

architectural vision

Consultee Response 2

Change of use application from C3 dwellinghouse to C2
Residential Care Home and Regularisation of Outbuilding 2

Mistyfield House

134 Church Hill, Royston

Rev – P01



Consultee Response 2

Mistyfield House, 134 Church Hill, Royston, S71 4AQ

- **Applicant:** Jaiswal Property Developments Ltd
- **Agent:** Architectural Vision Ltd
- **Consultee Response 2:** Response to Comments Raised by Sarah Sharp, Highways Development Control.
- **Prepared by:** Architectural Vision Ltd on behalf of the Applicant.
- **Date:** August 2nd 2026
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1.0 Introduction

This response has been prepared on behalf of the applicant to address the comments raised by Highways Development Control in their consultation reply dated 20th July 2026. It provides the additional operational detail requested in relation to staffing levels, shift arrangements, parking demand, visitor management, resident transport and vehicle manoeuvring, and is supported by a suite of revised drawings that demonstrate how the site can accommodate the proposed use safely and without material impact on the local highway network.

The information set out in this document has been prepared in close consultation with the intended operator of the service, who has extensive experience of managing comparable residential care homes for adults and young adults. The operator has confirmed that the absolute maximum number of staff present on site at any one time (including permanent staff, agency staff, training staff and visiting therapists) will not exceed eight.

The additional information and drawings now submitted are intended to provide Highways Development Control with a clear and complete picture of how the site will operate in practice, and to enable the outstanding concerns to be resolved so that a position of 'No Objection' can be confirmed.

2.0 Staffing Levels and Shift Arrangements

The service will operate with a maximum of eight staff members on site at any one time. This includes all permanent staff, agency staff, visiting clinicians and therapists, and does not include the residents themselves.

- **Overnight:** A maximum of six staff will be present (on average four to five staff will be typical, and on some nights the number may be as low as four, depending on the complexity of residents' needs).
- **Daytime:** Typically six to eight staff will be present. This figure already includes any therapists using the dedicated therapy room in Outbuilding 1.
- **Shift pattern:** Day shifts operate 08:00–20:00 and night shifts operate 20:00–08:00. There is no sleeping-in provision.

Handovers occur twice in each 24-hour period and are carefully managed through a staggered system that the intended operator has developed and successfully operated at previous comparable services.

Each overall handover is structured in two short stages. Approximately 50% of the outgoing shift leave within a 15-minute window shortly before the first 50% of the incoming shift arrive. Their vehicles therefore vacate the site in advance, ensuring that parking spaces are already vacant ahead of their arrival. During a short interval of around 15 minutes, the remaining 50% of the outgoing staff complete their handover with the newly arrived colleagues and then leave within a further 15-minute window, just before the final members of the incoming shift arrive.

In this way the entire staggered handover is typically completed within approximately 45 minutes. This sequenced arrangement keeps simultaneous vehicle movements low, guarantees that arriving staff always find their allocated parking spaces free, and maintains continuity of care for the residents throughout. It is a proven operational method that has worked successfully at other homes without difficulty.

3.0 Staff Parking Demand

The operator is actively recruiting within the local area and will encourage applications from people who are able to walk, cycle or travel by public transport. A formal Cycle to Work scheme will be operated and secure cycle storage is proposed within the rear garden which is shown on the updated Site Plan.

On the basis of the operator's experience and the recruitment strategy, it is estimated that 50% of staff will drive to the site. In practice this equates to an average of three staff vehicles on site, rising to four depending on which staff are working at any given time. These vehicles will be managed as follows:

- Two staff vehicles will park on the eastern driveway adjacent to the primary staff entrance.
- The third (and occasional fourth) staff vehicle will park on the western driveway.

Spaces behind these staff vehicles will be kept available for visitor use as required. As all non-essential visits are programmed to take place outside the two daily staff handover periods, there is no conflict between staff vehicles and visitor vehicles. The staff cars themselves remain parked for the full duration of each 12-hour shift and only leave in a coordinated manner at the end of the shift. As a result, the limited double-parking of staff vehicles does not create any highway or manoeuvring difficulty, and visitor access remains straightforward throughout the day.

4.0 Visitor Numbers and Management

Visitor numbers remain as previously stated: an average of three visitors to the property per week. This figure includes friends, relatives and social workers.

Other professionals (care coordinators, advocates and healthcare professionals) attend only infrequently and sporadically; overall visitor activity is not expected to exceed four visits in any typical week. Therapists using Outbuilding 1 are already counted within the overall maximum of eight staff on site and do not generate additional parking demand beyond the three to four staff cars already assessed.

All non-essential visits will be pre-arranged and programmed to avoid the two daily staff handover windows (08:00 and 20:00) by a margin of approximately 60 minutes. This ensures that visitor vehicles have left the site before staff changeovers begin.

Even when four staff vehicles are parked on site, three visitor spaces will remain available at all times. This is more than sufficient to accommodate programmed visitors together with any unexpected short-stay vehicles such as postal or Amazon deliveries.

5.0 Resident Transport

Residents will not own or have access to private cars. All travel outside the home will be carefully planned and supported so that it remains safe, predictable and appropriate to each individual's needs and preferences.

Travel to medical appointments, day services, education, employment and social activities will be arranged as follows:

- Local bus services will be used wherever practicable. This is actively encouraged as a positive way of supporting residents to engage with the wider community and to develop greater independence in everyday activities. Using public transport in a controlled and supported manner also provides valuable opportunities for gentle social interaction. Residents will always be accompanied by a member of staff.
- A single wheelchair-accessible pool vehicle (typically a Citroën Berlingo or similar) will be based at the site. This vehicle will be used by staff for taking residents to appointments, shopping and activities, and for general operational tasks connected with running the home. It will normally be parked in a staff parking space on the western driveway. The designated accessible parking bay will be kept available for visiting wheelchair users and the pool vehicle can be moved into that bay when required for loading and unloading.
- Taxis or patient transport will be used only occasionally and will be programmed outside staff handover periods. Space will always be available on both driveways for such vehicles to pull clear of the highway.

No minibuses are proposed or required. Group outings are not part of the service model; journeys are almost always arranged on a one-to-one basis with the individual's allocated carer.

6.0 Parking Capacity & Layout

A revised parking layout is shown on Drawing **GNH1-AVL-05-00G-DR-A-002-P01 – Full Site Parking Arrangements** (extract below).



The drawing demonstrates that the site can comfortably accommodate the operational needs of the service, with:

- Eight usable parking spaces within the site curtilage. (Spaces 1-4)
- The wheelchair-accessible pool vehicle (Space 2) normally parked in a staff space, with the ability to move into the accessible bay when required for loading/unloading or if a fourth staff vehicle is present.
- A designated accessible parking bay (Space 3) on the western driveway kept available for visiting wheelchair users.
- A clear practical separation between the eastern driveway (primarily for staff) and the western driveway (primarily for resident and visitor use).

The designated accessible bay will be clearly signed and provided with a firm, level block-paved surface suitable for wheelchair users. Because staff parking demand is expected to be only three to four vehicles under normal operating conditions, and because all non-essential visits are programmed outside the two daily handover periods, the eight spaces provide a comfortable margin. The layout has been designed so that staff vehicles, the pool car and occasional visitor or delivery vehicles can all be accommodated without conflict or overspill onto Church Hill.

7.0 Vehicle Access, Manoeuvring and Swept Paths

Both of the existing vehicular accesses will be retained and will continue to serve the site in a simple and practical way.

- The eastern driveway is open to the highway with no gate. This allows vehicles to pull clear of the carriageway immediately, avoiding any waiting on Church Hill.
- The western driveway is controlled by an electronically operated sliding gate. The gate will remain open throughout the daytime and will only be closed overnight for site security. It will specifically be held open during the two daily staff handover periods at 08:00 and 20:00, ensuring that it never impedes staff arriving or leaving, nor any deliveries that occur between 08:00 and 20:00. Staff will also be issued with remote clickers so that the gate can be opened promptly at any other time if required.

Swept-path analysis has been prepared for a Citroën Berlingo-sized vehicle which is also similar in size to a typical small delivery van. This is shown on Drawing **GNH1-AVL-05-00G-DR-A-003-P01 – Swept Path Analysis**. The analysis confirms that both vehicles can enter, park, manoeuvre and leave the site safely on either driveway without obstructing the public highway or the second access. The existing access arrangements are therefore entirely suitable for the modest scale of vehicle activity associated with the proposed use.

8.0 Deliveries and Servicing

Ongoing deliveries to the home will be of a normal residential scale, primarily a weekly grocery delivery and a monthly pharmacy delivery. All deliveries will be programmed outside the two daily staff handover periods and outside peak traffic hours on Church Hill, so that they cause no disruption to neighbours or to the free flow of traffic.

For context, the existing multi-generational household already receives approximately 10–12 deliveries per week. The proposed care home is expected to generate a lower level of

delivery activity than the current residential use of the property. This further demonstrates that the change of use will not place any additional pressure on the local highway network.

9.0 Conclusion

The additional information and drawings now submitted provide a clear and complete picture of how the site will operate in practice. They demonstrate that:

- The absolute maximum number of staff on site at any one time will not exceed eight.
- Staff parking demand will typically be three to four vehicles.
- Staff handovers will be staggered and short, keeping simultaneous vehicle movements low and ensuring parking spaces are always available for arriving staff.
- All visitor and delivery activity will be carefully managed to avoid the two daily handover windows.
- Eight parking spaces, including a designated accessible bay, can be provided comfortably within the site.
- Vehicles of the size reasonably expected to attend the site can enter, park, manoeuvre and leave safely.

Taken together, the proposed arrangements are realistic, have been refined through the operator's practical experience at other comparable services, and will not give rise to any material impact on highway safety or the free flow of traffic on Church Hill.

This is a carefully considered, small-scale residential care home that will provide much-needed specialist accommodation for adults and young adults with autism and learning disabilities within an ordinary domestic setting. It responds directly to an identified local need and will operate in a calm, well-managed manner that respects the character of the street and the amenity of neighbouring residents.

On this basis we respectfully request that Highways Development Control is now able to confirm a position of 'No Objection'.

We remain available to provide any further clarification that may be required and would be very happy to discuss any remaining points by telephone or on site if that would assist the determination of the application.

Supporting Drawings

- GNH1-AVL-05-00G-DR-A-001-P02 – Site Plan as Existing and Proposed (updated)
- GNH1-AVL-05-00G-DR-A-002-P01 – Full Site Parking Arrangements
- GNH1-AVL-05-00G-DR-A-003-P01 – Vehicle Tracking Plan