

Gentet, Matthias

From: RHRAdirect <rhradirect@gmail.com>
Sent: 09 August 2017 15:59
To: Planning
Subject: Planning Application - 2017/3933/P Site Address Italian Hospital 40 - 41 Queen Square London WC1N 3AJ

Dear Planners

Planning Application - 2017/3933/P Site Address Italian Hospital 40 - 41 Queen Square London WC1N 3AJ

The key issue for the local community with this application is how the project is managed, with special reference to vehicles servicing the site.

It is therefore disappointing to find that key data in the CMP has been copied and pasted unedited from another application, the application by GOSH for an Imaging Centre accessed from Powis Place. The CMP for the Italian Hospital, under 'Traffic Routing' says:

'As indicated on afore, the main delivery route will be via the A501, coming from the east or west. All site traffic will approach the site from the east or west via A501 and then turn into A5200 GraysInn Road and progress southwards to the crossroads turning right into B502 Guilford Street and left into Lamb's Conduit Street and then right into Great Ormond Street accessing Powis Place where they will be marshalled to the site. When vehicles leave the site they will turn right into Great Ormond Street then left into 1 way Boswell Street leading to the A401 Theobalds Road and then rejoining the A5200 Grays Inn Road and A051 east or west. By using this route we avoid local schools and some residential areas utilising the main arterial roads in the site vicinity'

The route map is also wrong, with Powis Place shown as the destination for all vehicles. Whilst we understand that this is a *draft* CMP it is disconcerting to see that what GOSH knows to be a major concern for local people should be treated so cursorily in their application.

The CMP mentions other GOSH construction activities in the area, and says they will have no impact as they will be complete before before the start of the Italian Hospital development. There is, very surprisingly, no mention of the Imaging Centre development for which an application has recently been made by GOSH (2017/3377/P: *Erection of a three storey building within the Southwood Courtyard of the Great Ormond St hospital*). The timings of the two developments are likely if not to coincide exactly, at least to overlap significantly. Both applications are being made by GOSH, and Kier is the contractor for both. It therefore seems disingenuous for this application to make no mention of the other one since the servicing of both sites simultaneously must make a very considerable difference to the total volume of traffic involved.

To the extent that application does address the issue of traffic to and from the site, the CMP says (Site Traffic 4b p31):

Where practicable, vehicle movements will be organised so that they avoid peak times 0800-0930hrs and 1640-1800hrs Monday to Friday. However, generally delivery times will be the same as site working hours.

It's not clear whether this applies to the Italian Hospital site or whether it's a further cut-and-past from the IMRI application. Whichever, the restrictions on delivery times are weak to the point of being pointless. Traffic in Great Ormond Street is an everyday problem now, with very frequent blockages causing very high levels of pollution for local people, and positive, meaningful steps need to be taken if site traffic to the Italian Hospital is not to make the situation far worse.

It is not likely that the Italian Hospital project can be serviced in any other way except via Great Ormond St, unlike the IMRI Centre (though could not in via Old Gloucester St and out via Boswell St be considered?). It is therefore of key importance that site traffic should be kept away from peak times. But it is inadequate to define peak times in the way they are defined in the application. A much more sensitive and detailed timetable needs to be worked out, and this can be done only with a comprehensive analysis of existing traffic flows. Only this would enable a realistic picture of peak and non-peak to be drawn up.

We believe, therefore, that granting this application should be conditional on a detailed traffic flow analysis to identify what quiet times there are in Gt Ormond St and Lamb's Conduit St, and on a statement by the applicants of the methods they will use to ensure site traffic adheres to agreed time slots.

Yours

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For people living in the Lamb's Conduit Street, Great Ormond Street, Rugby Street, Orde Hall Street, Dombey Street and Great James Street part of Holborn