



Dear Sirs/ Christopher Smith

Planning Reference 2023/1021/P 10 Drury Lane WC2B 5RE

I met with Travelodge representatives Tony O'Brien and John Hardy from Travelodge and Nick Jenkins their planning advisor last Friday with neighbours Mike Wilkinson, chairman of Dudley Court Tenants Association and James McMillan who lives in Drury Lane directly opposite the hotel. I live in Goldsmith Court and I represent the Goldsmith Court Tenant's Association . Goldsmith Court is also directly opposite Travelodge Hotel.

It is important to stress at the outset that in this part of Covent Garden the primary use is residential and the Travelodge Hotel is surrounded by residential property except along their small High Holborn facade.

Our meeting with Travelodge personnel was very helpful and pleasant, and we found Travelodge representatives very receptive and willing to listen and take on board our suggestions. It is unusual to have a positive meeting with prospective developers. We believe it will be the first of many meetings with Travelodge as they develop their proposals hopefully by incorporating our proposals that are set out below. We hope that they will amend their current proposals so that we can support their application. This is not the case at present.

The concerns/suggestions expressed concern the following.

1. The need to ensure that there is an extremely effective acoustic treatment along the west elevation where the current external area is to be subsumed into the hotel and be used as a bar and lounge area and new glazing installed. It was suggested that whatever solution is adopted the Council should fix a low sound level so that there can be no disturbance/noise from the hotel into the housing along the east wing of Dudley Court. It was also suggested that the glazing should be opaque and subject to a artists competition so that coloured glazing/windows could be not merely functional but could give visual pleasure to both the hotel users as well as the residents of Dudley Court. We would hope Camden would make the artistic competition input as a condition of any planning permission and that a Dudley Court resident represented the estate would be a member of the selection committee. There is a planning precedent for such an arrangement (I refer to the ex Transport Police HQ in Tottenham Court Road that has an artist designed mosaic on the Whitfield elevation that was subject to an artists competition funded by the developers of the building).
2. Any new air exchange units should located well away from the ramp running up alongside Dudley Court so that there is no possibility of any additional noise reverberating in this area of the hotel that would affect Dudley Court residents.
3. The proposed new infill that will house the new lift proposed to replace the northern flight of steps from Drury Lane is desirable and the design fun and contributes to the street elevation. However this street elevation including the three single storey shops and the southern flight of steps on the corner of Drury Lane and Shorts Gardens

currently look very shabby and the treatment of this part of the whole building should be addressed as part of the application.

it is considered not acceptable for the applicants just to make proposals for the northern steps as the whole lower section of the building's Drury Lane elevation should be considered as a whole. We took the view that the three shop units would be greatly improved if they were all treated in the same manner and that shop number 13 Drury Lane could be the model. Number 13 has recently painted the bare ribbed concrete painted a pleasant grey and there is nothing attached to the facade of the shop; all signage, canopies and alarm boxes that currently litter the street elevations of numbers 14 and 15 Drury should be removed and the concrete be similarly painted grey to match number 13. In this way all three shops will have a continuity and the the brutalist design will be apparent but mellowed, respected and given a new lease of life sandwiched between the new Travelodge Hotel entrance infill to the north and a new infill that we consider should be undertaken at the southern on the corner of Shorts Gardens. These properties and the steps all fall within the legal demise of Travelodge and we understand that the middle shop is shortly to relinquish their lease so this suggested approach to the shop units is clearly both economic and practical. As superior landlords Travelodge can and should apply control over how the three shop units appear visually. The corner steps should be incorporated into a new structure modelled like the proposed infill to the north so that the whole low level elevation along Drury Lane has a visual continuity. Currently the scheme does not comply with Camden Planning Policies HC1, HC3 and HC4 and D1 and D2)

As stated above the redesign of the steps on the corner of Shorts Gardens so as to maintain the means of escape from the hotel should be enclosed within a new infill building matching that which is proposed to the northern steps. At present these steps cause considerable nuisance as the public use them as seating and with the proximity of take-away facilities at night and especially weekends they are often the venue of much noise causing considerable disturbance to the neighbouring residents. The current terrace that these steps lead to at the main hotel reception level, is also often the location where both the public and hotel users congregate at night causing much noise and increasingly is the location of anti-social behaviour. This terrace should be included within the infill development at this end of the Drury Lane elevation.

As the buildings opposite the hotel on the east side of Drury Lane are within the Seven Dials Conservation Area and many are listed grade II, we consider the applicants should amend their application to incorporate the whole elevation along Drury Lane and thereby pay respect to the adjoining conservation area. The proposed design for the infill element to the northern steps is well received so it could be used as the basis as regards to style and materials for the proposed infill incorporating the southern flight of steps and the current first floor terrace.

The flat roofs of the shop units should also be considered as part of the overall scheme and the application should propose that they are upgraded and made into green roofs (though apparently the roof to the northern infill incorporating the disabled lift will have flowers that will be blue). These roofs are highly visible from the residential properties on the opposite (east) side of Drury Lane and making them 'green' would greatly improve the visual aspect of the hotel from all the properties opposite.

4. We were very concerned as to the process as to how construction vehicles will come and leave the site. The current proposals suggest that all construction traffic will go down Endell Street, along Shorts Gardens alongside Dudley Court and the Covent Garden Medical Centre, turn into the site down the ramp at the end of Shorts Gardens where the eastern arm of Dudley Court is located and then through the site exiting into High Holborn. We consider that this route is not satisfactory and is unacceptable as it will cause the maximum amount of disruption and disturbance to the Dudley Court residents. If it is visa versa the harm to Dudley Court will be the same. We suggested to the developers that entry and egress should be from High Holborn and as there is a large cul de sac area currently occupied by 3/4 steel containers at the head of the ramp and which could be moved. The containers were a mystery to the Travelodge personnel we met; they had no idea why they were there nor what they contained. Once the containers are removed there is a considerable space available for the removal of all building debris and deliveries for the construction, which with careful banks men the construction vehicles should enter and leave the site from the High Holborn entrance.

Drury Lane should not be used at any time as a route for delivery or construction traffic as it is extremely narrow and the pavements are already of insufficient width to cope with the general pedestrian movement let alone the hotel patrons that regularly spill out into the road. Travelodge did not like this suggested alternative entry and

egress as above as the construction traffic will have to share the entrance with the general hotel servicing vehicles as the hotel apparently is to stay operational during the works.

We considered that this is a logistical problem that Travelodge need to solve and the solution should not be to oblige the residential community to take the brunt of the increased noise, disturbance and additional vehicle emission as a consequence of their desire to increase the size of their hotel.

It is essential that the route to and from the site for construction vehicles be resolved **BEFORE** any planning permission is granted and is not left to be sorted out later as part of a contractor's construction programme. As Travelodge already know the contractor they are going to be using meetings can commence straight away to find a satisfactory solution that does not entail traffic being routed down Endell St, along Shorts Gardens and into the site.

5. Travelodge were very willing to include in their construction plan that a regular liaison meetings be set up for the duration of the works and well before works commence. It was also agreed that as the hotel is such a major commercial concern with a much increased capacity, surrounded by a residential community, the meetings will be maintained while the hotel is open in perpetuity (say meetings at six month intervals not less than yearly) so that it gives residents the forum at which any issues with the hotel and versa versa can be discussed and resolved, and this would be a condition of any planning approval.

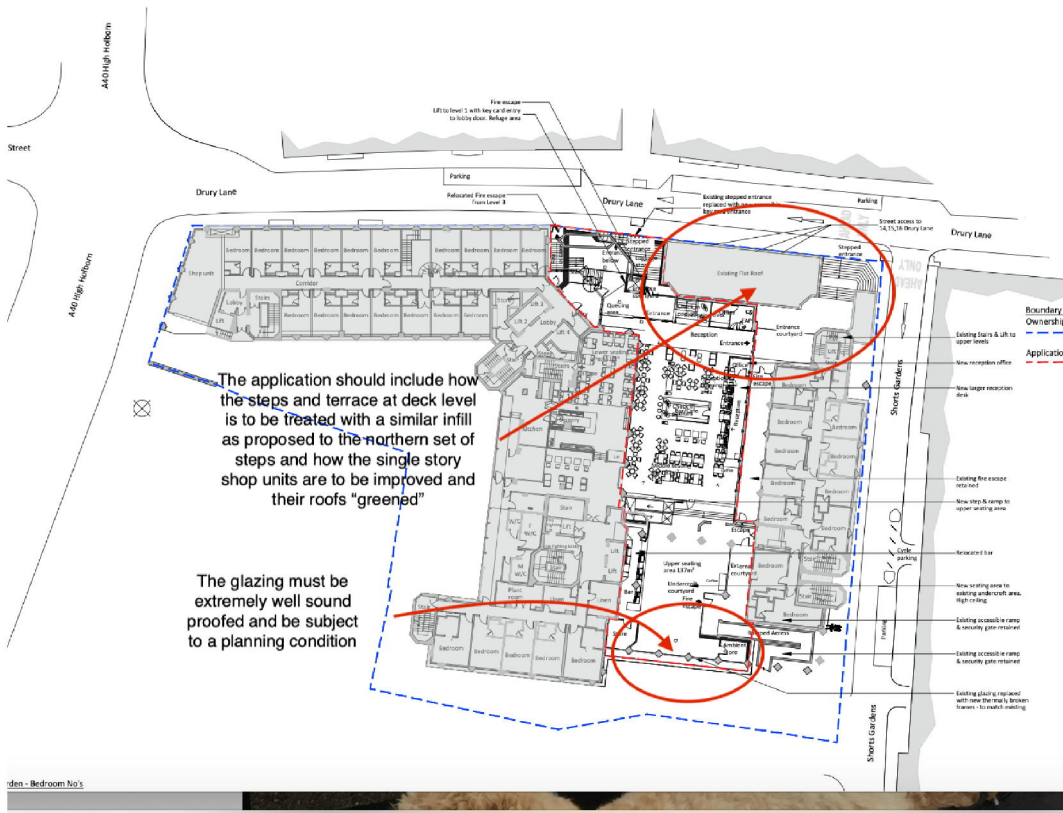
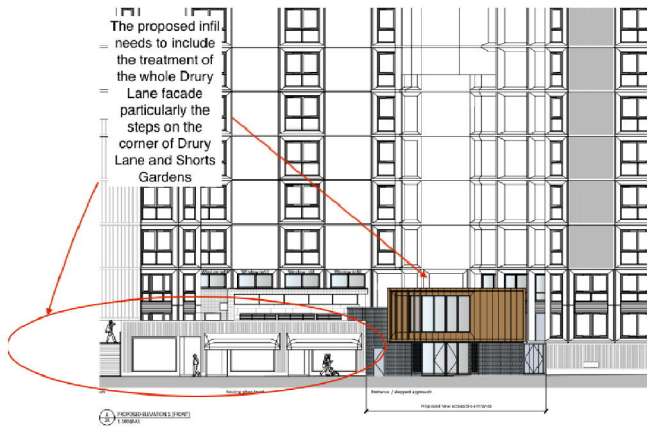
6. Finally we urged the Council to insist that Travelodge undertake an energy audit on the current building and its usage and that the planning authority should require Travelodge to include as part of the application proposals to significantly reduce the carbon emissions from their hotel. There is a climate emergency and positive steps need to be taken to reduce the current and future carbon emissions from the hotel. It is not sufficient just to say the air handling plant will be a series of heat pumps, as we were informed at the meeting by Travelodge representatives. The use of heat pumps would be the base line but positive steps to significantly reduce carbon emissions must be included as part of the application. We refer you to Camden's Planning Guidance - Energy Efficiency and Adaption: "All development should seek to optimise resource efficiency and use circular economy principles". The need to consider a circular zero energy approach to the design has not even been contemplated by the applicants . It is essential that they undertake this vital work and incorporated into their proposals and designs, and it needs to be demonstrated that they have before the application is progressed.

Yours faithfully

Michael Williamson Chair Dudley Court Tenants Association

Jim Monahan Flat 5 Goldsmith Court, Goldsmith Court Tenants Association

James McWilliams 186 Drury Lane





The raised cull de sac should be the service area for the construction so that all construction vehicals come in and exit from High Holborn

View of southern section of Drury Lane Hotel showing the extremely poor street presence; a clutter of awnings, signage, alarm panels projecting decrepit planting boxes, street lamps at terrace level that are always illuminated and decaying steps on the corner that are the venue of all too common anti-social activities most weekends. No 13 has recently cleaned up its facade and it looks smart and should be applied to shops 14 and 15; the flat roof could become a 'green roof'

