

DM/JS/P3405
31 March 2014

Councillor S Vincent
Member Support
Town Hall
Judd Street
London
WC1H 9JE

Dear Councillor Vincent,

Application Ref: 2012/0976/P
The Hospital Club, 24 Endell Street, London, WC2H 9HQ
Variation of the details of the method of waste storage and removal, approved on 18/09/01 (ref: PSX0104540) pursuant to condition 6 of planning permission dated 7/04/00 for the redevelopment of site to accommodate various arts-based uses (ref: PS9904338/R1)

We are writing to you in response to queries from residents on the current outstanding planning application for the Hospital Club in Endell Street. We would like to set out an update on the work which has been undertaken since your meeting on-site in August 2013.

Following correspondence between residents of Dudley Court, Dr Pathmanathan, Covent Garden Community Association and residents of Betterton Street, a meeting was arranged on-site with yourself and your planning and highways officers in August 2013. At that meeting it was agreed to investigate the scope to retain a Doctor's Bay on the northern side of Shorts Gardens and undertake a trial to reverse the operational use of vehicles through The Hospital Club's servicing bay.

Servicing Bay Trial and Outcome

- The parameters for the service bay reversal trial were agreed between The Hospital Club and Council officers in September 2013.
- Camden's Highway Team wrote to neighbours informing them of the service bay reversal and the agreed dates.
- Automated Traffic Counters were arranged by Camden for the duration of November 2013 and were positioned along Shorts Gardens, Endell Street, Betterton Street and Drury Lane.
- The Hospital reversed their servicing bay for a 2 week period: 11 November 2013 – 24 November 2013.
- It should be noted that no complaints or comments from neighbours were received by either The Hospital Club or Camden's officers before, during or after the service bay reversal.
- Traffic Count data was forwarded by Camden officers in January 2014
- A note was produced by The Hospital's Transport Consultants, TTP, analysing the results

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- (see attached).
- The results of the surveys were inconclusive, but highlighted the fact that under the reversed loading bay operation service vehicles travel greater distances (and hence spend longer amounts on time) on both Shorts Gardens and Betterton Street.
 - The survey also indicated that Hospital Club service vehicles represented just 2% of traffic on these streets.
 - A meeting was held at The Hospital with John Duffy and Charles Thuairé to discuss the outcome of the trial in February 2014 and outline how to take this application forward.
 - It was concluded, from a highways perspective there would be no beneficial impact for local residents or traffic flows from reversing The Hospital's Servicing Bay.
 - In planning terms, it is considered that reversing the servicing bay could be detrimental to the amenity of the residents of the lower floors of Betterton House.

Doctor's Bay

- A revised proposal (Option B) has been drawn up that seeks to create a parking bay for the Doctor on the northern side of Short's Gardens between the two existing trees.
- The Council's tree officer has stated that the trees are valuable in amenity terms and therefore the trees need to be retained with no harm to their roots caused by excavations. Thus he advises that trial pits would need to be hand dug to investigate what impact there may be on the root zones.
- Prior to digging these trial pits, The Hospital is seeking confirmation from Dr Pathmanathan on his views of the proposal.
- The Hospital has informally invited Dr Pathmanathan to discuss the issue of his parking bay in the past, via his receptionist. Dr Pathmanathan, however, has not to our knowledge taken up this invitation.
- The attached letter and plans have been formally sent by The Hospital's CEO to Dr Pathmanathan for his comments.

Next Steps

Pending a response from Dr Pathmanathan, Option A with the Doctor's Bay on the southern side of Shorts Gardens is the preferred option; it retains the footway on the northern side of Shorts Gardens for pedestrians and ensures there are no issues with the trees, which are considered as contributing positively to the wider Conservation Area.

Once the proposals for Shorts Gardens are agreed upon, there will be a final round of consultation for all neighbours, before concluding the outstanding application and settling any agreements that might be required.

Yours sincerely



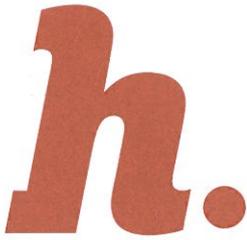
Jon Sheldon
Rolfe Judd Planning Limited

Cllr Vincent
March 2014

Encs.

TTP Note on Servicing Trial
The Hospital Club's letter to Dr Pathmanathan and drawings

Cc.	Charles Thuairé	-	LB Camden (Planning)
	John Duffy	-	LB Camden (Highways)
	Jamie Richardson	-	The Hospital
	Sue Walter	-	The Hospital



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Dr K Pathmanathan
47 Shorts Gardens
London
WC2H 9AA

28 March 2014

Dear Dr Pathmanathan,

Proposed Highway Works to Shorts Gardens

By way of introduction, I am the CEO at The Hospital Club at 24 Endell Street. I am writing in regard to our current planning application with London Borough of Camden, for amendments to our existing servicing arrangements.

As you will no doubt be aware The Hospital Club has been operating for over 10 years and servicing to the premises has been an ongoing issue. The majority of our deliveries enter into our internal servicing bay off Betterton Street, but there are occasions where vehicles are too large and deliveries need to be undertaken from the street. On occasion, this has unintentionally created disturbance for our neighbours and the surrounding road network.

The Hospital Club has been in discussions with the Council for a number of years on this issue, including previous planning applications in 2006 and 2008 for alterations to the approved servicing plan. The original servicing plan was approved in 2001, before The Hospital Club began operating in 2003, and has arguably never been fit-for-purpose, much to the dissatisfaction of some of our neighbours and ourselves.

It has become clear that a long-term solution is needed and this has culminated in the latest proposals which envisage alterations to Shorts Gardens to enable the creation of a new designated loading bay adjacent to The Hospital Club, to allow on-street servicing which minimises disturbance to our neighbours and traffic on Shorts Gardens. The physical alterations to Shorts Gardens would be carried out by the Council and funded by The Hospital Club.

As part of the alterations to Shorts Gardens to create a new loading bay, it is proposed to relocate the Doctor's Bay to allow traffic to pass safely. I understand you have spoken to Councillor Vincent about this, and we have explored a number of alternative options, together with planning and highways officers at Camden.

Appended to this letter are 3 plans:

- The first plan illustrates the current layout of Shorts Gardens and is provided for reference.
- Option A is similar to that which was originally consulted on as part of the planning application. The Doctor's Bay could be switched with a resident's parking bay, to ensure it is closer to the surgery entrance and a dropped curb is proposed, adjoining the refuse store of Dudley Court, at the request of the Council's Housing team.



- Option B has sought to retain the Doctor's Bay on the north side of Short's Garden. This would be located between the two existing trees. If this option was to be pursued it would require trial pits to be dug to investigate the root zones of the trees. If the proposed parking bay would endanger the stability of those trees, it is considered this option would have to be discounted.

The current application has been with the Council since February 2012 and Council Officers, and following exhaustive assessment of the options, our neighbours and Councillor Vincent are keen to resolve this application over the summer.

We would welcome your views on the proposed options and the opportunity to discuss any alternative options and I would like to invite you to the Club to talk through the options in more detail.

My PA Sukima will be in touch with your office to organise a suitable time. In the meantime, my team and I are available to answer any questions and can be reached on 0207 170 9124. Alternatively, please feel free come into reception at the club at a convenient time for you and ask for myself or our Facilities Manager, Jamie Richardson.

Yours sincerely,

Sue Walter
CEO
The Hospital Club

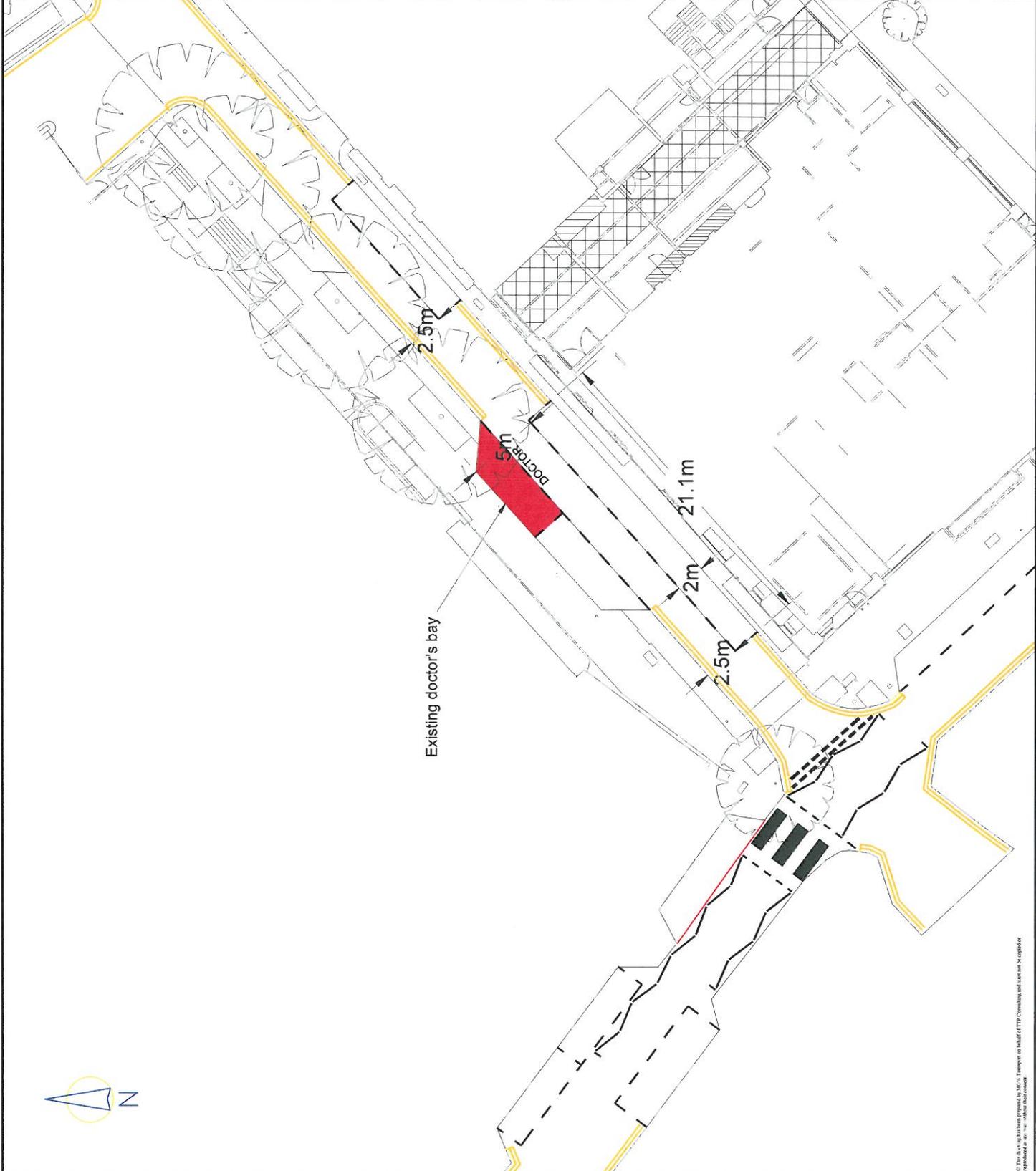
Encs.

cc. Cllr Vincent - LB Camden

Rev	Details	Drawn	Checked	Date

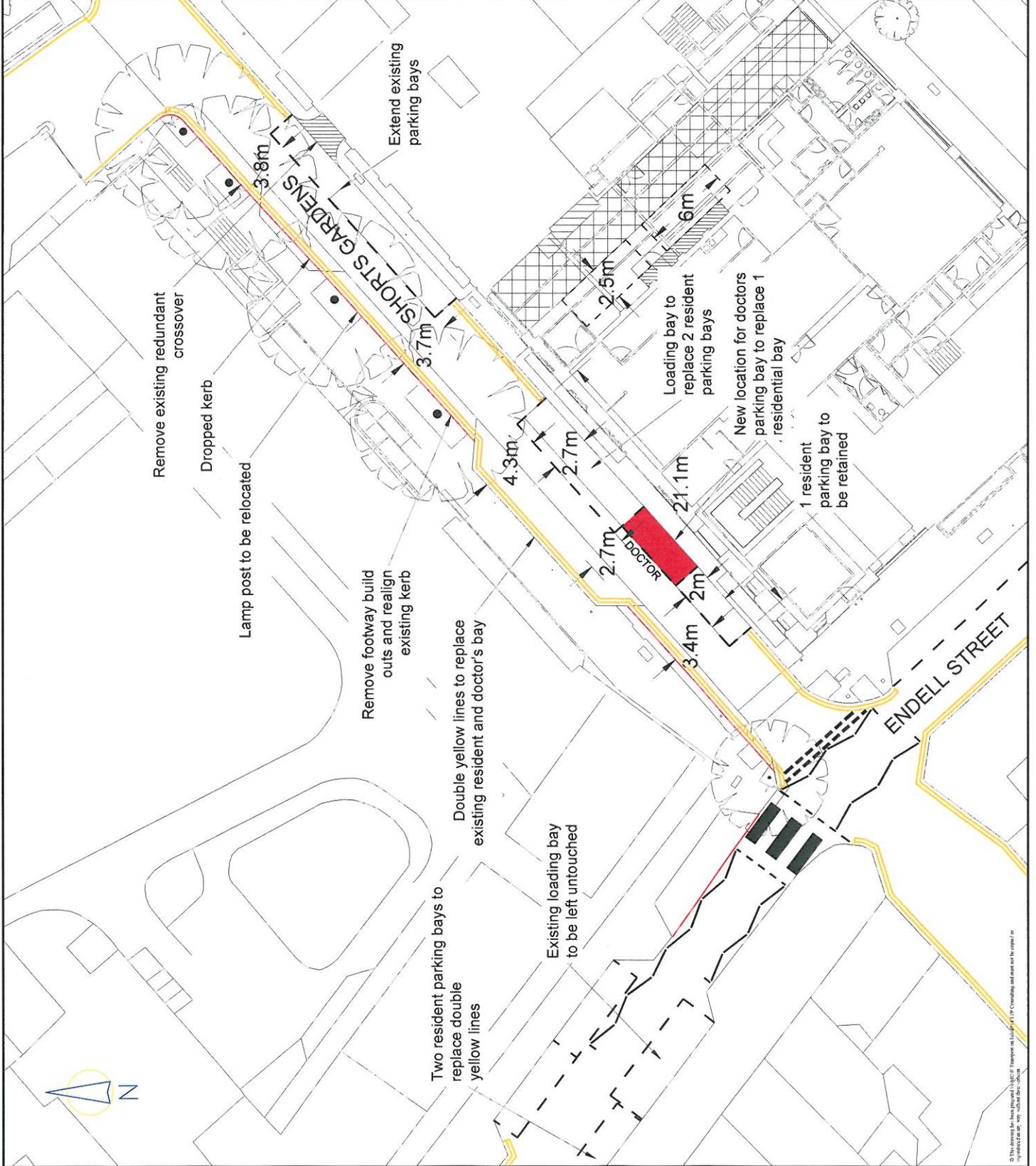
Notes:
1. This is not a construction drawing and is intended for illustrative purposes only.

Client	The Hospital Club
Project	The Hospital Club
Drawing Title	Existing Highway Layout Shorts Gardens
Scale	1:250
Drawn	MW 24.03.14
Checked	MT 24.03.14
 ttp consulting transport planning specialists	
111 - 113 Great Portland Street London W1W 6QQ Tel. No. 0207 1000 753	
Drawing Number	2011-1010-DWG-014
Rev	



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Rev	Details	Drawn	Checked	Date



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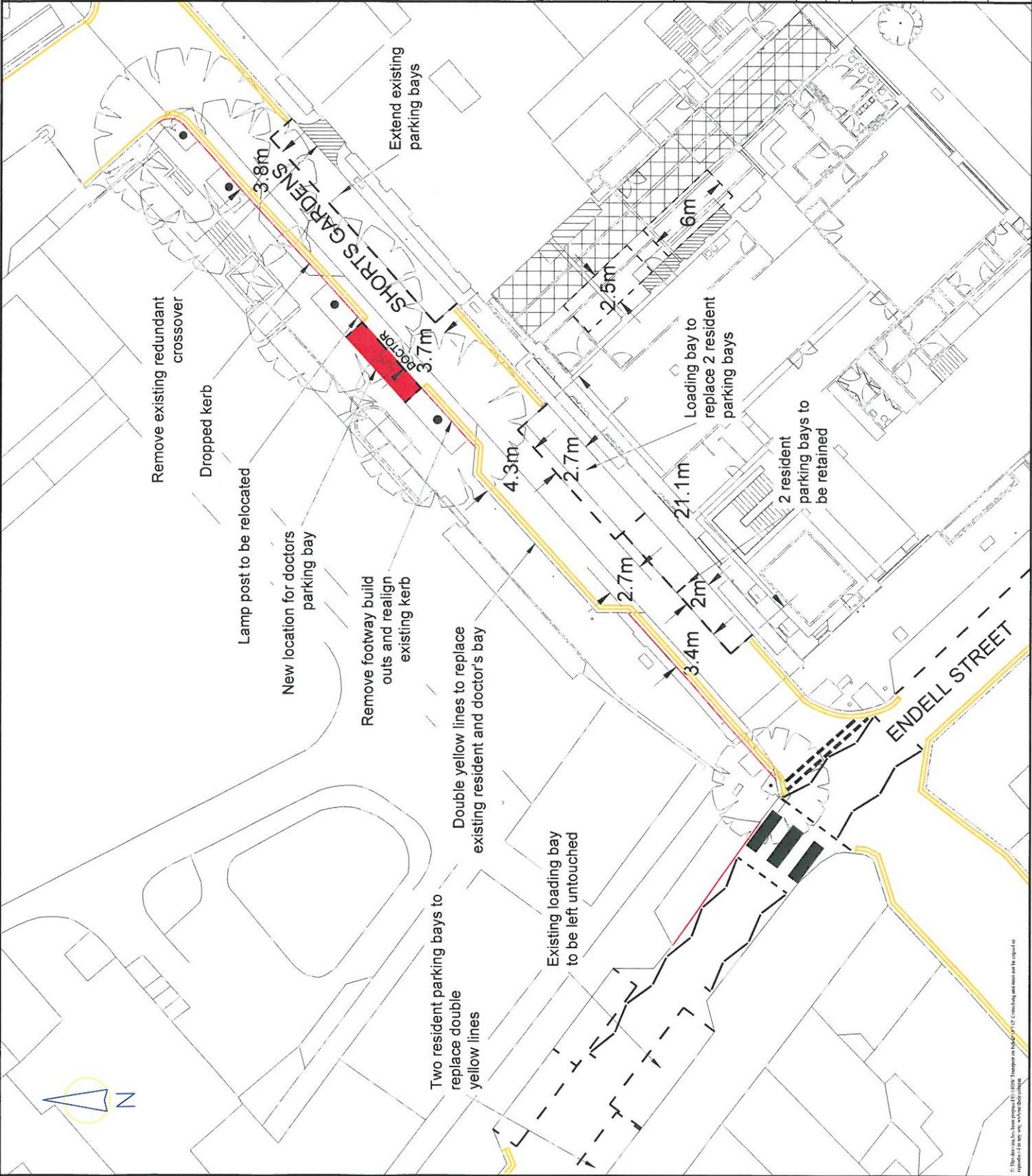
Client	The Hospital Club
Project	The Hospital Club
Drawing Title	Proposed Alterations Shorts Gardens Option A
Scale	1:250
Drawn	MW
Checked	PC
	24.03.14
	24.03.14
 ttp consulting transport planning specialists	
111 - 113 Great Portland Street London W1W 6QQ Tel. No. 0207 1000 753	
Drawing Number	2011-1010-DWG-015
Rev	

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Rev	Details	Drawn	Checked	Date

Notes:
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Client	The Hospital Club
Project	The Hospital Club
Drawing Title	Proposed Alterations Shorts Gardens Option B
Scale	1:250
Drawn	MW 24.03.14
Checked	PC 24.03.14
 transport planning specialists	
111 - 113 Great Portland Street London W1W 6QQ Tel. No. 0207 1000 753	
Drawing Number	2011-1010-DWG-016
Rev	



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From: TTP Consulting
Project: The Hospital Club
To: Project Team
Job No: 2011-1010
File Ref: N04-MT-Servicing Note
Date: 07 March 2014

Subject: Off-Street Loading Bay Reversal - Trial

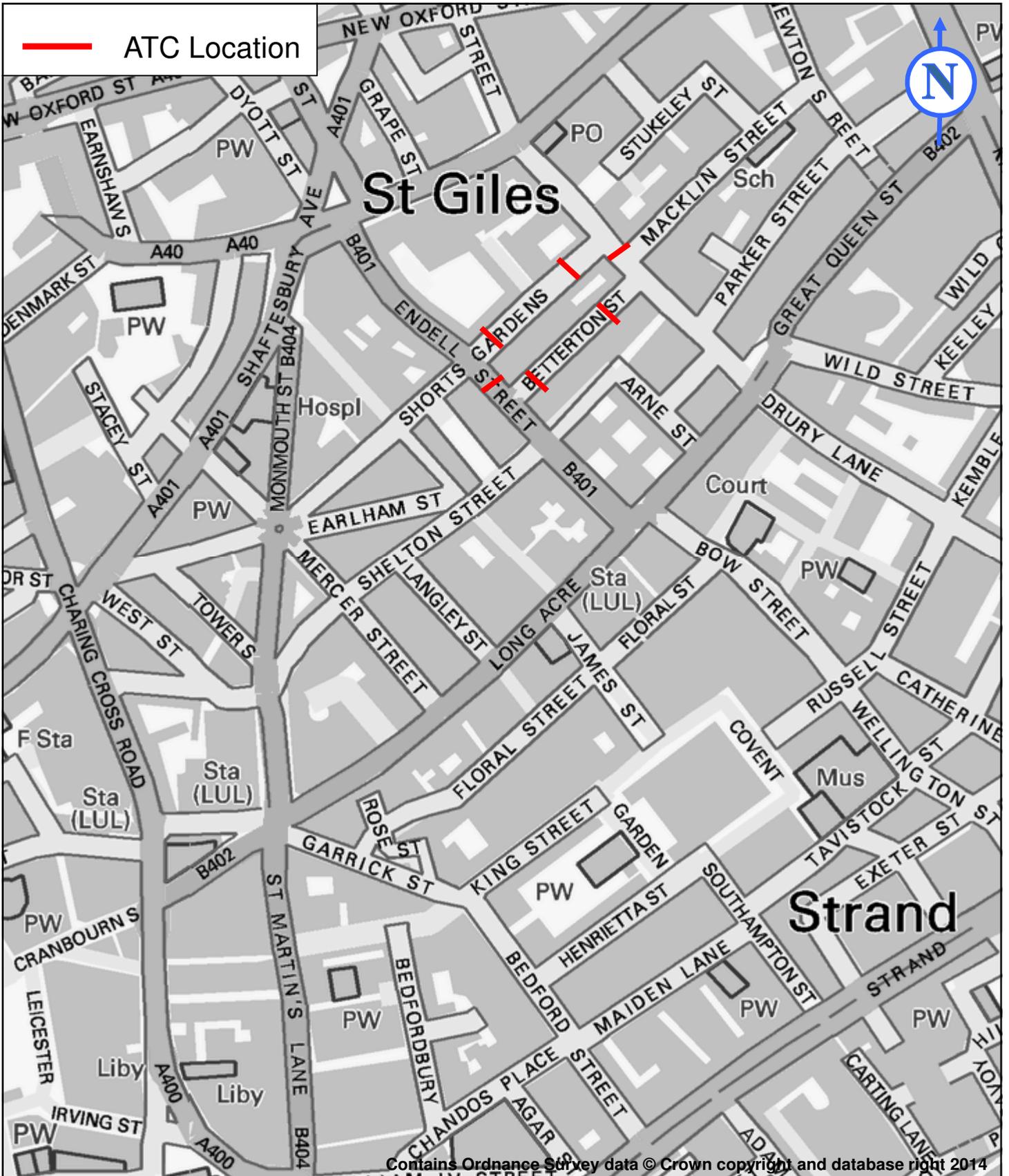
1. TTP Consulting are retained by The Hospital Club to provide traffic and transport consultancy advice.
2. At an on-site meeting on 1st August 2013, which was attended by representatives of The Hospital Club, LB Camden Officers and Councillor Sue Vincent, it was agreed that The Hospital Club would undertake a trial whereby vehicles would access the Hospital Club's off-street loading bay via Shorts Gardens and to exit onto Betterton Street. Historically (i.e. the existing situation) vehicles access the Hospital Club's off-street loading bay via Betterton Street and exit onto Shorts Gardens.
3. The trial began on Monday 11th November 2013 and lasted for two weeks.
4. In order to ascertain if the trial had a noticeable impact on traffic flows, ATC traffic counters were positioned at six locations on Shorts Gardens (x2), Betterton Street (x2), Endell Street (x1) and Drury Lane (x1) for a four week period, so that any variations in flow could be understood and analysed. The location of the ATC Counters are illustrated at **Figure 1**.
5. The flow diagrams at **Appendix A** summarise the results of the ATC surveys for each of the four survey weeks:
 - w/c 4th Nov – existing servicing arrangement
 - w/c 11th Nov - reversal servicing arrangement
 - w/c 18th Nov – reversal servicing arrangement
 - w/c 25th Nov) – existing servicing arrangement
6. The flow diagrams illustrate the Monday to Friday and Monday to Sunday 'average day' traffic flow for the following time periods: 08:00 to 09:00, 12:00 to 13:00, 17:00 to 18:00 and 00:00 to 00:00 (daily).

7. From reviewing both the ATC data and the flow diagrams it is apparent that there is not any clear or noticeable trend from week to week with or without the trial in place. It is therefore reasonable to conclude that traffic flow in the vicinity of the site would not be negatively or positively impacted by the reversal of the servicing bay.
8. The flow diagrams also illustrate the Hospital Clubs average daily loading bay schedule and the route the servicing vehicles would likely take to arrive / depart under both the existing servicing arrangement and the reversal servicing arrangement. The average daily loading bay schedule is also summarised in **Table 1**, below.

Table 1: Average Daily Loading Bay Delivery Schedule		
	Mon-Fri	Sat-Sun
Morning	12	3
Afternoon	5	1
Evening	0	0
Daily	17	4

9. From comparing the Hospital Club's average daily servicing schedule with the ATC results it is apparent that the daily servicing movements connected to The Hospital Club form a very low proportion of the total daily traffic that use both Shorts Gardens and Betterton Street. For example during the four week survey period, an average of 1000 vehicles (daily) were recorded on western part of Shorts Gardens and over the same time period 17 servicing vehicles accessed the Hospital Club's loading bay (i.e. 1.7% of traffic accessed The Hospital Club's loading bay).
10. In addition, it is pertinent to note that from reviewing the routes that servicing vehicles use to access the loading bay both under the existing and reversal arrangements, it is evident that if the loading bay was reversed, it would result in each servicing vehicle having to travel further along both Shorts Gardens and Betterton Street (i.e. the time each servicing vehicle was on both Shorts Gardens and Betterton Street would be increased).
11. It is therefore concluded that there would be no beneficial impact to local residents if the loading bay was reversed, but rather, if anything, an adverse impact on local residential amenity.

Figure 1



TITLE:
ATC Location Plan

PROJECT:
The Hospital Club

CLIENT:
The Hospital Club

DRAWN: M.T
 CHECKED: P.C.
 DATE: 270214
 SCALE: NTS



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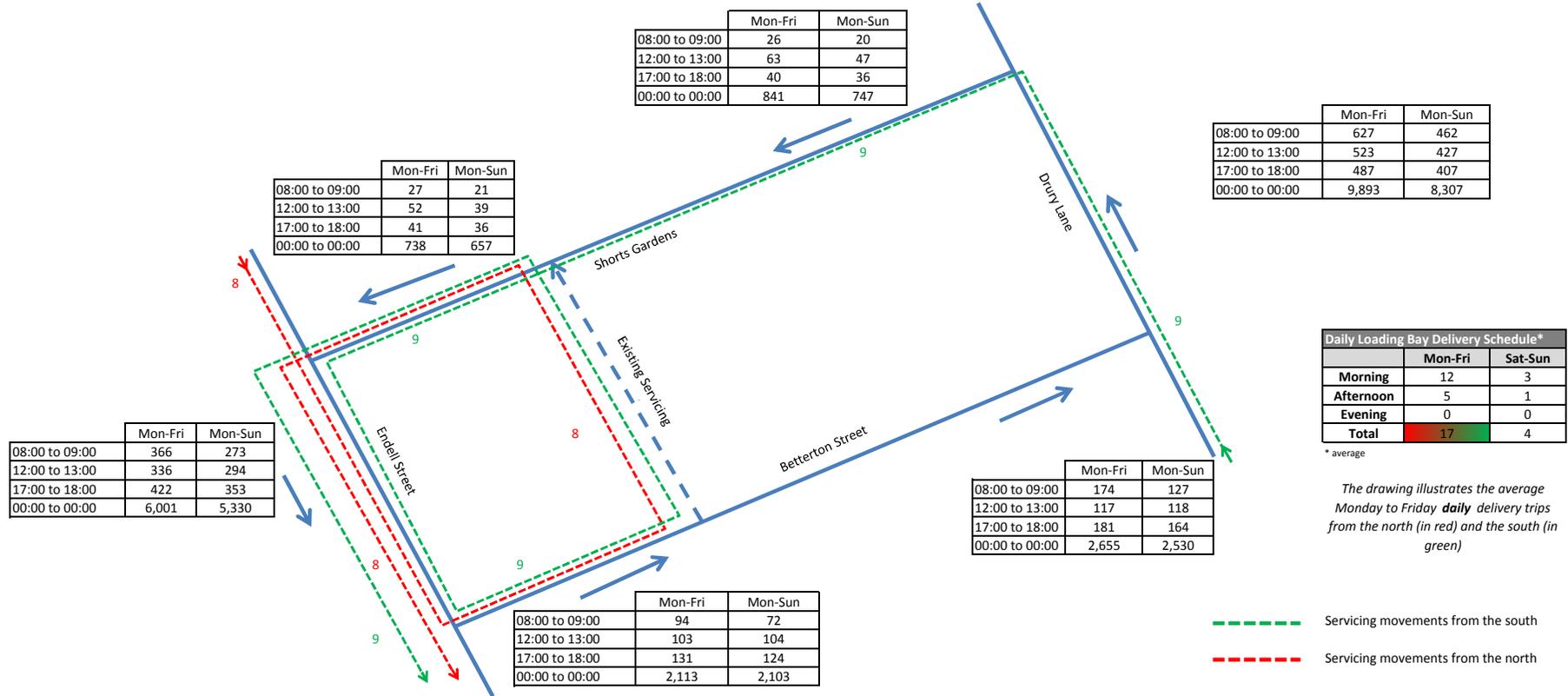
DRAWING REFERENCE: **Figure 1**

REVISION: .

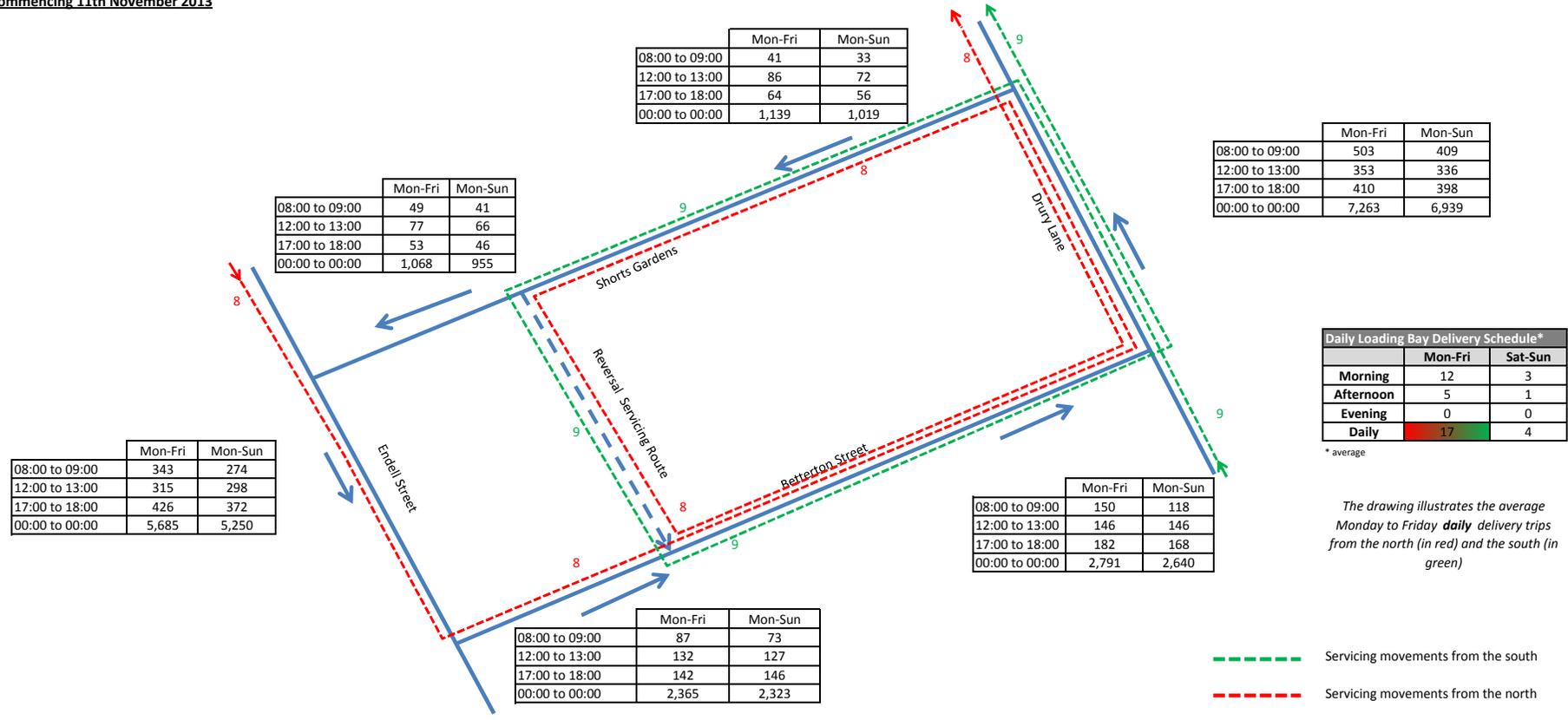
Appendix A

Flow Diagrams

Week Commencing 4th November 2013

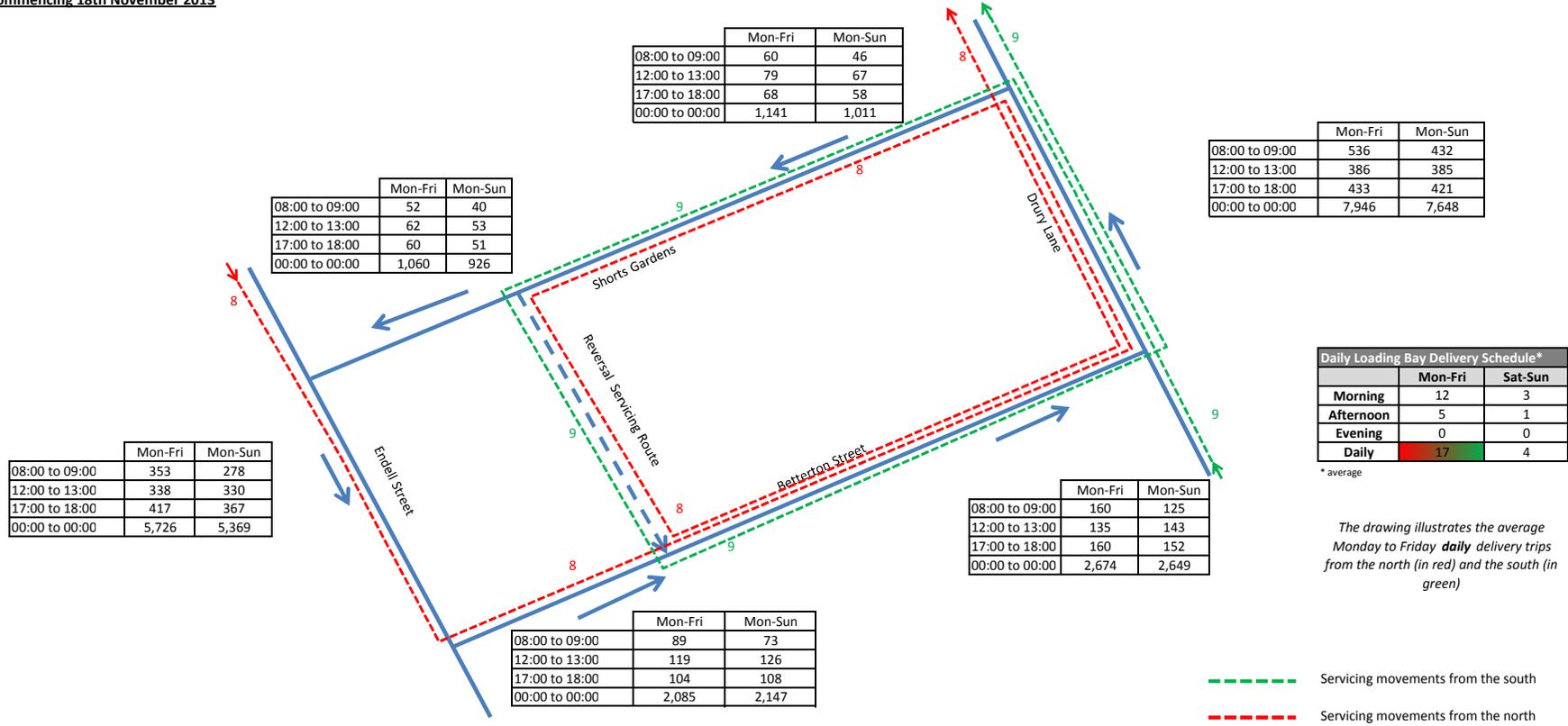


Week Commencing 11th November 2013



- - - - - Servicing movements from the south
- - - - - Servicing movements from the north

Week Commencing 18th November 2013



Week Commencing 25th November 2013

