropriate measures arising from this assessment that are required to make this development acceptable and that they relate primarily to longer term highway maintenance issues.

With regards historical accident data, the applicant has provided a review of all KSI accidents within the locality, and there are no patterns or issues arising from this data that are attributable to accessing this site. The 5 clusters identified are all along the A1 and improvements would be under the remit of TfL.

Cycle parking arrangements

The applicant is proposing 8 long stay spaces for the care home, and 16 for the residential units. Considering London Plan numerical requirements, for the care home there should be 1 space per 5 FTE members of staff, and 1 visitor space for every 20 beds.

It is not detailed how many FTE staff there will be, however it is noted that the maximum staff attendance will be 32, so 7 long term spaces is appropriate. With 50 beds 3 short stay spaces are required. Cycle parking is proposed for an external cycle store located adjacent to the car parking area.

For the residential units, 15 long stay and 2 short stay cycle parking spaces are required. 16 spaces are proposed, shown indicatively in the rear garden area. There does not appear to be any visitor cycle parking displayed.

The full dimensional arrangements and layouts have not been provided within the application documents, the applicant will need to provide full dimensional details to demonstrate how London Plan numerical requirements for long and short stay cycle parking will be provided, and how the proposed arrangements will meet TfL's London Cycle Design Standards. This can be covered by a pre commencement condition.

Waste and recycling storage and collection arrangements

Bin stores are shown adjacent to the car parking area for the care home, and a rear garden store shown indicatively for the residential units. The applicant will need to ensure all waste and recycling storage and collection arrangements meet Haringey's standards. Pull distances appear to be satisfactory.

A Swept path for a collecting refuse vehicle has been included in the TA appendices, and this appears fine, however any parked ambulance or delivery/service vehicle in the designated informal area may block exit. This needs to be clarified as to the arrangements and likelihood of this happening within a Delivery and Servicing Plan.

There is some commentary on commercial waste management arrangements in the TA, detailing private contractors will be used but no details on the frequency or vehicle sizes/waiting and dwell locations.

Collections from the North Hill service road, as per the adjacent properties will be carried out for the residential units.

Delivery and servicing arrangements

For the care home the TA details all waiting/visiting delivery and service vehicles will do so off of the highway. Some commentary on waste and recycling arrangements is above.

Overall a detailed Delivery and Servicing Plan is required to demonstrate how all delivery and servicing activity for the care home will be managed and accommodated off of the highway, including clarity on the numbers and durations of visits, the vehicle sizes and management arrangements for visiting vehicles when considering ongoing use of the off street parking spaces. This DSP should be provided for review and approval prior to commencement of the construction works to ensure arrangements are acceptable.

Travel planning

A Travel Plan should be implemented for the care/rehabilitation home component of this application. The Travel Plan should 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 can be covered by the S106 and a Travel Plan monitoring fee will be required.

Construction phase

A comprehensive Demolition and Construction Logistics Plan will be required for this development, detailing the duration of the build and how it will be carried out with respect to access and potential impacts on the highway and adjacent neighbours.

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.

This document will need to outline the construction period and programme, and the numbers and types of construction vehicles attending the site. All arrangements to minimise the impact on both the Public Highway and adjacent neighbours will need to be included in this document. This will include deliveries and collections being made outside of the peak AM and PM periods and school start/finish times. The applicant will need to liaise with the Highways

Team (Network Management Officers) to arrive at the optimum arrangements for construction access and any temporary arrangements on the highway or parking courts within the estate and these details should inform the detailed draft.

Monies to cover officer time oversight and monitoring build out of the development will be required as well, for Network Management and Highways officers to ensure any temporary arrangements on the highway are appropriately managed and that highway safety and smooth operation of the network is maintained. This must be secured by the S.106 legal agreement.

Conclusion

Overall, this is a slightly smaller proposal, and the transportation impacts are very similar with only slight differences. There is reduced trip generation, and similar car parking impacts. With the provision of S106 to enable parking mitigation measures, along with a travel plan, and CPZ permit free status for the care home and any staff, along with a number of conditions relating to cycle parking details, deliveries and servicing arrangements, and a Demolition and Construction Management Plan, this application can be supported by Transportation.

Recommendation

There are no highway objections to this proposal subject to the following conditions, S.106 and S.278 obligations.

Conditions

1. Cycle Parking

The applicant will be required to submit plans showing accessible; sheltered, and secure cycle parking 8 for the commercial element of the proposal and 16 residential car parking spaces for approval. The quantity must be in line with the London Plan 2021 T5 Cycle and the design must be in line with the London Cycle Design Standard. No Development (including demolition) shall take place on site until the details have been submitted and approved in writing by the Council.

REASON: to be in accordance with the published London Plan 2021 Policy T5 Cycle, and London Cycle Design Standards (LCDS).

2. Delivery and Servicing Plan and Waste Management

The owner shall be required to submit a Delivery and Servicing Plan (DSP) for the local authority's approval. The DSP must be in place prior to occupation of the development. The service and delivery plan must also include a waste management plan which includes details of how refuse is to be collected from the site, the plan should be prepared in line with the requirements of the Council's waste management service which must ensure that all bins are within 10 metres carrying distance of a refuse truck on a waste collection day. It should demonstrate how the development will include the consolidation of deliveries and enable last mile delivery using cargo bikes.

Details should be provided on how deliveries can take place without impacting on the public highway, the document should be produced in line with [TfL guidance](#).

The final DSP must be submitted at least 6 months before the site is occupied and must be reviewed annually in line with the travel plan for a period of 3 years unless otherwise agreed by the highway's authority.

Reason: To ensure that the development does not prejudice the free flow of traffic or public safety along the neighbouring highway and to comply with the TfL DSP guidance 2020

3. Electric Vehicle Charging

Subject to a condition requiring the provision of 2 active and 2 passive electric vehicle charging points to serve the on-site parking spaces from the onset.

Reason: to be in accordance with published Haringey Council Development Management DPD, Chapter 5 Transport & Parking and the published London Plan 2021 Policy T6.2 Office Parking.

5. Disabled parking bays

The applicant will be required to submit and provide plans demonstrating how employees who require a wheelchair accessible car parking spaces will be provided with one from the onset; this must be submitted for approval before any development commences on site.

REASON: to ensure the development is in accordance with the published London Plan 2021 T6.5 Non-residential disabled person parking.

6. Car Parking Management Plan

The applicant will be required to provide a Car Parking Management Plan which must include details on the allocation and management of the on-site car parking spaces including all accessible car parking spaces.

S106 Obligations

1. Construction Logistics Plan

The applicant/developer is required to submit a Construction Logistics and Management Plan, 6 months (six months) prior to the commencement of development, and works cannot commence until this is approved in writing by the local planning authority.

The applicant will be required to contribute, by way of a Section 106 agreement, a sum of £5,000 (five thousand pounds) to cover officer time required to administer and oversee the arrangements and ensure highways impacts are managed to minimise nuisance for other highways users, local residents and businesses. The plan shall include the following matters, but not limited to, and the development shall be undertaken in accordance with the details as approved:

- a) Routing of excavation and construction vehicles, including a response to existing or known projected major building works at other sites in the vicinity and local works on the highway.
- b) The estimated number and type of vehicles per day/week and means of slot booking to avoid vehicles waiting on the highway and avoid the AM and PM peaks
- c) Estimates for the number and type of parking suspensions that will be required.
- d) Details of measures to protect pedestrians and other highway users from construction activities on the highway.
- e) The undertaking of a highways condition survey before and after completion.
- f) The implementation and use of the Construction Logistics and Community Safety (CLOCS) standard.
- g) The applicant will be required to contact LBH Highways to agree pre commencement condition surveys.
- h) Site logistics layout plan, including parking suspensions, turning movements, and closure of footways.
- i) Swept path drawings.

Reason: To provide the framework for understanding and managing construction vehicle activity into and out of a proposed development in combination with other sites in the locality

and to encourage modal shift and reducing overall vehicle numbers. To give the Council an overview of the expected logistics activity during the construction programme. To protect the amenity of neighbouring properties and to maintain traffic safety.

2. Commercial Travel Plan

A commercial travel plan must be secured for each unit by way of a S.106 agreement and submitted 6 months before occupation. As part of the travel plan, the following measures must be included in order to maximise the use of public transport.

- a) The applicant submits a Commercial Travel Plan for the commercial aspect of the Development and appoints a travel plan coordinator who must work in collaboration with the Facility Management Team to monitor the travel plan initiatives annually for a period of 5 years and must include the following measures:
- b) Provision of commercial induction packs containing public transport and cycling/walking information, available bus/rail/tube services, showers. Lockers, map and timetables to all new staff, travel pack to be approved by the Councils transportation planning team.
- c) The applicant will be required to provide, showers lockers and changing room facility for the commercial element of the development.
- d) The developer is required to pay a sum of £2,000 (two thousand pounds) per year per Travel Plan per unit, £10,000 (ten thousand pounds) for monitoring of the travel plan for a period of 5 years. This must be secured by S.106 agreement.
- e) The first surveys should be completed 6 months post occupation or on 50% occupation whichever is sooner.

Reason: To promote travel by sustainable modes of transport in line with the London Plan 2021 and the Council's Local Plan SP7 and the Development Management DMPD Policy DM 32.

3. Parking Management contribution

The applicant will be required to contribute £20,000 towards parking management measures in the local area to deal with 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.

Reason to mitigate the impact of the development proposal on the local highway network through the implementation of parking management measures.

4. Car-capped Agreement

The owner is required to enter into a Section 106 Agreement to ensure that the commercial units are defined as "car capped " and therefore no employees therein will be entitled to apply for a business parking permit under the terms of the relevant Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development. The applicant must contribute a sum of £4000 (four thousand pounds) towards the amendment of the Traffic Management Order for this purpose.

REASON: To ensure that the development proposal is car-free, and any residual car parking demand generated by the development will not impact on existing residential amenity.

5. Highway Improvements

The applicant will be required to enter into agreement with the Highway Authority under Section: 278 of the Highways Act, to pay for any necessary highway works, which includes if required, but not limited to, footway improvement works, access to the Highway, measures for street furniture relocation, carriageway markings, and access and visibility safety requirements, and improved pedestrian infrastructure. The developer will be required to provide details of any temporary highways including temporary TMO's required to enable the occupation of each phase of the development, which will have to be costed and implemented independently of the main S.278 works. The works include but are not limited to:

- 1) The strengthening of the site's vehicle crossover to allow for an increase in heavy vehicle movements.
- 2) Reconstruction of existing crossover at North Hill at the former access to footways.
- 3) Reconstruction of footways nearby to the site to mitigate deterioration caused by the development,
- 4) Resurfacing of the carriageway outside of the site to ensure that the road network can support the increase in trips.

Although the highway access is not proposed for any physical changes the applicant may well need to carryout works to remedy any construction related damage to the public highway relating to the demolition/construction and build out/fit out of the development.

Reason: to improve accessibility to the site by foot and to ensure that the site is in accordance with the London Plan 2021 Policy T2 Healthy Streets and to implement highway works to facilitate future access to the development site.