

# Highgate Newtown Community Centre and Fresh Youth Academy

## Transport Technical Note

NOVEMBER 2018



# TECHNICAL NOTE

## HIGHGATE NEWTON COMMUNITY CENTRE (HNCC)

### SECTION 73 APPLICATION

IDENTIFICATION TABLE	
<b>Client/Project Owner</b>	London Borough of Camden Development Division
<b>Project</b>	Highgate Newton Community Centre (HNCC)
<b>Title of Document</b>	Section 73 Application
<b>Type of Document</b>	Technical Note
<b>Status</b>	Planning
<b>Date</b>	20/11/2018

## 1. HIGHGATE NEWTOWN COMMUNITY CENTRE

### 1.1 Introduction

- 1.1.1 SYSTRA Ltd (SYSTRA) has been commissioned by London Borough of Camden Development Division (the Applicant) to provide transport and highways consultancy services in support of the development proposals at Highgate Newtown Community Centre, 25 Bertram Street, London N19 5DQ (the Site). The Local Planning Authority and Local Highway Authority is the London Borough of Camden (LBC).

### 1.2 Planning History & Proposed Development

- 1.2.1 Planning permission was granted in July 2017 (ref: 2016/6088/P) for the redevelopment of the existing Highgate Newtown Community Centre and Fresh Youth Academy, change of use of the People's Mission Gospel Hall to provide replacement community facilities and 31 residential units (the Consented Development).
- 1.2.2 SYSTRA (as JMP Consultants Ltd) provided transport support for the planning application, including a Transport Statement, Framework Travel Plan, Draft Servicing Management Plan, Draft Construction Management Plan, Car Park Management Plan and a Refuse Vehicle Technical Note for submission to LBC Traffic & Transport as part of the application.
- 1.2.3 This Technical Note sets out the proposed revisions associated with the Section 73 application from a transport perspective. It is noted that elements of the scheme that remain as approved are not addressed in detail within this document, with the reports submitted as part of the original application remaining relevant to the scheme. As such, this Technical Note should be read alongside the reports produced to support the original planning application. SYSTRA has engaged in pre-application discussions with LBC which have informed the contents of this Technical Note.

- 1.2.4 A Section 73 application is now being submitted that will result in improved community facilities, an improved public realm and open space, new homes, including family sized homes and affordable Camden Living units and an overall shorter construction programme. The principles of development consisting the re-provision of community facilities and new residential units remain the same. However, the proposals now comprise standalone residential and community buildings and an increase of ten residential units largely resulting from the reduction of unit sizes (the Proposed Development).
- 1.2.5 As part of the pre-application discussions it was agreed that parking surveys undertaken for the original application could continue to be relied upon when assessing levels of parking within the locality of the site.

### 1.3 Baseline Conditions

- 1.3.1 The Site has a PTAL of 3 (moderate), and is located within an accessible walking distance of two London Underground and two London Overground stations, alongside a number of bus routes. Walking and cycling facilities in the vicinity of the Site are of a good standard.
- 1.3.2 The area surrounding the Site is located within Controlled Parking Zone (CPZ) CA-U, which operates between the hours of 10:00 and 12:00, Monday-Friday. The majority of the parking bays on Chester Road, Croftdown Road and at the northern end of Bertram Street are for use by permit holders only during hours of operation of the CPZ; at other hours they are available to the general public for free. Bays at the southern end of Bertram Street and a limited number on Chester Road are for permit holders or pay and display during CPZ hours, with a maximum stay of 1.5 hours permitted. During all other time periods, vehicles can park in these bays for free.
- 1.3.3 There are a number of disabled parking bays on-street in the area, including one half way down Bertram Street, one adjacent to the Site entrance and two on Croftdown Road, near the pedestrian footpath. It is noted that bays on Croftdown Road are designated to a specific permit holder, as shown in [Figure 1](#) below.

**Figure 1. Dedicated On-Street Disabled Parking, Croftdown Road**



### 1.4 Proposed Development

- 1.4.1 The Proposed Development incorporates the redevelopment of the existing Highgate Newtown Community Centre (HNCC) and Fresh Youth Academy (FYA), alongside the change of use of the People's Mission Gospel Hall to provide replacement community facilities (Use Class D1) and 41 residential units (Use Class C3).



- 1.4.2 Pedestrian access to the Proposed Development will be possible from both Bertram Street and Croftdown Road. Access to the Site from Croftdown Road will be restricted to pedestrians and cyclists (on-street parking, street furniture and trees ensure vehicles cannot access the Site), whilst the Bertram Street access will be restricted to vehicles by a rising bollard.
- 1.4.3 The design of the Site's courtyard (as a pedestrian space) has been designed to deter the use of this space by vehicles, although if required all essential activity can be accommodated on-site. To ensure that the courtyard operates as intended, it is currently intended to implement keypad code controlled electronic rising bollards. It is currently envisaged that two codes will be issued; the first would be a 24hr code for emergency services, refuse collection etc. The second would offer limited access for residents to move home (for example) out-of-hours. It is noted that this arrangement would be reviewed by LBC (as freeholder) at regular intervals and modified if required. In the event any code is being misused, it can be easily changed.
- 1.4.4 Any unscheduled access in the week will be managed by HNCC and FYA staff during their operating hours. It is expected that staff will be able to operate the bollard remotely via an intercom link to the keypad.

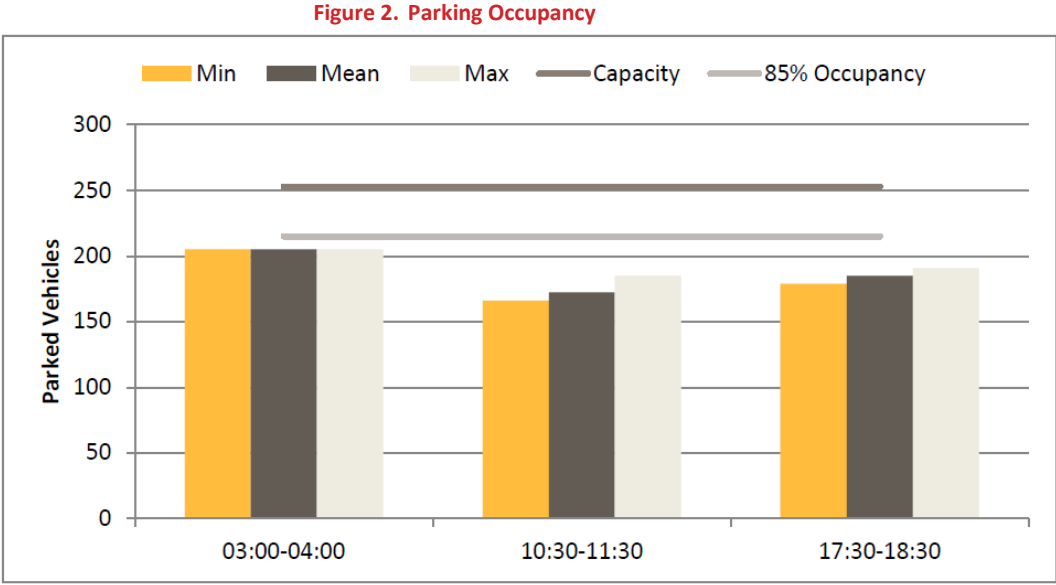
## **1.5 Stopping Up Proposals**

- 1.5.1 As part of the proposed development areas of adopted highway will require stopping up. It is intended as part of the planning application to present the areas of highway and areas to be stopped up under S247 of the Town and Country Planning Act 1990.
- 1.5.2 An Order authorising the stopping up (removal of public rights of way) of any highway can be made to allow development to be carried out in accordance with a valid and relevant planning permission granted under Part III of the Town and Country Planning Act 1990.
- 1.5.3 The highway to be stopped up must be being developed upon and fall within the planning boundary or be a condition of the planning permission. The Order may also include the provision of new or improved highways as long as these also form part of the planning permission.
- 1.5.4 The areas that will remain adopted and those to be stopped up are shown in the plans contained at [Appendix A](#).
- 1.5.5 The areas that will remain adopted will be improved by resurfacing with granite material to match the proposed development palette of materials.

## **1.6 Car Parking**

- 1.6.1 The residential element of the development is proposed to be car-free, in line with Camden policy. Given the Site's PTAL level is towards the upper end of 3, it is expected that that residents will be able to travel sustainably, without the need to travel by car. By not providing car parking spaces for the residents, and restricting residents from applying for on-street parking permits, the impact of the new residential units on the surrounding highway network will be minimised.
- 1.6.2 As part of the consented application, it was agreed that if the adaptable residential units were to be adapted for disabled residents, allocated car parking spaces could be provided on-street, similar to those located on Croftdown Road. This is in line with CPG 7, which states that *"where a resident in need of a reserved disabled parking space moves into a development with no off-street spaces, the Council will consider a request for a designated disabled space on-street in the same way whether the development is formally car-free or not"*.

- 1.6.3 As with the Consented Development, the community elements of the Site will be car-free, with the exception of one disabled bay for use by community centre visitors. As part of the Consented Development, the disabled parking bay was proposed to be located on-site. It is noted that any disabled users travelling by car to the community centre use will be able to be dropped off or picked up on-site; however, their vehicles will need to be parked off-site.
- 1.6.4 As requested by LBC during pre-application discussions, parking survey data collected to support the original planning application has been analysed to demonstrate that on-street parking capacity is sufficient to accommodate a disabled parking space on-street designated for the community centre use.
- 1.6.5 A car parking survey was undertaken in April 2016 including all streets within 200m of the Site. It has been agreed with LBC Highways that the results of the parking survey undertaken to support the previous planning application remain valid for the purposes of this application. Parking beats were undertaken at the following times:
  - Overnight: one count between the hours of 03:00 and 04:00;
  - CPZ operations: four counts at 15-minute intervals between 10:30 and 11:30; and
  - Community Centre operation: four counts at 15-minute intervals between 17:30-18:30.
- 1.6.6 The surveyed area incorporates 220 resident bays, 24 shared use (resident / Pay & Display bays), five disabled bays and three loading bays. The occupancy of these bays throughout the survey is shown in **Figure 2**.



- 1.6.7 **Figure 2** demonstrates that the highest occupancy levels (81%) were recorded overnight, suggesting that residents generate the greatest demand for parking. The maximum stress during the evening peak (75%), when most visitors will be travelling to the Site, and during the CPZ operation hours (72%) are well below the conventional 85% threshold, indicating there is spare parking capacity in the area.
- 1.6.8 At the busiest recorded time (overnight), an additional ten vehicles could be parked in the area, and the total stress would remain below the 85% threshold. In the evenings, this number rises to 24.
- 1.6.9 The data indicates that Croftdown Road has considerable spare parking capacity (whilst Bertram Street has less capacity when demand is highest). On Croftdown Road, the highest

recorded occupancy is 71 cars (overnight), meaning there is space for another 14 vehicles before the 85% threshold for high parking stress is reached.

- 1.6.10 The survey demonstrates there to be spare capacity to provide an on-street disabled bay associated with the Proposed Development's community centre use. It is proposed to locate the bay on Croftdown Road, in place of existing permit holder parking bays, immediately adjacent to the pedestrian route to the Site. The bay will be located within a 50m walk distance of the primary access to the community centre, in line with LBC requirements. A high quality walking route with rest opportunities (benches) will be provided between the disabled bay and community centre entrance.
- 1.6.11 It has been agreed in pre-application discussions that if approved the scheme will require a Full Travel Plan and this can come forward as a requirement via a planning condition. As part of the Travel Plan there will be a dedicated section relating to management of disabled visitors to the site.

## 1.7 Servicing Strategy

- 1.7.1 No changes to the servicing strategy and loading location are proposed as part of this application. All servicing activity will be undertaken within the Site's courtyard area. As detailed above, vehicular access to the Site will be restricted by a rising bollard and entry code keypad system.
- 1.7.2 It is currently proposed that the following servicing and delivery trips will be granted access to the Site:
- Refuse vehicle – operatives will be given a keypad code to lower the bollards. These are trips expected to take place out of peak hours;
  - Removal trucks when residents move in / out, or other furniture / large deliveries – residents will be given a keypad code that grants access out-of-hours, but if abused this will be revoked and residents will have to inform HNCC that they are expecting a delivery in order for access to be granted; and
  - Community centre deliveries – staff will inform the operator of the bollard keypad code for access to be granted, or alternatively input the keypad code themselves or operate it remotely via the intercom link.
- 1.7.3 In addition, vehicular access will be permitted for:
- HNCC Minibus drop off – the driver will be given the keypad code for entry to the courtyard;
  - Fire Brigade access – bollard will be lowered automatically when the fire alarm goes off; and
  - Police/Ambulance access – to be given a keypad code to lower the bollards, and an emergency telephone number to be provided on the keypad to enable access to the courtyard. Alternatively ambulance/police vehicles can stop on Bertram Street or Croftdown Rd and access the Site on foot.
- 1.7.4 The levels of servicing activity that will be generated by the Proposed Development will not be significantly different to those set out as part of the consented application and are covered within the Draft Servicing Management Plan as submitted as part of the original application. Swept path analysis has been undertaken using AutoCAD software to demonstrate that the

proposed servicing arrangements can be completed in a safe manner, as shown in drawings contained at [Appendix B](#).

## Appendix A: Stopping Up Plans





**Highgate Newtown Community Centre  
Existing Route for Diversion**



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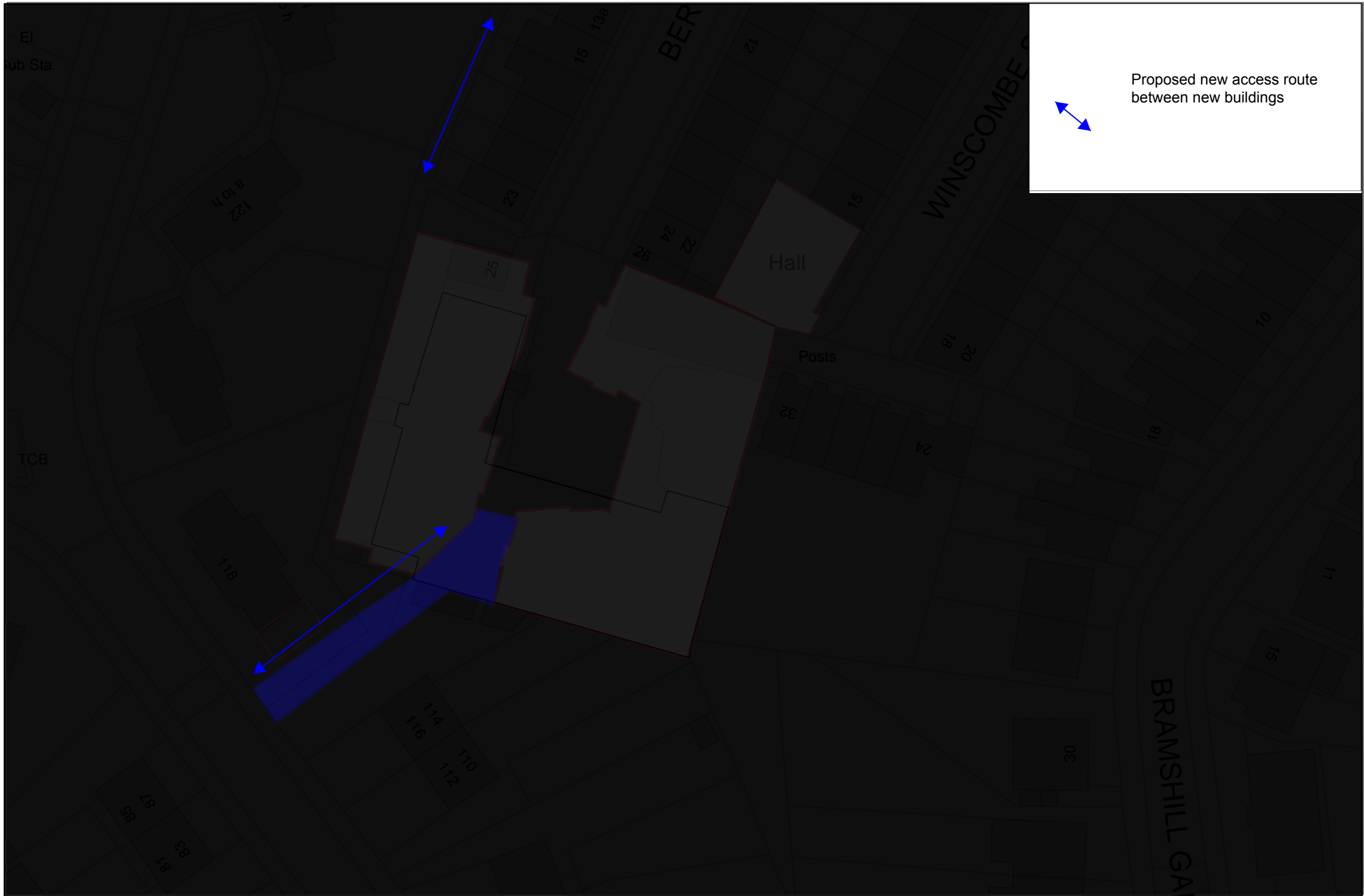
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Print Date: 14/11/2018

Printed By: m dickson



Map Ref No:



**Highgate Newtown Community Centre  
Proposed Route for Diversion**



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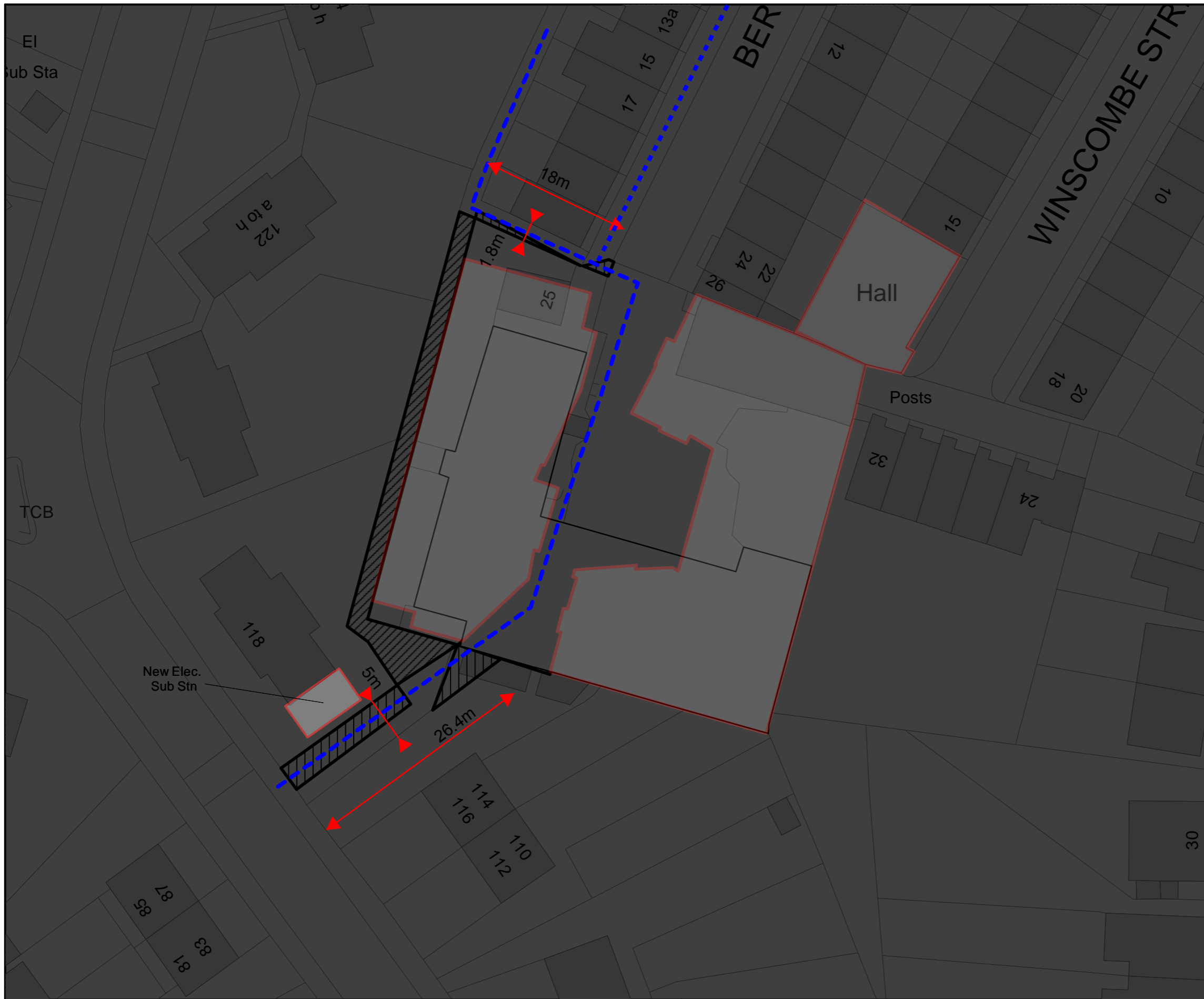
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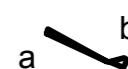

Print Date: 14/11/2018

Printed By: m dickson

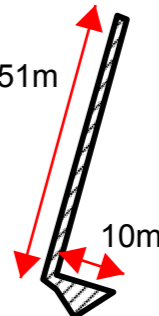


Map Ref No:



Area of land to offer to highways in land swap includes 4 areas  
 a = 6.31 msq  
 b = 3.56 msq  
 c = 22.39 msq  
 d = 50.16 msq  
 Total = 82.42 msq



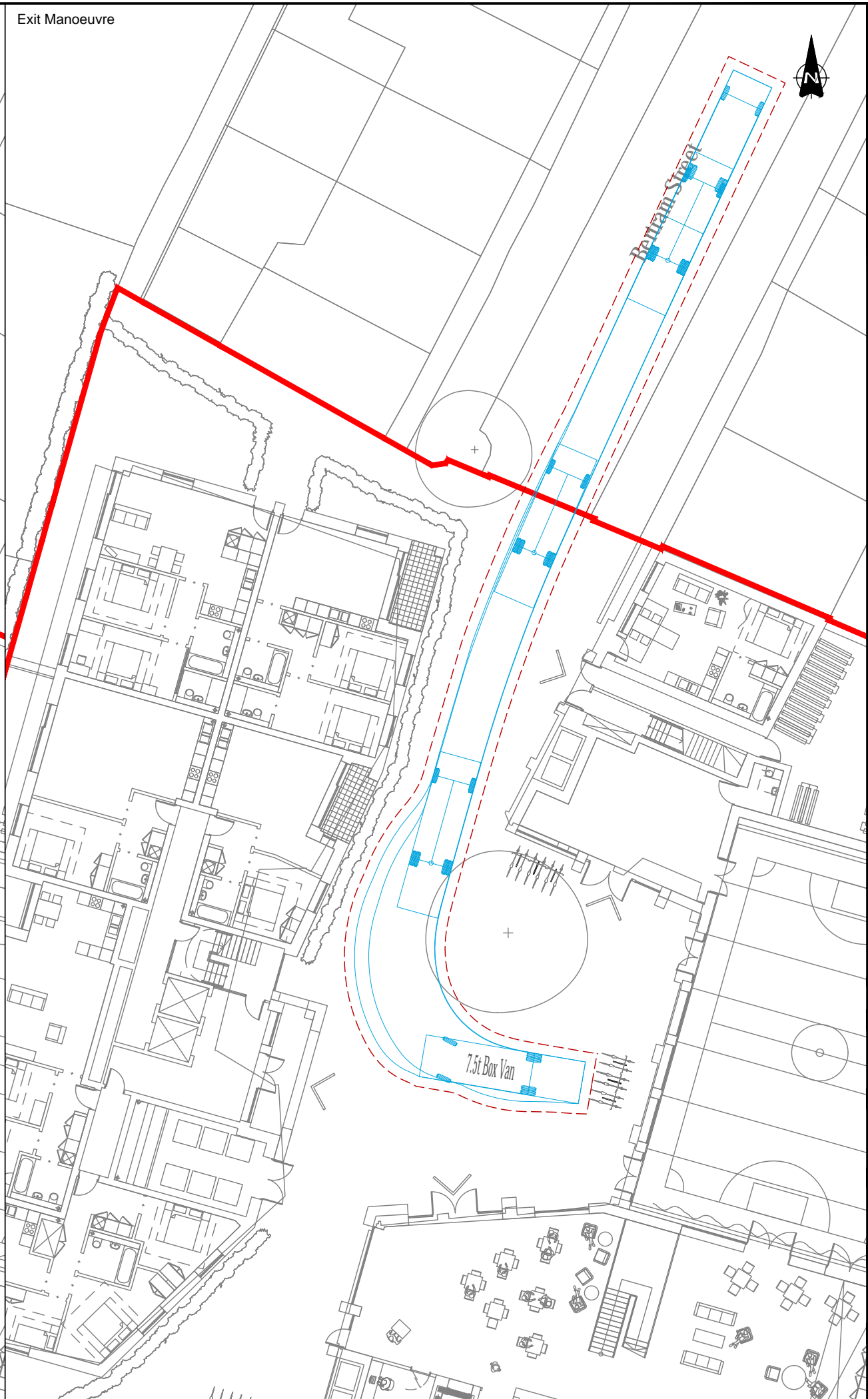
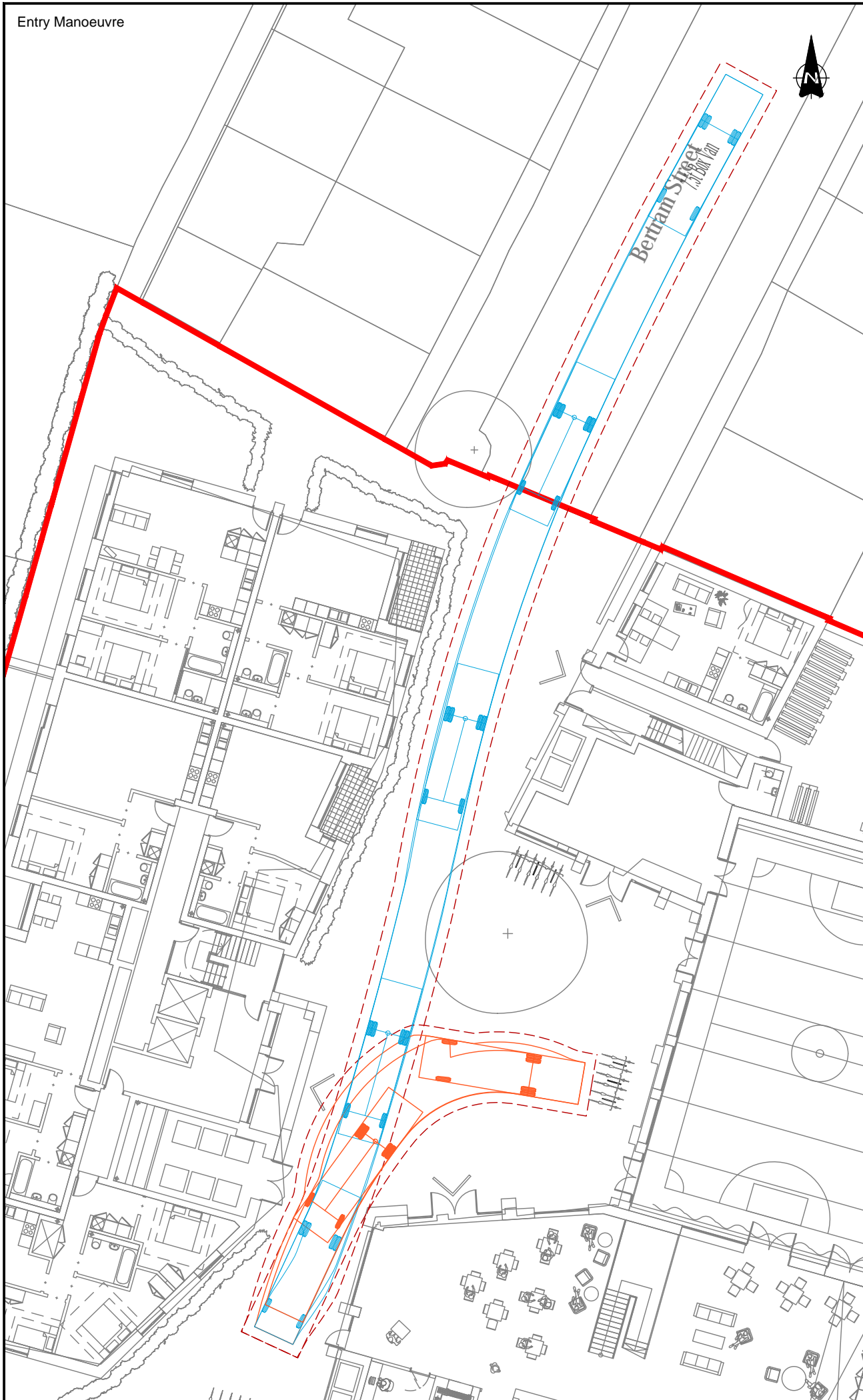
Area of land to stop up  
 149.39 msq

New pedestrian and cycle route

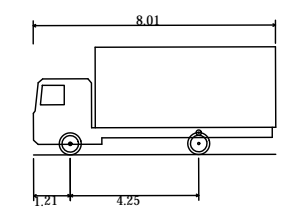
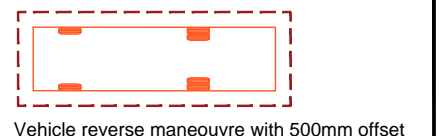
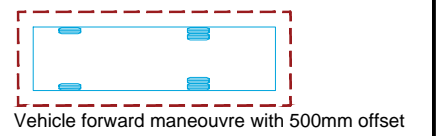
# Highgate New Town Community Centre Stopping up and redirection of footpath

## Appendix B: Swept Path Analysis

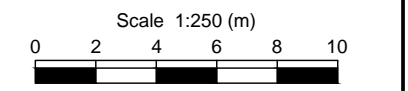




- Notes:
1. All dimensions are in meters unless otherwise stated
  2. Do not scale from this drawing.
  3. Vehicle forward speed is 5.0kph.
  4. Vehicle reverse speed is 2.5kph.
  5. No static wheel turning has been used.



**7.5t Box Van**  
 Overall Length 8.010m  
 Overall Width 2.100m  
 Overall Body Height 3.556m  
 Min Body Ground Clearance 0.351m  
 Track Width 2.064m  
 Lock to lock time 4.00s  
 Kerb to Kerb Turning Radius 7.400m



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A	20/11/2018	Updated for new building layout	DH	JR	CM
Rev	Date	Revision details	Drawn	Check	Approv.

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Client  
**McBains**

Project  
**Highgate Newton Community Centre**

Title  
**Swept Path Analysis  
 7.5t Box Van**

Drawn	DH	Checked	JR	Approved	CM
Original drg. size	A3	Date	01/11/2018	Scale	1:250
Drawing Status	Preliminary	Drawing Number	JRSODE23-08	Rev.	A