

Agenda Item: 6.7

This is a Major Application for which the 13 week period expires on 05/03/2007.

06/04991/P 04/12/2006 Fairfield

Application for full planning permission

Agent:
Adam Gostling
King Sturge LLP
30 Warwick Street
London
W1B 5NH

Applicant:
Terrace Hill Croydon Ltd
C/O Agent

Location: Former Essex House Site, 100 George Street, Croydon, CR0

Description: Erection of 15 storey building with basement parking area, comprising use within class A1 (retail) on ground floor and offices within class B1 (business) in remainder of building; formation of vehicular access

Drawing No(s):

Recommendation: Grant Permission, subject to the prior written conclusion of a Section 106 Agreement within a period of six months from the date of this resolution, or such longer period as may be agreed in writing by the Head of Planning Control

Subject to the following condition(s) and reason(s):-

1. Prior to the commencement of the development the approval of the Local Planning Authority shall be obtained with respect to the following matters:-
 - (1) sight lines
 - (2) visibility splays
 - (3) landscaping
 - (4) security lighting including parking areas
 - (5) refuse collection facilities
 - (6) any boundary walls and fences or other means of enclosing the site

Reason: To ensure an acceptable standard of development having regard to the policies of the Croydon Replacement Unitary Development Plan (The Croydon Plan)

2. Unless otherwise previously agreed by the Local Planning Authority in writing the matters approved in compliance with Condition 1 shall be provided before any part of the development is occupied and shall be retained for so long as the development remains in existence.

Reason: To ensure that an acceptable standard of development is provided and retained having regard to the policies of the Croydon Replacement Unitary Development Plan (The Croydon Plan)

3. Unless otherwise previously agreed by the Local Planning Authority in writing the following shall be provided as specified in the application before any part of the development is occupied and shall be retained for so long as the

development remains in existence:-

- (1) parking arrangements
- (2) facilities for the loading and unloading of vehicles
- (3) vehicular turning area
- (4) vehicular access and egress
- (5) cycle and motorcycle parking arrangements

Reason: To ensure an acceptable standard of development having regard to the Policies of the Croydon Replacement Unitary Development Plan (The Croydon Plan)

4. No works on site shall commence until details of the external facing materials have been submitted to and approved by the Local Planning Authority in writing. The development shall only be implemented in accordance with such approved details.

Reason: To ensure that the appearance of the development is satisfactory in accordance with Policy UD3 of the Croydon Replacement Unitary Development Plan (The Croydon Plan)

5. No development shall take place until the applicant has provided to the Local Planning Authority for approval an independently verified BREEAM report that achieves 'Excellent' rating with certification. The approved scheme shall then be provided in accordance with these details. A certificated BREEAM Post Construction Review, or other verification process agreed with the Local Planning Authority, shall be provided, confirming that the agreed standards have been met, prior to the first occupation of the development.

Reason: To accord with Policies UD1-3 of the Croydon Replacement Unitary Development Plan (The Croydon Plan)

6. Unless otherwise agreed in writing with the Local Planning Authority the developer should satisfy the Planning Authority as to its compliance with Part L Building Regulations based on energy efficiency in design, and deliver further carbon savings from 'CHP/absorption chilling' and 'Ground Source heat Pumps'. The ground source heat pumps must reduce carbon emissions by at least 10%. Details of the system shall be submitted and outstanding concerns agreed with the planning authority prior to commencement. The agreed measures shall be implemented, maintained and utilised for the lifetime of the development unless otherwise agreed in writing by the Local Planning Authority.

Reason: To comply with Policy EP16 of the Croydon Replacement Unitary Development Plan (The Croydon Plan)

7. Before the development is begun an intrusive site investigation and assessment into the possibility of soil, water and gaseous contamination must be carried out to the approval of the Local Planning Authority. The investigation report shall include a risk assessment and details of remediation if required.

Remedial works which are shown to be required must be approved by the Local Planning Authority before any such works are carried out and completed prior to the occupation of any building. A validation report detailing evidence of all remedial work carried out must be submitted to and approved in writing by the Local Planning Authority at the conclusion of the work and before any occupation of the properties..

The developer shall notify the Local Planning Authority of any on site contamination not initially identified by the site investigation so that an officer of the Council may attend the site and agree any appropriate remedial action.

Reason: To ensure the safe development of potentially contaminated land in accordance with Policy EP3 of the Croydon Replacement Unitary Development Plan (The Croydon Plan)

8. Before the development is commenced a detailed site investigation shall be carried out to establish if the site is contaminated, to assess the degree and nature of the contamination present, and to determine its potential for pollution of the water environment. The method and extent of this site investigation shall be agreed with the Planning Authority prior to the commencement of the work. Details of appropriate measures to prevent pollution of ground water and surface water, including provisions for monitoring, shall then be submitted to an approved in writing by the Planning Authority before development commences. The development shall then proceed in strict accordance with the measures approved.

Reason: To prevent pollution of the water environment.

9. No soakaways shall be constructed

Reason: To prevent pollution of ground water.

10. The construction of the surface drainage system shall be carried out in accordance with details submitted to and approved in writing by the Planning Authority before the development commences.

Reason: To prevent pollution of the water environment.

11. Development should not be commenced until impact studies of the existing water supply infrastructure have been submitted to, and approved in writing by the Local Planning Authority (in consultation with Thames Water). The studies should determine the magnitude of any new additional capacity required in the system and suitable connection point.

Reason: To ensure that the water supply infrastructure has sufficient capacity to cope with the /this additional demand.

12. Prior to the commencement of the development a Travel Plan shall be submitted and approved in writing by the Local Planning Authority. The development hereby approved shall be implemented in accordance with the measures set out in the Travel Plan.

Reason: In order to promote sustainable transport choices and reduce the need to travel by car in accordance with Policies T2 and T8 of the Croydon Replacement Unitary Development Plan (The Croydon Plan)

13. No development including excavations for drainage and foundation work shall take place within the site until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Local Planning Authority. The development shall only be carried out in accordance with the agreed programme

Reason: To safeguard the heritage of the Borough by providing an adequate opportunity to investigate and excavate archaeological remains on the site before development is carried out, in accordance with Policy UC11 of the Croydon Replacement Unitary Development Plan (The Croydon Plan)

14. The development shall be begun within three years of the date of the permission.

Reason: To comply with the provisions of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004

In granting permission the local planning authority had regard to the following policies:-

1. The relevant policies of the Croydon Replacement Unitary Development Plan (the Croydon Plan) are SP1 – SP3, UD1 – UD4, UD6 – UD8, UD10 – UD16, SP4, UC11 – UC14, SP9 – SP10, SP13, EP2 – EP5, EP15, EP16, SP14, T2 – T5, T8, T11, SP15, EM1, SP23, SH2 and SP27.

The development is considered to be satisfactory in relation to the following:-

- (a) the appearance of the development in the street scene
- (b) the relationship of the development to adjacent property
- (c) the character of the development in the surrounding area
- (d) the safety of pedestrians and motorists on the adjacent highway
- (e) the safety and security of buildings and the spaces around them
- (f) accessibility to buildings
- (g) the employment policies of the development plan
- (h) sustainability issues
- (i) the environmental protection policies of the development plan

and having regard to all other matters raised.

Informative(s) :-

- 1 Large underground structures below the water table may act as an obstruction to ground water flows. Consequently, a building-up of ground water levels may occur on the up-gradients side of such structures. Any drainage systems proposed for such structures should also be capable of allowing ground water flows to bypass the structure without any unacceptable change in ground water levels, or flow in ground water-fed streams, ditches or springs.
- 2 Thames water will aim to provide customers with a minimum pressure of 10m head (approximately 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Water pipes. The developer should take account of this minimum pressure in the design of the proposed development.
- 3 The applicant's attention is drawn to the following technical documents relevant to the assessment of human health risks arising from contaminants in soil (obtainable from the Environment Agency R&D Dissemination Centre, c/o WRc, Frankland Road, Blagrove, Swindon, Wilts SN5 8YF. (Tel 01793 865000; Fax 01793 865001); they can also be ordered on line via www.webookshop.com/ea/rdreport.nsf):-
 - (1) CLEA (Contaminated Land Exposure Assessment) Contaminated Land Reports (CLR's) 7 - 10,
 - (2) the "CLEA 2002" software, available for downloading from http://www.environment-agency.gov.uk/subjects/landquality/113813/274663/281779/?version=1&lang=_e and
 - (3) the Soil Guideline Values for individual substances (SGV)
- 4 That this permission is the subject of an obligation under Section 106 of the Town and Country Planning Act 1990 (as amended).

Application Number: 06/04991/P; Former Essex House, 100 George Street

1. SUMMARY

1.1 Full application for :

- Erection of a fifteen storey office building (Use class B1), including ground floor retail unit. (Use Class A1)
- Provision of landscaping, vehicular access, servicing and basement car park.

2. RECOMMENDATION

2.1 Grant: subject to the conditions and reasons set out in the agenda, referral to the Mayor and the prior conclusion of legal agreement to secure financial contributions towards:

- £272,000 contribution towards Sustainable Transport (mainly for improvements to East Croydon Station)
- £ 50,000 contribution towards Cycling and pedestrian improvements
- £ 194,151 contribution towards Vision 20/20/Public Realm
- £ 24,140 contribution towards Healthcare
- £ 10,000 contribution towards TfL Vissim Model
- £ 20,000 contribution to Bus Stop Improvements
- Croydon Skyline Scheme
- Training Scheme

3. BACKGROUND

3.1 Site Description

- Site lies on the southern side of George Street on the junction with College Road.
- The site has been vacant for a considerable period of time. It is surrounded by hoardings.
- It is almost rectangular in shape and relatively level.
- Site area is 0.21.ha (0.49 acres)

3.2 Surrounding Area Uses/Form -.

- To the north east on the opposite side of George Street is a terrace of single storey retail/commercial premises (Station Parade). Beyond this is the 'Croydon Gateway' site which includes the Warehouse Theatre.

- To the north is AMP House a 10 – 12 storey office building with retail premises on the ground floor fronting George Street.
- To the east is Bridge House a nine storey office buildings.
- To the south is Croydon College a 4-5 storey building with basement car parking. Part of this site is subject to a current planning application which proposes a 29 storey building to provide a vocational college, a fitness suite, plant area and 175 flats.
- To the west is St. Matthews House which is situated beyond a pedestrian walkway. This is a three storey building with a Church Meeting Hall on the ground floor and offices and residential accommodation above.

3.3 Designations

- Archaeological Priority Zone
- Area of High Density
- High Building Area
- Croydon Metropolitan Centre
- Proposal Site.

3.4 Relevant History

The application site was previously occupied by a 12 storey office building (Essex House) which was demolished in the early 1990's. Since the demolition of Essex House the Council has resolved to grant planning permission for an office development on this site. The most recent of these applications was;

95/00506/P; In July 1996 the Council resolved to grant planning permission for a seven storey office buildings subject to the completion of a Section 106 agreement. However, the Section 106 Legal Agreement was not completed.

- 3.5 The site has more recently been used as a car park without the benefit of planning permission. This use ceased in July 2004 after successful enforcement action.

3.6 Proposal

Full permission is sought for:

- Fifteen storey office building
- 236sqm retail space on the ground floor
- 26,388sqm office space.
- Maximum height of 64.6m
- Basement providing 17 car parking spaces and secure cycle parking car parking
- Facing materials opaque glazed panels
- Soft and hard landscaping.
- Formation of vehicular access
- Applicant agrees to the following contributions:

£272,000 contribution towards Sustainable Transport (mainly for improvements to East Croydon Station)

£ 50,000 contribution towards Cycling and pedestrian improvements

£ 194,151 contribution towards Vision 20/20/Public Realm

£ 24,140 contribution towards Healthcare
£ 10,000 contribution towards TfL Vissim Model
£ 20,000 contribution to Bus Stop Improvements

Total: £570,291

3.7 Documents accompanying the planning application comprise:

- Planning Supporting Statement
- Planning Submission Design Report including Access Statement
- Planning Submission – Additional Detail Information
- Environmental Noise and Vibration Survey
- Energy Strategy Revision F
- Wind Study
- Travel Plan
- Transport Assessment

3.8 Amendments

- Amended wind study
- Submission of additional illustrative material
- Additional Planning Submission – Additional Detailed information
- Submission of sunpath/shadow analysis

4 PLANNING POLICIES:

- Croydon Replacement Unitary Development Plan (The Croydon Plan) SP1 – SP3, UD1 – UD4, UD6 – UD8, UD10 – UD16, SP4, UC11 – UC14, SP9 – SP10, SP13, EP2 – EP5, EP15, EP16, SP14, T2 – T5, T8, T11, SP15, EM1, SP23, SH2 and SP27.
- Planning Policy Guidance Note 1 on Planning Obligations.
- The Fairfield Gardens and Surroundings Planning Development Brief.

5. CONSULTATIONS

5.1 Advertised: press as a major application.

5.2 62 adjacent occupiers notified. 3 replies.

Main grounds of objection:

- The site is in a very prominent position.
- The design is an improvement on the existing surroundings but it is not of sufficient high quality to reflect the prominence of the site.
- A high quality design is required.
- Application does not provide a pedestrian route from the station to the cultural quarter.
- Is the landscaping in College Road illustrative or to be secured by a Section 106 agreement?
- Building does not respond to its pivotal location.
- Development will compromise Arrowcroft Gateway proposals.

- The office lobby should be reduced facing George Street.
- The prominence of colour counters any effects of diminishing perspective offered by the blues and greys.
- The 5m high trees will obscure views from George Street
- Views not provided from distance viewpoints or looking south down Dingwall Road.
- The building is not iconic as stated.
- Additional information should be provided by the developers to demonstrate the building.
- The Council should be assured that the proposal will accord with the permitted Gateway scheme.
- Has a daylight or sunlight report been submitted?
- Impact on St Matthews House
- Has a shadowing analysis been undertaken?
- Inconsistencies in the wind study.

5.3 Thames Water has commented on the application and stated that

- Thames Water requests that impact studies on the existing infrastructure be required.
- The applicant should include a non return valve or similar device to avoid backflow in relation to the basement area.
- Development should ensure that new surface water drainage does not pose an unacceptable threat of surcharge, flooding or pollution
- Proposals should be in accordance with advice from DETR
- Ensure separation of foul and surface water on all new developments.
- If planning permission is to be granted specified conditions and informative to be attached to the permission.

5.4 Croydon NHS PCT has commented on the application and have stated;

- Planning obligations are required to meet the increased need for health services generated by this proposal.
- If support is not forthcoming health services will be adversely affected.
- If the plans do not meet the additional health care needs the PCT will object to this proposal.
- Estimated that 25% of workforce will attend a NHS walk in facilities (A&E or WIC). Annual costs to the PCT is estimated to be £24,140.

5.5 Croydon Police Crime Prevention Design Advisor has commented as follows;

- Secured by design principles should be applied.
- Lighting of the development, in particular streets, paths and car parking spaces should be well lit to improve visibility during hours of darkness to BS 5489.
- A safety and security statement has not been submitted with the application. Applicant should demonstrate that they have addressed the 7 attributes of safer places.
- Section 106 contributions if appropriate could reflect crime prevention in the locality and provision for youth.
- The basement parking area will require effective access control.
- Landscaping, public art and lighting proposals should encourage good

levels of natural surveillance in the plaza and amenity space.

- Applicant should consider basic counter terrorist principle in relation to the basement car park, through the use of purpose built planters or defenses.

5.6 Network Rail has commented on application and stated;

- Demolition must not be carried out which may endanger the safe operation of the railway.
- Any scaffold to be erected must not be erected in such a way that any poles or cranes will over-sail the railway.
- Network Rail will need to be consulted on any alterations to ground levels.
- Amenity will need to be addressed in terms of PPG 24 Noise and Vibration.
- Additional or increased flows of surface water must not discharge onto Network Rail Land nor into Network Rails culverts or drains.
- Details of the landscaping along the railway corridor should be submitted to Network Rail.
- Where works are adjacent to the railway it may be necessary to serve appropriate notices under the Party Wall Act 1996.

5.7 Transport for London has commented on the application and stated;

- The proximity of the East Croydon Interchange (Tram, Rail and Buses) and the site's location and range of transport modes result in a high public transport accessibility level (PTAL) of 6.
- Parking provision proposed on site (17 spaces) is in line with the London Plan and therefore supported.
- Proposed cycle parking level (153 spaces) is supported.
- The proposed Travel Plan is supported by TfL to encourage more sustainable transport modes. Challenging targets should be included to improve walking and cycling modal share.
- The impact of the proposed development is unlikely to be significant on the highway network. The impact for TfL is in terms of pedestrians and public transport.
- TfL would encourage pedestrian access points to the plaza to be Disability Discrimination Act requirements. Safety and security measures should be sought to improve this environment.
- Development impact of the site on transport capacity would be negligible , however TfL requires improvements towards public transport accessibility be provided. TfL welcome the applicant's agreement to contribute to the Vissim model for the Town Centre.

5.8 Environment Agency has commented on the application and stated;

- The Environment Agency has no objection to the proposed development provided that specified conditions are attached to the permission.

5.9 The Greater London Authority (GLA) have commented on the proposal at stage 1 and stated;

- The proposal is welcome in strategic planning terms, particularly in the context of the Opportunity Area job targets.
- The design of the building is considered to be bulky and boxy and further information and revision is required.

- The double height entrance only relates to the lobby and not the retail units which weakens the building.
 - The energy strategy contains a number of welcome measures, although this is a particular area where further information is required.
 - The impact of the development on the existing transport network is minimal.
 - Wind assessment should consider effects on pedestrian plaza to the east with and without the Gateway scheme.
 - Additional information was requested regarding a number of issues.
- 5.10 Following the GLA's Stage 1 report the applicants have submitted further information to both the GLA and the Council regarding a number of issues raised in the Stage 1 report. It is understood that the majority of issues have been resolved however, it is understood the GLA's concerns regarding the design treatment of the lower floors and the entrance lobby of the building remain.

6. CONSIDERATIONS

Principle of Development

- 6.1 The redevelopment of the site to provide office and retail development is acceptable and in accordance with the aims and objectives of Policies 5F.1 and 5F.2 of the London Plan.
- 6.2 The redevelopment of the site for Use Class B1 offices is acceptable and in accordance with Policy EM1 of the replacement Croydon Plan. The provision of new office space would also meet the need to provide office accommodation which meets modern standards. Retail floor space with an area of 236sqm would be provided on the ground. Whilst the site lies in Central Croydon it is not located in the Primary Shopping Area. However, the site is located in an area which predominantly comprises ground floor retail uses. Due to its limited size a sequential test is not considered necessary and a retail unit in this location would be an appropriate active ground floor use.
- 6.3 The development would generate a need for additional Health facilities, improvement to Sustainable Transport Services (East Croydon Station, Buses and Pedestrians services) and Public Realm Improvements. The applicants offered contributions as set out in paragraph 3.5 above are acceptable and in accordance with Planning Guidance Note No 1.

Employment Issues

- 6.4 Croydon is London's Largest 'Metropolitan' centre and one of two strategic office centres outside of Central London. The London Plan seeks to deliver 5,500 new jobs in this area by 2016. The GLA have stated that they welcome this proposal particularly in relation to employment and the context of the Opportunity Area job targets.

Townscape issues

- 6.5 The site is located in an area designated as suitable for high buildings. Policy UD10 requires that high buildings should be seen as an opportunity to create high

quality, distinctive landmark structures that enhance Croydon's Skyline. The Fairfield Gardens and Surrounding Areas Planning Brief also encourages the provision of a tall building in this location. A tall building is defined as a building in excess of 6 storeys or 25m. In this respect there is no objection in principle to a 15 storey building in this location. The application site comprises a prominent Central Croydon site which has remained vacant and undeveloped for a significant number of years. Taking the site's location into account and proximity to both East Croydon Station and the Croydon Gateway Site is important to ensure that it does not remain vacant and that the development of the site is of a quality that is commensurate to its location.

- 6.6 The site is visually prominent with long views from the north along Dingwall Road and the west along George Street. Whilst a building of greater height in this location could provide a more significant landmark, the proposed building would be acceptable in terms of massing and height. The top of the building has been designed with a gradually rising spiral with its highest point on the north east corner addressing the other significant view from East Croydon Station. The entrance is located at the base of this corner which is emphasised by a two storey lobby. The corner of the building is further emphasised by sloping façade above the entrance on the east elevation. The elevational treatment comprises a series of perpendicular coloured opaque glazed panels that creates a visually bold and unique character and emphasises the verticality of the building.
- 6.7 Fronting George Street the building has a two storey height entrance to the lobby which steps down to a single storey at the retail unit. As highlighted in paragraph 5.8 above the GLA have raised concerns and have recommended that a two storey height entrance should be provided to both the lobby and the retail units fronting George Street. The applicants have produced drawings which demonstrate both designs. The Council's Urban Design Officers have reviewed the options and disagree with the recommendations of the GLA. It is considered that the stepped approach actually improves the appearance of the building and helps to visually increase its vertical emphasis. The design is of an acceptable quality for a development in this location and the proposal would bring a prominent undeveloped Town Centre site into use.
- 6.8 The application includes indicative drawings of public realm improvements to the land immediately to the east of the application site. The applicant has agreed to provide financial contributions to ensure or to undertake improvements to this area. These include pedestrian and cycling facilities and would also contribute towards the Council's aim of achieving a link between East Croydon Station and the cultural quarter as specified in the Fairfield Development Brief.

Wind Analysis

- 6.9 In accordance with Policy SP9 of the replacement UDP a Wind Microclimate Study has been submitted to assess the impact of the high building on the surrounding areas. The study concludes that the wind conditions would be acceptable and that no mitigation measures are required. The report also assesses the cumulative impact of the development in relation to both the proposed Croydon Gateway schemes. It states that both Gateway schemes would have large towers located directly to the north of 100 George Street. Prevailing winds could be brought down to ground level as a result of these buildings and could impact on the pedestrian through-fares. However, it

concludes that in the worst case scenarios conditions suitable for leisure walking would occur. Accordingly it is not considered that any unacceptable wind conditions would result.

Amenities of adjoining and nearby occupiers

- 6.10 The nearest residential occupiers are located to the west of the site at St Matthews House. The proposal would result in an impact on sunlight and daylight to windows in the eastern elevation of this property. However having regard to the essentially Central Croydon commercial character of the area, St Matthews House should not prejudice development on this site that would be acceptable in all other respects. This would not be sufficient to justify refusal of permission. To the south of the site is Croydon College. The Council is in the process of negotiating a mixed use development on part of this site. The application proposes a 29 storey building of which floors 11 to 28 would be provided as residential. The application building would comprise a 15 storey office building located to the north of this 29 storey building and therefore would not result in an unacceptable impact on the amenities of these future residential occupiers. The development would not have a significant impact on the amenities of nearby commercial occupiers.

Security

- 6.11 The Council's Crime Prevention Design Advisor has not raised any objection to the proposal but has made certain recommendations in relation to achieving Secured by Design and that certain safeguards be taken in terms of lighting, management and access. These have been passed to the developer.

Highways and parking

- 6.12 The application site has a PTAL rating of 6b (on a scale of 1a – 6b, where 6b is the most accessible). Therefore the site is in an area of high accessibility. The application site is located within 50m of East Croydon Station, Tramlink Station, and Bus station. The application proposes that a total of 17 car parking spaces (38%) would be provided. The application site is therefore highly accessible by a range of public transport modes. The level of off street car parking proposed is acceptable subject to the implementation of a Travel Plan in accordance with the submitted Travel Plan Framework.
- 6.13 In terms of trip generation due to the number of car parking spaces on site and the site's highly accessible location the impact on the highway is likely to be minimal. The greater impact in terms of trip generation will be on public transport modes on cycling and pedestrians. Through discussions with the Council's Highway Officers and Transport for London the applicant has agreed to make contributions towards improvements to East Croydon Station, Bus Stop Improvements and Cycling and Pedestrian facilities.
- 6.14 The proposal would provide a total of 153 cycle parking spaces in accordance with Policy T14 of the Croydon Plan.

7. ENVIRONMENTAL CONSIDERATIONS

- 7.1 The proposal would attain:

- The applicant has submitted Breeam Assessment which demonstrates that the development will achieve Excellent Rating.
- Would provide 10% of the predicted carbon emissions would off set by renewable energy sources which is acceptable and could be secured by a condition. The proposed technology would be Combined Heat and Power and Ground Source Heat Pumps.

8. EQUALITIES CONSIDERATIONS

- 8.1 Level access would be provided and lift access would be provided to all floors. Two off street car parking would be provided for disabled drivers.

Case Officer: Nicola Townsend
 Background Documents: 3 letters from adjoining occupiers
 1 letter from the NHS PCT
 1 letter from the Crime Prevention Design Advisor
 1 letter from Thames Water
 1 letter from Network Rail
 1 letter from TFL
 1 Greater London Authority Stage 1 Report
 1 Environment Agency

Contact Officer: Mr. P. Mills 020 8760 5419