

St Bernard's Hospital, Uxbridge Road, Ealing, UB1

in the London Borough of Ealing

planning application refs PP/2012/4008 and PP/2012/3826

Strategic planning applications stage 1 referral (new powers)

Town & Country Planning Act 1990 (as amended); Greater London Authority Acts 1999 and 2007; Town & Country Planning (Mayor of London) Order 2008.

The proposals

1. Partial demolition, alteration and extensions to provide 257 residential units within Listed hospital buildings, the erection of one three storey and one four storey buildings to provide an additional 50 residential units, (including 15 key worker units), 241 car parking spaces, 364 cycle parking spaces and associated landscaping.
2. Provision of new energy centre building with associated access and hard and soft landscaping.

The applicant

The applicant is **West London Mental Health (NHS) Trust** and the architect is **David Morley Architects**.

Strategic issues

The two schemes raise the following strategic planning issues: **health, housing, urban design, access, sustainable development, energy, ambient noise, and transport**.

Recommendation

That Ealing Council be advised that while the applications are generally acceptable in strategic planning terms, the applications do not comply with the London Plan for the reasons set out in paragraph 77 of this report; but that the possible remedies set out in the paragraph could address these deficiencies.

Context

1 On the 31 October 2012 the Mayor of London received documents from Ealing Council notifying him of two planning applications of potential strategic importance to develop the above site for the above uses. Under the provisions of The Town & Country Planning (Mayor of London) Order 2008 the Mayor has until 11 December 2012 to provide the Council with statements setting out whether he considers that the applications comply with the London Plan, and his reasons for taking those views. The Mayor may also provide other comments. This report sets out information for the Mayor's use in deciding what decisions to make.

2 The applications are referable under Category 1A (a development providing more than 150 residential units) of the Schedule to the Order 2008, and in respect of the energy centre, as a scheme which forms part of a larger referable application.

3 Once Ealing Council has resolved to determine the applications, it is required to refer them back to the Mayor for his decisions as to whether to direct refusal; take them over for his own determination; or allow the Council to determine them itself.

4 The Mayor of London's statements on these cases will be made available on the GLA website www.london.gov.uk.

Site description

5 The application sites form part of the larger St. Bernard's Hospital estate on the Uxbridge Road, located between Hanwell and Southall town centres. They are currently occupied by a series of unlisted and Grade II Listed buildings used for clinical and non-clinical purposes.

6 The wider area is characterised by a mix of uses including residential and commercial/light industrial. There are a number of further Listed buildings within the vicinity of the application sites and the St. Mark's and Canal Conservation Area boundary is located to the south. The boundary wall of the original hospital and Hanwell Locks are also situated to the south, both of which are Designated Scheduled Monuments.

Details of the proposals

7 Full planning permission is sought for two separate but linked developments:

- Partial demolition, alteration and extensions to provide 257 residential units within Listed hospital buildings, the erection of one three storey and one four storey buildings to provide an additional 50 residential units, (including 15 key worker units), 241 car parking spaces, 364 cycle parking spaces and associated landscaping.
- Provision of new energy centre building with associated access and hard and soft landscaping.

Case history

8 Pre-application planning meetings were held with GLA officers on the 15 September 2011 and the 25 October 2012 to discuss the Trust's proposals for its estate. The overall conclusion of the meetings were that residential redevelopment of parts of St Bernard's Hospital did not raise strategic planning issues, but that the potential loss of existing staff accommodation, the level and form of new affordable housing, levels of family housing, urban design, access and inclusion, climate change and transport required addressing.

Strategic planning issues and relevant policies and guidance

9 The relevant issues and corresponding policies are as follows:

- Housing *London Plan; Housing SPG; draft Housing Strategy; draft Revised Housing Strategy;*
- Urban design *London Plan;*

- Access *London Plan; Accessible London: achieving an inclusive environment SPG; Planning and Access for Disabled People: a good practice guide (ODPM);*
- Health *London Plan; Health Inequalities Strategy;*
- Sustainable development *London Plan; Sustainable Design and Construction SPG; Mayor's Climate Change Adaptation Strategy; Mayor's Climate Change Mitigation and Energy Strategy; Mayor's Ambient Noise Strategy;*
- Air quality *London Plan; the Mayor's Air Quality Strategy.*

10 For the purposes of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the development plan in force for the area is the 2012 Ealing Core Strategy, the saved policies of Ealing's 2004 Unitary Development Plan, and the 2011 London Plan.

11 The following are also relevant material considerations:

- The National Planning Policy Framework and Technical Guide to the National Planning Policy Framework
- The draft Revised Early Minor Alteration to the London Plan.

Principle of development

Context

12 These proposals represent two components of a larger project to reconfigure the Trust's services in order to provide accommodation that meets current standards, secure a reduction in maintenance costs, and provide funds to reinvest in its facilities. Future elements include additional infill residential accommodation and the creation of a new internal access road. These are expected to be referred to the Mayor by Ealing Council in due course.

Current uses

13 The majority of the application sites and buildings are currently or were last used to provide secure medical services, and therefore fall within Class C2a of the Use Classes Order (Secure Residential Institutions). The main Asylum building also currently provides the Trust's Head Quarter office accommodation. This function is proposed to be moved into purpose built office space in Armstrong Way, a 10 minutes walk from the application site.

Proposed uses

14 London Plan policies 3.18 (Protection and enhancement of social infrastructure), and 3.18 (Health and social care facilities), acknowledge the need to retain and increase the provision of such facilities, and where local health services being changed, (as here), expect to see replacement facilities operational before the facilities they replace are closed. In this case, the facilities have been adjudged substandard, and the Trust has or intends that they be replaced before they are formally closed. The loss and replacement of the existing hospital facilities is acceptable in strategic planning terms providing replacement hospital facilities are provided before existing facilities are closed.

15 The Trust proposes to convert the retained hospital buildings into 257 residential units. It also proposes to provide a further 50 residential units within two new buildings. The principle of residential use is acceptable in strategic planning terms, as it would help meet London's need for new homes and would secure funding to enhance clinical facilities within the St Bernard's Hospital estate and elsewhere at the Trust's facilities within Ealing. This though should be fully set out by the applicant.

16 The separate application for a new energy centre would ensure that the scheme is served by a purpose built decentralised energy network, which would also provide decentralised energy to the Trust's wider estate. The principle of an energy centre is supported in strategic planning terms.

Urban design

Listed Building alterations and new buildings

17 The applicant has submitted detailed plans showing how it has assessed and responded to the Listed hospital buildings. This has involved extensive discussions with officers from Ealing Council and English Heritage and are acceptable in strategic planning terms. The scale and form of the two new buildings are also acceptable in strategic planning terms.

Housing quality

18 The applicant has demonstrated that it has sought to meet London Plan design standards in terms of room sizes and Lifetime Homes, notwithstanding the buildings Listed status, which restricts its ability to adapt and alter the retained structure and its features. Specifically, it has confirmed that all new flats would comply with these standards, and that 246 of the 257 converted units would also comply. The exceptions being 7 flats which would be single aspect north facing units and 11 which would very marginally fail to meet size standards.

19 Overall however, given the Listed status of the hospital, and the fact that the application will result in its beneficial reuse and refurbishment, this is acceptable in strategic planning terms.

Density

20 The applicant has confirmed that the scheme's density would be 179 hr/ha. This accords with Table 3.2 of the London Plan (Sustainable residential quality).

Landscaping

21 The applicant has submitted a detailed landscaping strategy, which would result in an attractive and generally well thought out public realm. This is acceptable in strategic planning terms.

Access

22 The applicant has submitted a detailed design and access statement that shows how inclusive design has informed and influenced its proposals. This is acceptable in strategic planning terms.

The energy centre

23 The proposed energy centre will comprise 658 sq.m. (GEA) of floor space. It is expected to accommodate one gas-fired CHP unit supplemented by four conventional gas-fired boilers, as well as associated back-up generators, thermal stores, oil storage tanks and transformers. Its robust design, scale and appearance are acceptable in strategic planning terms.

Housing

Affordable housing

24 The applicant is currently proposing 15 key worker units. This equates to 5.5% of the total residential units. This low level of affordable housing is justified by the Trust on the basis that it is required to maximise its receipts in order to fund replacement facilities and because of the high costs, a future developer would incur to refurbish the Listed buildings.

25 A detailed financial appraisal has also been submitted that sets out the Trust's approach and detailed assumptions. However, whilst these financial constraints are recognised, it is suggested that the submitted financial appraisal is independently assessed by Ealing Council. It is also suggested that the level of affordable housing the Trust is proposing over its entire St Barnard's estate is discussed with Ealing and GLA officers in order to ensure full compliance with London Plan policy 3.12 (Negotiating affordable housing on individual private residential and mixed use schemes), that requires the maximum reasonable amount of affordable housing be provided. As currently presented, the level of affordable housing is considered unacceptable for a scheme such as this, which is proposing more than 300 new units.

Housing mix

26 The applicant is proposing the following housing mix.

Unit Size	No of Units	% of Total
Studio	8	3%
1 bedroom	127	41%
2 bedroom	142	46%
3 bedroom	30	10%
Total	307	100%

27 London Plan policy 3.8 (Housing choice) seeks to match unit mix with strategic and local housing needs. The applicant is proposing that around 10% of the units would be family sized units (i.e. three bedroom). This is again relatively low, but given the site's context and the high levels of family housing within the neighbourhoods around the hospital, Ealing Council should assess and establish whether this is considered sufficient in light of its more detailed knowledge of local housing needs. The applicant's approach to children's play space may however need to be revisited once this is concluded.

Sustainability

28 The applicant has prepared and submitted detailed documentation and evidence in relation to water use and supplies, sustainable construction, reducing pollution, flood risk management, sustainable drainage, biodiversity noise and waste. This is welcomed and considered satisfactorily from a strategic planning perspective.

Energy

The proposed housing

Overview

29 The applicant has broadly followed the energy hierarchy to reduce carbon dioxide (CO₂) emissions and sufficient information has been provided to understand the proposals as a whole. The proposals are broadly acceptable in strategic planning terms, however further information as set out below is required before the projected CO₂ savings can be verified.

BE LEAN

Energy efficiency standards

30 A range of passive design features and demand reduction measures are proposed to reduce the CO₂ emissions of the new apartments, and air permeability and heat loss parameters will be improved beyond the minimum backstop values required by Building Regulations. Other features include natural ventilation and low energy lighting. The demand for cooling will be minimised through shading design, thermal mass (concrete frame and green roof) and using insulation to avoid heat gains from the site heat network.

31 The new apartments are estimated to achieve a reduction of 3 tonnes per annum (5%) in regulated CO₂ emissions compared to a 2010 Building Regulations compliant development, as shown in the table below.

BE CLEAN

District heating

32 The applicant has carried out an investigation and although there is a heat network at the adjacent hospital site there is only limited heat capacity in summer months available from the existing combined heat & power (CHP) installation, and therefore connection is not proposed. This is accepted in this case.

33 Although there are no existing or proposed district heating networks in the wider area, this area is identified by Ealing Council as having potential for a new local energy network, and the applicant has committed to ensuring that the development is designed to allow future connection to a district heating network should one become available.

34 The applicant is proposing to install a local site heat network within its site and has confirmed that all apartments and non-domestic buildings will be connected to it. This network would be supplied from a single energy centre located at the south east perimeter of the Trust's site. This is welcomed.

Combined Heat and Power

35 The applicant is proposing to install a gas fired CHP (size to be confirmed but initially estimated at 600 kW_e) unit as the lead heat source for the site heat network. The CHP is sized to provide the domestic hot water load, as well as a proportion of the space heating. A reduction in regulated CO₂ emissions of 17 tonnes per annum (33%) for the new apartments will be achieved through this second part of the energy hierarchy (see table below).

BE GREEN

Renewable energy technologies

36 The applicant has investigated the feasibility of a range of renewable energy technologies but is not proposing to install any renewable energy technology for the development.

Overall CO2 savings

37 Based on the submitted energy assessment, the table below shows the residual CO2 emissions after each stage of the energy hierarchy is applied to the new apartments and the CO2 emission reductions at each stage of the energy hierarchy.

Table: CO2 emission reductions from application of the energy hierarchy

	Total residual regulated CO ₂ emissions	Regulated CO ₂ emissions reductions	
	(tonnes per annum)	(tonnes per annum)	(%)
Baseline i.e. 2010 Building Regulations	55		
Energy Efficiency	52	3	5
CHP	35	17	33
Renewable energy	35	0	0
Total	177	20	37

38 A reduction of 20 tonnes of CO2 per year in regulated emissions for the new buildings compared to a 2010 Building Regulations compliant development is expected, equivalent to an overall saving of 37%. The CO2 savings exceed the targets set within Policy 5.2 of the London Plan. It is noted that the refurbished buildings on the proposed development are also projected to achieve savings in CO2 emissions.

The energy centre

39 The applicant is proposing to construct a single energy centre at the south east perimeter of its estate to serve a site heat network that will in turn serve the following groups of buildings when the proposed development is completed:

- Retained clinical estate.
- New build residential.
- New clinical estate.

40 It is proposed that the energy centre will house a combined heat & power (CHP) unit - currently estimated at 600 kWe (900 kWt) output together with thermal store will meet 50% of the total development heat demand, i.e. domestic hot water and some space heating. It is envisaged that this CHP will be gas-fired in the short to medium term.

41 The applicant has also had regard to the relevant requirements of the London Plan and considered:

- Possible future development at the Ealing Hospital site,

- Existing housing and possible future development at the Catalyst Housing site,
- The existing Asylum building conversion at Osterley Gardens,
- Additional areas of possible and existing housing to the west of the site.

42 The applicant has also indicated that the capacity to serve these potential loads will not be built into the energy centre but has considered how these could be met in future through development of a wider heat network.

Conclusions

43 The applicants' general approach to energy is supported and welcomed in strategic planning terms, although some further information is required as set out above. Potential linkages to possible future developments should continue to be explored and secured wherever feasible.

Ambient noise

44 The applicant's noise documentation was assessed by consultants working for the GLA who as set out below concluded that the proposals were acceptable in terms of impact.

Comments	Y/N
Whether the adopted background noise levels are representative?	Y
Whether the recommended noise criteria at nearest residential receptor are acceptable?	Y
Whether confirmation is required of the applicability of the 5dB correction?	Y
Whether there needs to be a request for further information?	N
Whether the adopted external noise levels are acceptable?	Y
Whether the recommendation that the Energy Centre be designed to be at least 10dB below the existing noise levels would be acceptable?	Y
Whether sufficient information is provided to support the planning application?	Y

Transport

Site location and context

45 Both sites are within the wider St. Bernard's Hospital estate and can be accessed from the main entrance to Ealing Hospital and via the Gatehouse, both of which are on the A4020 Uxbridge Road to the north. Uxbridge Road forms part of the Strategic Road Network (SRN) and the nearest section of Transport for London Road Network (TLRN) is the A4 Great West Road, which is approximately 2.7 km. to the south of the site.

46 There are 3 bus routes (83, 92 and 828) operating services between Ealing Hospital (200 m. to the east) and Golders Green, St. Raphael's North, Mount Vernon Hospital and Greenford Depot. There are a further four bus routes (195, 207, 427 and 607) and one night bus (N207) that can be accessed from Uxbridge Road.

47 The nearest London Underground station is Boston Manor, which is over 2 km. south east of the site. Hanwell rail station (operated by First Great Western) is located 1 km. to the north west of the site and provides services to Paddington, and stations further west, including Heathrow Airport (Heathrow Connect services). Hanwell station will be served by Crossrail from 2018. The wider hospital site is estimated to have a Public Transport Accessibility Level (PTAL) of 1-4, on a scale of 1-6 where 6 is most accessible.

48 There has been extensive pre-application discussions between the applicant and TfL, although the scale of the development and nature of the proposals have changed over this period.

The proposed housing

49 This application concerns the Asylum building, which represents 1 of 4 linked applications for the wider redevelopment of St Bernard's Hospital estate. This application would be implemented in two phases. The first phase (S2), proposes 93 residential units at the western end of the building, and the second (S3), at the eastern end, would provide the remaining 214 units. This has been reflected in the applicant's Transport Assessment (TA).

50 TfL is satisfied that the scope of the TA ensures that the impact of the Asylum building application is considered within the context of full build out of each of the four applications. Of significance, this includes the anticipated residential development on the Uxbridge Road, part of the site, to the north of the existing Asylum.

Highway impact and modelling

51 TfL has concerns over the methodology used within the TA to calculate the change in trip rates from a hospital use to a residential development. Whilst the assessment presented to calculate the likely number of trips generated by the proposed development is acceptable, TfL would expect a person trip rate calculation and a modal share to be presented for the existing hospital site. This would allow a possible comparison of site impact on highway to be made.

52 Additionally, TfL requests a car park utilisation assessment be undertaken for the existing provision on the site, rather than assuming 100% utilisation, which could be misleading and underestimate the impact of the development. Furthermore, TfL requests that evidence be provided to support the network peak hour assumption, as well as the validation of the traffic models, to ensure they comply with TfL modelling guidance. Finally, clarification is sought as to why committed developments, such as the consented Southall Gas Works site, were not included in the assessment.

53 The above points should be clarified to ensure this impact analysis is accurate and determine if any mitigation is required.

Parking

54 The total quantum of parking proposed (205 spaces equating to a ratio of 0.7 spaces per unit) is in line with London Plan policy 6.13.

55 TfL also welcomes the proposal for 2 car club parking bays, although measures should be embedded in the travel plan to monitor demand for these and increase provision if need be. The proposed Electric Vehicle Charging Points making 20% active and 20% passive provision, is welcomed in accordance with the London Plan policy 9.13. This should be secured by condition.

56 The applicant proposes that 10% of the total parking will be designated for Blue Badge holders. This is also in accordance with the London Plan, which is welcomed, and the proposed location for the bays disabled bays is acceptable.

57 A total of 340 cycle parking spaces are proposed for the 307 residential units, which is in accordance with London Plan policy 6.8 and should be secured through planning condition. TfL agrees that the proposed cycle parking locations within the development are appropriate, being accessible, secure and sheltered.

Public transport

58 Notwithstanding the above points regarding trip generation, TfL is satisfied that the surrounding existing public transport network can accommodate any likely increase in trips resulting from the proposed development.

59 At pre-application stage, proposals were tabled which included new access arrangements on Uxbridge Road, meaning the removal of the westbound bus stop for Ealing Hospital (Stop Q) serving routes 195, 207, 427 and 607. This was resisted by TfL as this bus stop forms an important turn around facility for buses. The applicant has now refined the access strategy, making use of only the existing access points to the site. TfL therefore understands that no alterations to bus infrastructure are proposed by this application, although requests that the applicant confirms this.

60 The TA refers to bus routes with or without disabled access, although it should be noted that all vehicles on the London bus network are fully accessible. Notwithstanding this, TfL requests that the condition of all surrounding bus stops be reviewed by the applicant for compliance with TfL accessibility standards. Where alterations to are required, these should be agreed with TfL and monies secured through a section 106 agreement (up to a maximum of £20,000 per stop) and implemented as part of a section 278 agreement (Highways Act).

Pedestrian & travel planning

61 TfL welcomes the submission of a pedestrian (PERS) audit and expects the improvements identified to be agreed between the applicant and Ealing Council, with appropriate mitigation measures secured through a section 106 agreement.

62 TfL welcomes the Travel Plan Framework submitted within the application, which sets out the overall strategy for travel planning measures of the wider St Bernard's Hospital site. Specifically, the Travel Plan submitted for S2 and S3 passes satisfactorily the ATTrBuTE assessment tool and should be secured by a section 106 agreement.

63 TfL recommends that a Construction Logistics Plan and a Delivery and Servicing Plan are submitted to, and approved by, the London Borough of Ealing in conjunction with TfL, before construction work commences on site. The submission of these plans should be secured through condition.

Crossrail

64 The site is within 1km of Hanwell Station, however because the proposal is for a residential development, it does not include any Crossrail chargeable land uses (office or retail) and contributions for Crossrail will therefore not be sought in this case.

Community Infrastructure Levy (CIL)

65 In accordance with London Plan policy 8.3, 'Community Infrastructure Levy', the Mayor agreed to commence CIL charging for developments permitted on or after 1st April 2012. It is noted that the proposed development is within the London Borough of Ealing, where the Mayoral charge £35 per square metre Gross Internal Area (GIA). The levy will raise £300 million towards the delivery of Crossrail. Further details can be found at:

<http://www.london.gov.uk/publication/mayoral-community-infrastructure-levy>

Summary

66 Overall TfL requires the applicant to address the above matters to ensure that the proposals can be considered in line with the transport policies of the London Plan. Those include the provision of additional information on the existing hospital trip generation and modelling to assess accurately the likely impact of the proposals on the highway network. The surrounding bus stops should also be reviewed and improved as stated if necessary.

The energy centre

67 This application concerns the proposals for an Energy Centre to serve the St. Bernard's Hospital Estate. The Energy Centre is located to the east of the St. Bernard's Hospital, adjacent to the Asylum building (Medium Secure Unit) and the River Brent.

Parking

68 From the information provided, it is understood that there will be 2 car parking spaces available for the energy centre. TfL supports this level of provision for employees based on anticipated staff shifts.

69 TfL recognises that the London Plan contains no specific requirement for cycle parking provision for energy centres. However, TfL requests that the applicant confirms the proposed level cycle parking provision at or close to the site for operational staff, in line with London Plan policy 6.9.

Servicing and Construction

70 TfL supports the applicant's submission of a Delivery and Servicing Plan (DSP) and Construction Logistics Plan (CLP), which will be secured by planning condition on commencement and occupation of the energy centre, which will be consistent with London Plan policy 6.14.

71 From the transport statement provided by the applicant, TfL notes that large construction and service vehicles will access the energy centre by reversing along an access lane for approximately 170m; a process, which will require temporary traffic management measures to be in place. TfL would question whether such arrangements are safe and rational, although ultimately recognises that such operations will not ultimately impact on the public highway or the TLRN.

Community Infrastructure Levy (CIL)

72 The Mayor has introduced a London-wide Community Infrastructure Levy (CIL) to help implement the London Plan, particularly policies 6.5 and 8.3. The Mayoral CIL formally came into effect on 1st April, and it will be paid on commencement of most new development in Greater London that was granted planning permission on or after that date. It is recommended that Ealing Council satisfy itself that this development would not incur a CIL liability on the assumption that this is a building into which people go intermittently for the purpose of inspecting or maintaining fixed plant or machinery (Paragraph 6 (2)(b); CIL regulations 2010).

Summary

73 Overall, TfL requires the applicant to provide additional information of cycle parking provision while a Construction Logistics Plan and a Delivery and Servicing Plan should be secured, enforced and monitored by the appropriate planning condition.

Local planning authority's position

74 This is not known at this stage.

Legal considerations

75 Under the arrangements set out in Article 4 of the Town and Country Planning (Mayor of London) Order 2008, the Mayor is required to provide the local planning authority with a statement setting out whether he considers that the applications comply with the London Plan, and his reasons for taking that view. Unless notified otherwise by the Mayor, the Council must consult the Mayor again under Article 5 of the Order if it subsequently resolves to make a draft decision on either of the applications, in order that the Mayor may decide whether to allow the draft decisions to proceed unchanged, direct the Council under Article 6 of the Order to refuse them, or issue a direction under Article 7 of the Order that he is to act as the local planning authority for the purpose of determining them and any connected applications. There is no obligation at this present stage for the Mayor to indicate his intentions regarding possible directions, and no such decision should be inferred from the Mayor's statement and comments.

Financial considerations

76 There are no financial considerations at this stage.

Conclusion

77 London Plan policies on health, housing, urban design, access, sustainable development, energy, ambient noise and transport are relevant to these applications. The applications comply with some of these policies but not with others for the reasons set out above. On balance, the applications do not comply with the London Plan, but the changes suggested below might remedy these deficiencies, and could possibly lead to them becoming compliant with the London Plan:

- The loss and replacement of the existing clinical facilities is acceptable in strategic planning terms providing replacement facilities are provided before existing facilities are closed.
- The principle of residential use is acceptable in strategic planning terms.
- The design, scale and form of both schemes are acceptable in strategic planning terms.
- The low level of affordable housing is of strategic concern. It is suggested that the submitted financial appraisal is independently assessed by Ealing Council, and that the level of affordable housing the Trust is proposing over its entire St Barnard's estate is discussed with Ealing and GLA officers to ensure that the maximum reasonable amount of affordable housing is provided.
- Given the site's context and the high levels of family housing within the neighbourhoods around the hospital, Ealing Council should assess and establish whether this is considered sufficient in light of its more detailed knowledge of local housing needs.

- The approach to energy is supported and welcomed in strategic planning terms, though some further information is required as set out above.
- The approach to sustainability is welcomed and considered satisfactorily from a strategic planning perspective.
- The proposals are acceptable in terms of noise impact.
- Further information and clarifications are required in respect the transport matters set out above.

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