



Temporary Planning Permission Site Welfare Set Up Highgate West

May 2022

BAM Construction Limited

Temporary Application for **C&I NHS Foundation Trust** Contract No **HLN.0285**

Client: C&I NHS Foundation Trust

Project Manager/PQS: WT Partnership

Architect: Ryder Architecture

Structural Engineer: BAM Design

Quantity Surveyor : T&T

Services Consultant: CAPITA

CDM Co-ordinator: Ryder Architecture

1.0 Proposed Length of Planning Permission

- We would request access to the land in June 2022 to carry out the enabling works.
- The site set up will commence and be active from 25th July 2022 until Dec 2023.
- We would expect the usage of the set up to be greatly reduced after October 2023, with limited BAM staff and supply chain members using the facility for after care after the development at Highgate East is complete.

2.0 How Will the Proposal Fit

- Please refer to appendix document ref. **Welfare options 2022 rev 1**. Which contains details of the options explored to date and the current status of these.
- We have been in conference with the C&I NHS trust to ensure the proposal doesn't impact their daily running of the facility.

3.0 Arboriculture Impact Assessment

- Please refer to Arboricultural assessment & method statement doc 19165-AA6-PB.pdf and drawing 19165-8.pdf
- There will be clearance of some overgrown shrubs and the removal of 2 trees to make space for the temporary cabins
- Minor diversion of some existing footpaths
- Establishment of a fire tender turning point

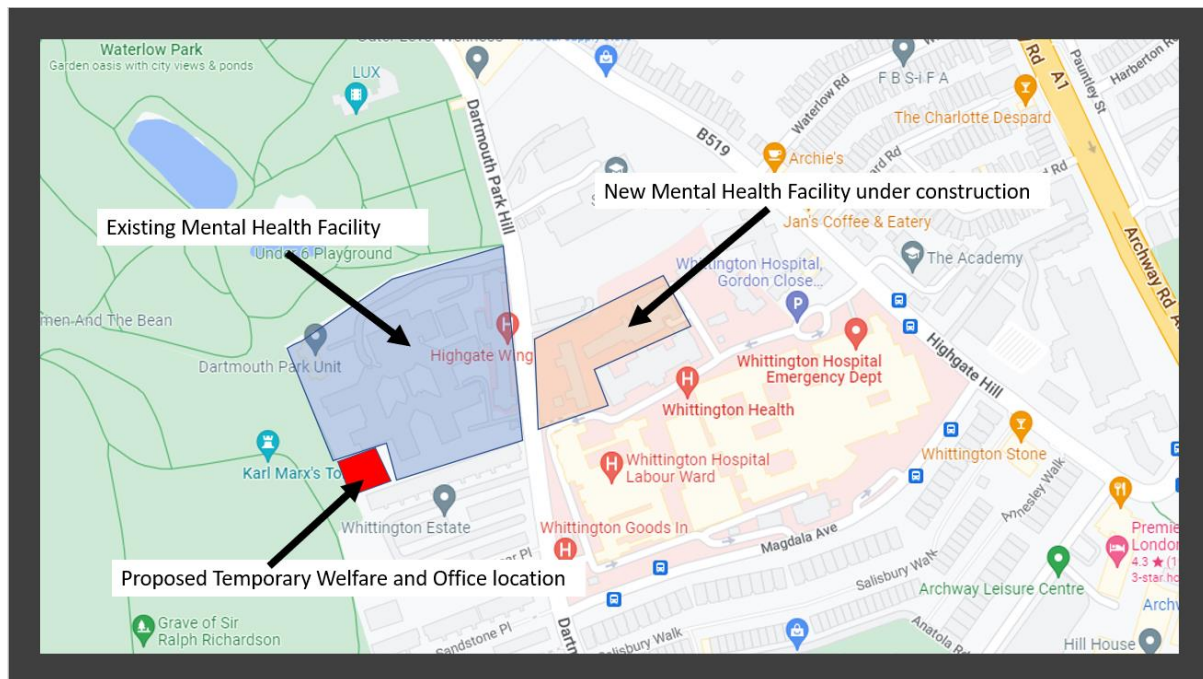
4.0 Transport Statement

EXISTING SITUATION

The site is located in the South West corner of the C&I Highgate West campus, located within a service area and served by small access road from the Southern car park. It is located to the north west of Archway underground station which is approximately 400 metres from the site providing direct links into central London.

The proposed location of the C&I inpatient facility temporary welfare and office compound, in the context of the wider complex

- C&I mental health facilities and the neighbouring Hospital is illustrated in **Figure 1** below.



Local Highway Network

Dartmouth Park Hill is located to the east of the proposed temporary set up site and provides a two-way traffic which is currently under a temporary one way diversion for the duration of the development. Dartmouth Park Hill connects Highgate Hill to the north and Tufnell Park to the south. The road is subject to a 20mph speed limit and measures approximately 6.8m in width across the site frontage.

Highgate Hill is situated across the eastern side of the Whittington Hospital and provides a two-way traffic flow in a north-south direction. Highgate Hill connects to Highgate High Street to the north. To the south, Highgate Hill connects to join Archway Road (A1). The majority of Highgate Hill is subject to a speed limit of 20mph.

Site Accessibility

Pedestrians

All local roads provide footways on either side of the carriageway, therefore, providing areas of dropped kerbing to enable pedestrians to cross. The nearest signalised pedestrian crossing is located approximately 200m (3-minute walk) south of the site on Highgate Hill, meeting at the

junction with Magdala Avenue. An informal pedestrian crossing with dropped kerbs and a central pedestrian island on Dartmouth Park Hill is located in proximity to the site frontage.

Generally, a person's willingness to walk is dependent on many factors including; access to a car, safety, road congestion, weather, gradients, parking, health, direction of route, and purpose of journey. It is generally accepted that for journeys of up to 2km walking is an appropriate mode to replace car trips as set out in The Chartered Institution of Highways and Transportation (CIHT) Guidelines (*Guidelines for Providing for Journeys on Foot, 2000*) which suggests a maximum 'acceptable' walking distance for pedestrians without mobility impairment of 2km. The Transport for London guidance document "Walking Best Practice", April 2012, also refers to car journeys up to 2km in length, which could easily be walked in less than 30 minutes.

The **Table**, below, contains suggested acceptable walking distances for pedestrians without mobility impairment for some common trip purposes.

Table 2.1 Suggested Acceptable Walking Distances

Definition	Walking Distances (metres)		
	Town Centres	Commuting / Schools	Elsewhere
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200
*Source: Providing for Journeys on Foot, IHT, 2000			

The next **Table** sets out details of approximate distances between the proposed temporary welfare and office set up and local amenities, where an average walk speed of 80 metres/minute is assumed. The table illustrates that there are several local amenities located within a 'desirable' walking distance of the site.

Table 2.2 Approximate Walk Distances to Surrounding Local Amenities

Amenity	Location	Distance	Approximate Walking Time
Holly Lodge Pre-school	Highgate Hill	65m	1 minute
St Joseph's Primary School	Highgate Hill	150m	2 minutes
Middlesex University Archway Campus	Highgate Hill	240m	4 minutes
St Joseph's RC Church	Highgate Hill	270m	4 minutes
Archway Leisure Centre	MacDonald Road	400m	6 minutes
Archway Station	Junction Road	400m	6 minutes
Channing School	The Bank	500m	6 minutes
Post Office	Junction Road	500m	7 minutes
High Street	Highgate High Street	550-850m	7-10 minutes
Tesco Express	Highgate Hill	650m	8 minutes
Iceland Food	Junction Road	650m	9 minutes
Upper Holloway Station	Holloway Road	800m	12 minutes

As the table above shows, the site has good levels of pedestrian accessibility to services such as shopping, education and public transport nodes.

Cycling

Accepted guidance suggests that for journeys up to 8 kilometres, cycling represents an important mode of transport. This therefore offers potential cycle access across West Hendon, Kensal Green, Arnos Grove and West Green.

The site is situated close to several cycle routes which have been recommended by cyclists where some of these routes connect to wider network of routes. Locally to the site, Dartmouth Park Hill (on the western side of the Whittington Hospital campus) is recommended for use by cyclists and connects to the wider cycle network.

Public Transport

Public Transport Accessibility Level (PTAL)

Public Transport Accessibility Levels (PTAL) are a theoretical measure of the accessibility of a given point to the public transport network, considering walk access time and service availability. The method is essentially a way of measuring the density of the public transport network at a particular point.

The PTAL rating is categorised in six levels, 1 to 6 where 6 represents a high level of accessibility and 1 a low level of accessibility. The PTAL levels of 1 and 6 are further subdivided into A and B levels, with level A indicating the location is rated towards the lower end of the PTAL category and B towards the higher end.

Using the TfL web-based connectivity assessment toolkit, it has been determined that the site has a PTAL rating of 6a, demonstrating an excellent level of accessibility to public transport.

Bus Services

The nearest bus stops to the site are located on Highgate Hill, with two-way services approximately a 2-minute walk from the site (170-180m). There are additional bus stops located on Magdala Avenue, which provide access to additional bus services.

Details relating to the daytime services that stop at the local bus stops are summarised in the **Table** below.

Table 2.3: Summary of Bus Services and Frequencies				
No.	Route	Frequency per 'x' Minutes		
		Mon-Fri	Saturday	Sunday
4	Waterloo Station – Archway Station	7-11	11-13	10-13
17	London Bridge Station – Archway Station	6-10	8-11	15
41	Tottenham Hale Bus Station – Archway Station	4-8	5-8	9-11
43	London Bridge Station – Halliwick Park	4-8	6-10	8-14
134	Tottenham Court Road St -Tally Ho Corner	6-9	6-12	8-14
143	Archway Station – Brent Cross Shopping Centre	10-12	10-14	15
210	Brent Cross Shopping Centre – Finsbury Park St	8-12	9-13	11-13
263	Barnet Hospital – Highbury Barn	6-10	8-12	10-13
271	Finsbury Square – South Grove	8-11	9-14	12-14
390	Archway Station – Victoria Bus Station	4-7	3-10	8-11
C11	Archway Station – Brent Cross Shopping Centre	8-12	10-12	12-12
W5	Harringay Sainsbury's – Archway Station	10-12	11-13	16-20

Underground Services

The site is located 400m (6-minute walk) from Archway London Underground Station. Archway tube station provides access to Northern Line services. The Northern Line operates southbound towards Morden and Kennington, and northbound towards High Barnet with regular services within the hour.

The site is located approximately 800m / 12-minute walking distance from Upper Holloway Railway Station. Upper Holloway Railway Station provides an Overground service between Gospel Oak and Barking operating every 15-minutes in both directions.

5.0 Acoustic Report

There is no noisy plant proposed for the complex. There will be some small internal powrmatic vision A/C units which will only be used during working hours. Please reference 2022-Powrmatic-Vision-Range-Trade-Brochure-1.1.pdf attached.

6.0 Draft Management Plan

Set up and Facilities

The facilities will comprise of both office facilities and provide the welfare for the site operatives working on the new development.

The main complex will be a two-storey modular complex, the first floor being the office space with small tea point and meeting room. The ground floor will be a site canteen (seating, facilities to heat and store food and washing up).

There will be a double stacked fire rated toilet block with integral showers, accessed via a separate scaffold staircase.

There will also be single cabins to house a drying/changing room and a security/safety room.

Working hours

The main working hours will be Monday to Friday 8am to 6pm, Saturdays 8am to 1pm.

There will be presents in the complex for up to 1 hr before and 1 hr after these times.

There will be no working on Sundays or bank holidays, unless there is a requirement for emergency works, or abnormal deliveries. All of which, will be agreed prior with Camden council.

Deliveries

During the working period for the temporary facility the only expected deliveries will be small consumable.

Access will be via the existing gate to the car park and then via the internal single roadway to the complex.

BAM require the proposed area for welfare and office accommodate only, and as such there will only be small deliveries.

This is the current arrangement, being operated by Highgate West facility.

Total Number of Facility Users

There will be up to 15 regular BAM staff in the office unit. A Maximum of 20 Subcontractor offices users at any one time.

The welfare facilities will be used at a maximum of 140 operatives. Use of the facilities will be via staggered breaks, with no more than 50 operatives at any one time.

Security

The complex will be within the C&I grounds, under 24 hr security monitoring.

BAM will have a resident security guard during working hours.

Out of Hours contact details will be provided to C&I, however 24 hr security is currently on the building site and can attend in an event of emergency.

The cabins will be enclosed in Heras fencing and gate at the entrance of the single access road. Pad lock codes issued to the main building in case of emergency access requirements.

Impact on Neighbours

The roadway is tree lined so disruption to the neighbours will be greatly reduced.

The modular cabins will be positioned to limited any windows facing the residents at Lulot Gardens.

The single stacked cabins will not have sight lines through the trees.

No Smoking will be allowed on the complex.