2nd June 2016

Charles Thuaire

London Borough of Camden Council

5 Pancras Square

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London

N1C 4AG

Dear Charles,

* + Planning application: 2016/0773/P parent hostel for GOSH at Tybalds Estate

Further to the feedback that we have received on the above application please find below responses to a number of the points raised:

HIGHWAYS:

A number of comments were raised by the Highways team on the proposals, these were on the following points:

1. Transport implications of development - Trip generation.

Queries have been raised over the trip generation rate used to assess the transport implications of the proposed hostel. In the application material the assumption had been made that this would be akin to a residential house (C3) than that of a hostel. This is because the pattern of movement is very likely to be similar to that of a residential dwelling, generally parents will spend the whole of the child’s waking day with them in the hospital ward. Leaving the accommodation in the morning at breakfast time returning in the evening to eat and sleep, with minimal visits to and from the accommodation during the day and parents walking to and from the hospital. This is why the estimated trip generation for the development was based upon the C3 data within the TRICS database.

The applicant however appreciates that due to the unique use and the lack of a suitable database trip rate to use for this use a survey of one of the Charity’s similar facilities in the area will be undertaken to provide an accurate picture of the trips taken by parent’s or carers using the facility. The survey will be undertaken over a 24 hour period and will record the number of people coming and going from the facility and any obvious modes of transport.

1. Cycle storage:

The comments provided by highways state that a condition would be required to secure 21 spaces. According to the cycle parking standards contained in the Camden Development Management Policies that following cycle standards would apply to a hostel use:

* Staff from a threshold of 500sq.m 1 space per 250 sq.m
* Resident from a threshold of 500sq.m 1 space per 250sq.m

The proposals equate to 711sq.m so this would equate to 2 spaces for staff and 2 spaces for residents, not 21 spaces as stated.

The unique use of this building means that it is highly unlikely that any cycle storage will be required, this is because:

* No employees will be based within the buildings; they are all based elsewhere on the GOSH campus and will walk from the hospital to the accommodation and therefore there is no need for staff cycle parking.
* Most parents will arrive at the facility with their child in an ambulance and will walk the short distance to and from the hospital which is under 200m walk from the proposals. It is therefore highly unlikely that any carer or parent staying at the facility will bring a bicycle with them.
* The allocation criteria for the accommodation is not geographically based but is dependent on whether the patient is on an intensive care ward or is high dependency in which case two parents/carers can be offered a room in family accommodation. Due to the acuity of the patients, parents will normally want to remain close to their child and would not be making frequent trips back home.
1. Parking: Parking standards and limiting parking availability / managing the impact of parking

The Charity are happy to have a zero car clause in the legal agreement associated with the permission. Parents and carers using the facility are discouraged from arriving by private car by the Charity when being allocated the facilities.

1. Movement of goods and servicing

More detail has been requested as to how the new facility would be serviced. The only servicing requirement is laundry and housekeeping. An external contractor provides laundry services for Family accommodation, the new facilities would be added to the existing contract and would be serviced at the same time as other accommodation in the area. The linen would be delivered to the accommodation by van once a week; dirty linen would be taken away in the same trip.

1. Construction

The same contractor as the main Tybalds Estate Regeneration project will construct the new facilities. Once the necessary approvals and agreements are in place the change will be instructed. The Charity are happy to include the phasing plan for the main project to demonstrate how the construction may work.

SECTION 106/ conditions:

The charity are happy to accept the following items in a legal agreement:

* Car free
* Servicing Management Plan – if this is deemed necessary the hospital are happy to supply further information.
* Highways contribution – £24,000 to promote environmental, public realm, walking and cycling improvements. The Charity have agreed to this contribution
* Community contribution – the charity have been in discussion with the TRA and have agreed that a £25,000 contribution towards mitigating the impact of the proposals on the community could be secured through the s106. The charity are entering into a separate agreement with the TRA outside of the planning process to secure an additional £75,000 funding for use by the TRA. It has been suggested that the £25,000 is included as a clause that can be agreed by the Council and TRA at a later stage, the Charity would be happy with this.

Yours sincerely

For Tibbalds Planning and Urban Design



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