



THE AELTC WIMBLEDON PARK PROJECT

TRANSPORT ASSESSMENT ADDENDUM

April 2024

Buro Happold
for and on behalf of
The All England Lawn Tennis Ground PLC

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date **26/04/2024**

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1 Introduction

1.1 Preamble

1.1.1 This Transport Assessment Addendum (TAA) has been prepared by Buro Happold on behalf of the All-England Lawn Tennis Ground PLC (AELTG, “the Applicant”) in support of a hybrid planning application relating to Wimbledon Park Golf Course, Home Park Road, London, SW19 7HR (‘the Site’). The AELTG herein are referred to as The All England Lawn Tennis Club (AELTC) and the proposed development is referred to as the AELTC Wimbledon Park Project, herein shortened to ‘WPP’.

1.2 Planning History

1.2.1 The WPP development proposals straddle the administrative boundaries of the London Boroughs of Merton and Wandsworth – with 90% of the application site/redline boundary within Merton and 10% within Wandsworth. In accordance with regulatory requirements, identical cross boundary planning applications were submitted to both Councils for determination.

1.2.2 The hybrid planning application for WPP was submitted to London Borough of Merton (LBM) and London Borough of Wandsworth (LBW) in July 2021, with planning references 21/P2900 and 2021/3609 respectively. The application was subsequently also referred to the Greater London Authority (GLA). The application was supported by transport documents including a Transport Assessment (TA), Travel Plan (TP), Delivery, Servicing, Waste and Recycling Plan (DSWRP), Outline Construction Logistics Plan (CLP), and a Car Park Management Plan (CPMP).

1.2.3 An Addendum to the planning application was submitted in May 2022. This was supported by transport documents including a TAA and Car Park Management Plan (CPMPA). The addendum documents presented changes to the transport strategy and reflects changes to the WPP proposals, prepared in response to feedback provided by LBM, LBW and Transport for London (TfL) at that time. The changes were largely related to further reductions in on-site car parking for the Championships and the effects this would have on travel by non-car modes.

1.2.4 The Applicant undertook extensive engagement with TfL prior to the 2021 planning application and also in the autumn 2022 following submission of the 2022 Addendum documents. TfL issued a revised letter in December 2022 stating that the transport issues raised at Stage 1 have largely been addressed, subject to the requested mitigation.

1.2.5 On 26th October 2023 LBM resolved to grant planning permission for WPP development subject to Conditions and the AELTC entering into a S.106 Agreement. Subsequently, on 21st November 2023, LBW decided that it was minded to refuse planning permission. The reasons given by LBW for their decision were: *1) the perceived harm and impact upon the openness of MOL, which would not be outweighed by very special circumstances; and 2) the net loss of open space and green infrastructure.*

1.2.6 The WPP Planning Applications were then referred to the London Mayor (as the Strategic Planning Authority) under the provisions of the Town & Country Planning (Mayor of London) Order 2008. The development proposals were considered by the Deputy Mayor in January 2024, who subsequently issued a direction to both LBM and LBW that he (and the GLA) would become the local planning authority and would take over the determination of the planning applications (under the Stage III process).

1.2.7 The Deputy Mayor's stated reasons for calling in the application are as follows (in summary):

- *The expansion of Wimbledon Tennis Championships would enhance London's global competitiveness by promoting and supporting one of its key cultural assets. The proposal would also improve access to green, open space and sporting facilities for the community. At the same time, the site is MOL which is afforded the same level of protection as Green Belt. Collectively these issues would have a significant impact upon the implementation of the London Plan.*
- *The development would have a significant effect on more than one Borough. Furthermore, The Championships are one of the most prestigious sporting tournaments in the world and, as a result, the visitation and economic impacts associated with the event are relevant to London and the UK as a whole.*
- *The expansion of The Championships site would enhance London's economy and global competitiveness by promoting and supporting one of its key cultural assets. Furthermore, the proposals would deliver significant benefits through the new public park, boardwalk, de-silting of Wimbledon Park Lake, a range of off-site enhancements to Wimbledon Park, as well as other community and public benefits.*

1.3 GLA Engagement

1.3.1 The Applicant has since held meetings with the GLA and TfL to discuss the application on the following dates:

- Site Visit with GLA/TfL – 5 March 2024
- Transport & Parking Review with GLA/TfL (Teams) – 27 March 2024
- Parking Strategy Review with GLA/TfL (Temas) – 9 April 2024
- Progress Update with GLA / TfL (Teams) – 18 April 2024
- Review draft documentation to be submitted – 23 April 2024

1.3.2 This 2024 TAA presents amendments and clarifications to transport strategy in response to feedback provided by the GLA / TfL.

1.3.3 This TAA is intended to be supplementary to the 2021 TA and 2022 TAA previously submitted with the planning application, therefore this document should be read in parallel to both documents. Reference is made to the 2021 TA and 2022 TAA directly where applicable.

1.4 Report Structure

1.4.1 The structure of the TAA is as follows:

- Chapter 2: Northern Access – this chapter describes proposed changes to the northern access of the site from a transport perspective, including pedestrian access and cycle parking.
- Chapter 3: Car Parking – further information is provided on the expected use of on-site car parking during The Championships. Clarity on car parking provision during the Qualifying event is also provided, along with further details on EV provision. It also outlines further commitments from the applicant to reduce on-site spectator parking.
- Chapter 4: Summary and Conclusion.

2 Northern Gateway

2.1 Introduction

2.1.1 Changes to the Northern Gateway of the WPP site have been made in response to comments provided by the GLA.

2.2 Proposals

2.2.1 The revised proposals for the Northern Gateway area of the site are centred around opening up the northern tip of the WPP site for public use year-round. The opening hours for the park will be set by LBM year-round.

2.2.2 It is proposed that the AELTC secure line is moved south. This opens up the northern part of the site to the public and provides a direct connection to Wimbledon Park adjacent to the athletics track. It is proposed that additional cycle parking is located in Wimbledon Park, which would be delivered as part of the S106 agreement.

2.2.3 Further public amenities proposed in this include a public WC. The northern entrance zone, which during the Championships provides the secure pedestrian entrance into the Site, can be used for market exhibitions and installations during non-Championship periods.

2.2.4 The revised access proposals for the Northern Gateway are shown in Figure 2.1 and Figure 2.2. The diagrams showing the Northern Gateway area in various operational states – year-round and during the Championships (morning and evening).

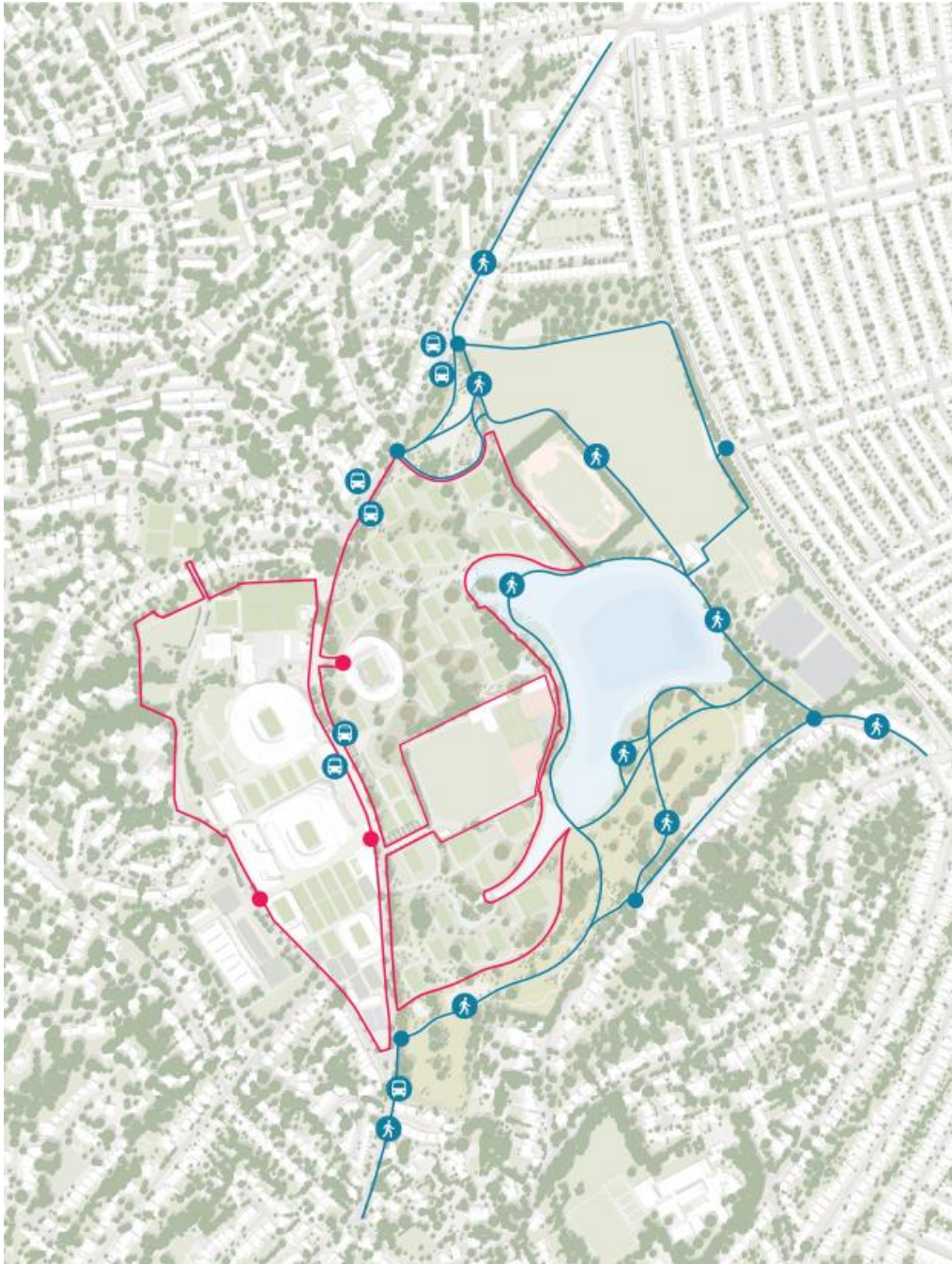


Figure 2.1 Proposed Year Round Access

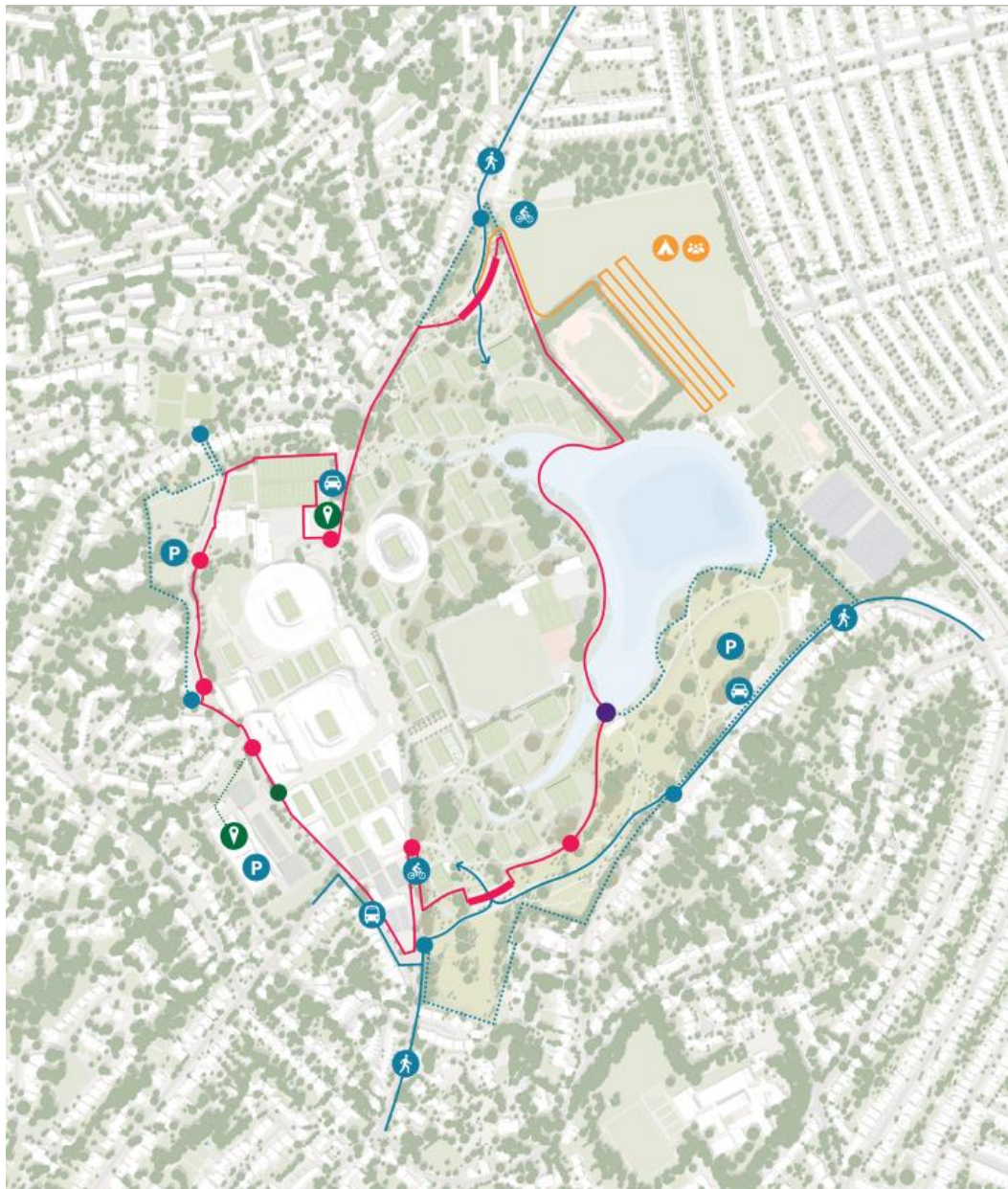


Figure 2.2 Proposed Championships Access

3 Championships Car Park 6 Allocation Review

3.1 Introduction

- 3.1.1 The 2022 Car Parking Management Plan Addendum P02 (Document Number 51365-BHE-XX-XX-RP-Y-06001) was originally submitted to LBM and LBW before the planning applications were called in by the GLA. The 2022 Addendum document has been reviewed to develop a clearer understanding of the existing and proposed supply and usage, particularly in relation to Car Park 6 which provides a much-reduced car parking capacity to the east of Church Road for a limited number of user groups.
- 3.1.2 Despite the site having a poor public transport accessibility level, the Applicant's objective is to identify opportunities for further supporting sustainable travel for the opening year Championships and beyond without compromising the operational requirements for running The Championships over two weeks of the year. This note summarises the background to the analysis and the outcomes of the review.

3.2 Championships Car Parking Management Review

- 3.2.1 The planning application makes provision for reducing on-site public parking available for the Championships by 2,250 spaces (an 80% reduction within the red line boundary / east of Church Road) as summarised in Table 3.1. It is noted that for the 2024 Championships, the capacity of Car Park 8 will be reduced from 800 to 600 spaces to accommodate changes to the operation of The Queue. Opening Year for the purpose of this note means the first calendar year in which the completed WPP hosts The Qualifying Event and Championships at full capacity.

Table 3.1 Changes to Car Parking Capacity (East of Church Road)

Capacity	Current	Opening Year
Car Park 5	550	-
Car Park 6	1,100	550
Car Park 8	800	-
Car Park 10	350	-
Total On-Site (Public)	2,800	550 (80% reduction)

Note: The numbers stated above reflect the changes being proposed as part of the planning application, within the application red line boundary / east of Church Road. For clarity the numbers of spaces in the Indoor Tennis Centre Car Park (325 spaces), Car Park 4 (420 spaces) and Park & Ride (1,000 spaces) are not replicated in the analysis.

- 3.2.2 When considering the existing and retained parking capacity outside the red line boundary on the west side of Church Road, the overall reduction in car parking capacity is 63%.
- 3.2.3 The locations of the existing and proposed car parking provision are shown in Figure 3.1 and Figure 3.2.

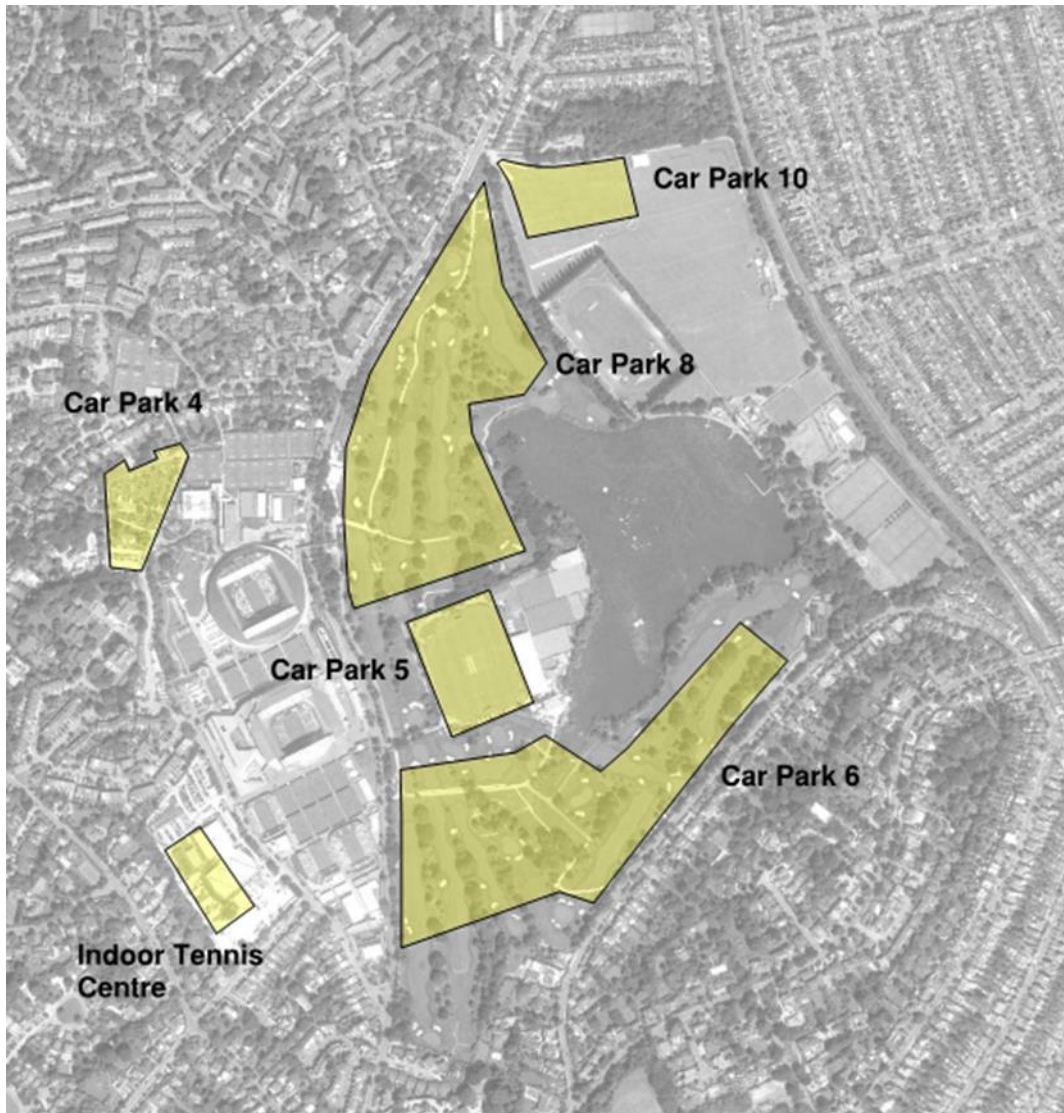


Figure 3.1 Existing Parking Locations



Figure 3.2 Proposed Parking Locations (Opening Year)

3.2.4 Whilst the table provides the theoretical maximum capacity of each car park, it is important to note that there does need to be some flexibility in how this capacity is used to take account of a great many variables during the Championships, including:

- Parking demands vary throughout the Championships fortnight with staff and visitor profiles varying from day to day.
- Weather and ground conditions – given that CP6 is situated on parkland, it is important to monitor conditions and manage parking in a way that reduces damage during wet conditions, and also provides capacity for areas to recover from any damage or wear.
- With some of the Championships activities shifting to the grounds east of Church Road, some staff and media parking will need to be accommodated in Car Park 6.

3.2.5 The analysis that follows thus considers Car Park 4 and 6 jointly, but does account for the following constraints:

- Blue Badge / Mobility Issues / Other Visitors with accessibility requirements. Parking will be increased from a peak demand of 155 spaces in 2023 to a minimum of 250 spaces to account for the increase in the grounds capacity from 42,000 currently to 50,000, as well as improving the accessibility of the grounds.
 - The number of parking spaces for staff and media will be reduced to 420 in total as described in the previous material submitted with the planning application. The bulk of this will be accommodated in the existing Car Park 4 outside the planning application site, with a relatively small proportion using Car Park 6 – less than 20% - to service the eastern part of the site. Car Park 6 will not act as an overspill car park to Car Park 4, as staff and media parking on-site would be limited to 420 spaces. Staff and media are given a pass in advance so that they can park in a location that best serves their requirements, and to reduce the number of car trips on the local streets. Further clarity on the demand for staff is provided in Section 3.4.
 - 24-hr operation on-site during The Championships, particularly with global media broadcasters working throughout the night and travelling during hours when public transport is not available.
 - AELTC has current contractual commitments to provide a limited amount of parking to Debenture Holders as well as Official Partners and Hospitality Guests. The planning application makes provision for reducing this from approximately 500 spaces available today to a maximum of 300 spaces for these user groups by opening year. This represents a 40% / 200 spaces reduction based on the current capacity. The intention is to phase this out as contracts are renewed in the coming years with it being removed by 2036. Therefore shortly after WPP becomes operational, there will be no general public parking in CP6, beyond blue badge and visitors with accessibility requirements.
 - As guest parking is phased out in CP6, it will be necessary to safeguard sufficient space to accommodate drop-off and pick-up of guests in Car Park 6 to reduce waiting on the local residential streets. Parking for all other user groups will be removed by opening year. This equates to total reduction of 2,250 spaces / 80% referenced previously.
- 3.2.6 The proposed parking provision for Blue Badge / Mobility Issue / Other visitors with accessibility requirements at AELTC is considered a minimum. In their experience, AELTC does get a number of requests for parking related to people that do not necessarily automatically qualify for a Blue Badge, but have issues with their mobility that limit their ability to access the grounds by means other than car. This can for example include people that have temporary mobility issues as a consequence of injuries, or recent operations that limit their ability to walk long distances, pregnancy, disabled people that have travelled internationally, older people that have mobility, but cannot walk far. This is coupled with an increasing emphasis on supporting guests with visible and invisible disabilities and other Equality, Diversity and Inclusion requirements, all of which is best practice for international sporting events and something AELTC would continue to do.
- 3.2.7 It is furthermore noted that 2023 Office of National Statistics data shows that 4.6% of England's population are Blue Badge holders. Applying this to the proposed 50,000 spectators generates 2,300 Blue Badge holders. Therefore the proposed provision for Blue Badge / Mobility Issue / Other visitors with accessibility requirements is considered appropriate for a nationally important event that attracts spectators from across the country and from abroad.
- 3.2.8 In addition, if parking spaces are limited to Blue Badge only, this would encourage people with mobility issues to be dropped off or picked up, generating a double trip each time, and using the local streets for this purpose. This could potentially be exacerbated by the challenging topography surrounding the AELTC site, making the use of alternative modes difficult. Whilst not having statutory regulatory powers, AELTC as a responsible host

of The Championships does apply a reasonable degree of care and diligence to control spaces allocated for people with mobility issues.

3.2.9 Based on the above, it is anticipated that parking in the opening year of the WPP will be limited to the numbers identified on any given day during the Championships. The user groups are presented in order of priority in Table 3.2.

Table 3.2 Changes to Car Parking Capacity – By User Group

User Group	Opening Year Parking Allocation
Blue Badge / Mobility Issues / Other Visitors with accessibility requirements	250 (minimum)
Staff / Media	420 (maximum)
Debentures / Hospitality	300 (maximum)
Total	970 (maximum)

3.2.10 Figure 3.3 demonstrates the impact of the proposals on parking throughout the Championships fortnight. Note – this is based on data obtained during the 2023 Championships. This data has been provided to inform the refinement of the existing strategy rather than to establish a new baseline.

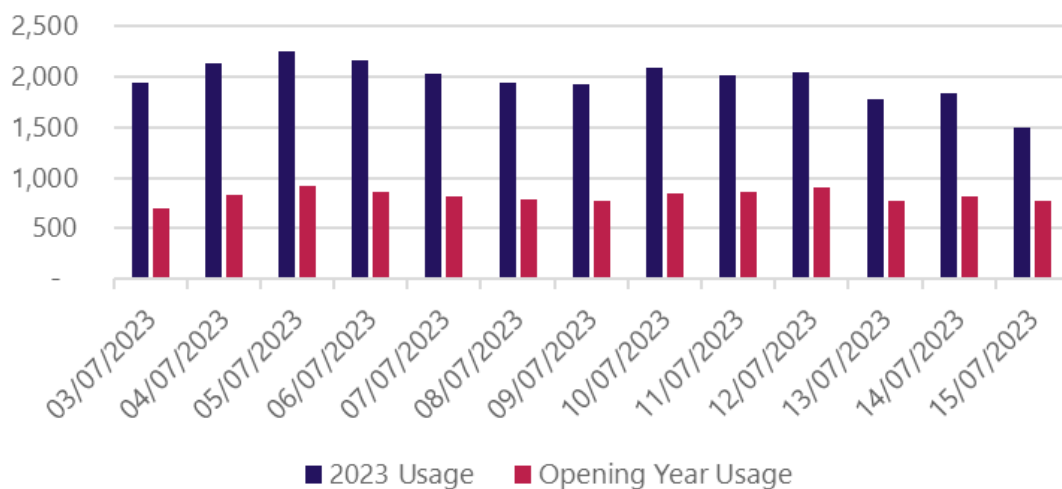


Figure 3.3 2023 Parking Usage vs Opening Year Usage – Championships Fortnight

3.2.11 In terms of how Car Park 6 will be used at opening year of the WPP, it is anticipated that the following limits would apply:

Table 3.3 Car Park 6 Opening Year Allocation

User Group	Opening Year Parking Allocation
Blue Badge / Mobility Issues	250 (minimum)
Staff / Media	100 (maximum)
Debentures / Hospitality	300 (maximum)
Total	550 (maximum)*

Note*: This is the maximum number that would be accommodated in CP6, and is not the combined total of the parameters for the 3 user groups.

- 3.2.12 Following the removal of general public parking spaces, Car Park 6 will remain operational, with a maximum capacity of 550 spaces. This capacity will cater for other user groups as shown in the table above, operational requirements and to provide resilience – such as for unforeseen issues, poor weather reducing access elsewhere and public transport-related issues.

Construction Phase

- 3.2.13 As noted in the 2022 Car Park Management Plan Addendum, public car parking for the Championships will be reduced in a phased manner during the construction of the project. How this reduction will be managed will be detailed in the Construction Management Plan (CMP). The following principles will need to be considered in the preparation of the CMP:

- The car parks outside the planning boundary will continue to operate in their current form.
- Whilst the intention is to remove CP10, it will remain in use until the new CP6 is available for use.
- CP8 will be decommissioned in an incremental way during the construction of the northern courts and parkland.
- CP6 will be decommissioned in an incremental way during the construction of the southern courts and parkland.
- CP5 should be decommissioned for the opening year.

3.3 Assessment Statement

- 3.3.1 In response to the GLA aspiration to remove all public parking over time, including debenture holder and hospitality parking, AELTC are committed to removing all on-site public parking by 2036. This would be expected to result in these user groups altering their way to travel, with a mode shift to the following:

- Public transport
- Park & Ride
- Active Travel
- Taxi
- Private drop-off / pick-up

- 3.3.2 The mode shift relates to a relatively small proportion of daily trips (approximately 2%) with travel spread across a period of approximately 3 hours for each of the morning and evening peak periods across one fortnight each calendar year. This will manifest itself as a small reduction in car traffic and a commensurately small increase in usage on other modes. The amendments will not result in materially greater environmental impacts and the EIA for this application is considered robust without further amendment. It would however be expected that future capacity enhancements to public transport and the District Line and Crossrail 2 in particular, would be required provide a means to support the mode shift further.

3.4 Relationship between Future Modal Split and Proposed On-Site Car Parking

3.4.1 The future mode split for The Championships can be found in Table 5.3 of the 2022 TAA. For ease of reference, an extract of the data for those parking on-site is re-provided in Table 3.4 below. However for clarity, the number of cars has also been provided in the table below.

Table 3.4 Future Mode Split (Source – 2022 TAA)

Mode	Spectators - Queue				Spectators – Non-Queue				Staff, Media and Contractors			
	Split %	People	Occ.	Cars	Split %	People	Occ.	Cars	Split %	People	Occ.	Cars
Private car – Official CP	0%	0	2.5	0	6%	2,184	2.5	874	6%	619	1.5	413

3.4.2 Table 3.4 shows that the total estimated demand on-site from Non-Queue Spectators (Blue Badge, Mobility Issues, Debentures & Hospitality, Members, Dignitaries etc) and Staff / Media / Contractors is 1,286. This matches 1,295 capacity shown in the planning application. It is noted that the existing 325 space ITC car park will continue to be used to accommodate Courtesy Cars, Players, Players’ families, Dignitaries, and Members once WPP is operational. Therefore the 325 ITC spaces can be taken out of this demand, as shown in the summary in Table 3.5.

Table 3.5 Future Parking Demand Summary

Category	Remaining Demand
Queue spectators	0
Non queue spectators	549
Staff / Media	413
Total	961

3.4.3 The table shows at opening year the estimated demand for non-queue spectators, including blue badge users, would be approximately 550; the estimated parking demand for staff, media and contractors is approximately 420 spaces. This corresponds to the proposed car parking on-site, bearing in mind the need for flexibility and operational capacity throughout The Championships fortnight, as described in Section 3.1.2 above.

4 Clarifications

4.1 Car Parking During the Qualifying Event

- 4.1.1 It is clarified that as per paragraph 4.10.3 of the 2021 TA, during the Qualifying event, on-site car parking availability will be much reduced compared to The Championships, with parking only provided for a limited number of staff and spectator accessible parking.
- 4.1.2 It is confirmed that Car Park 6 would not be used during the Qualifying Event. It is expected that Car Park 4 would be used to provide staff parking for the Qualifying event. It is proposed that accessible parking spaces for spectators during the Qualifying event would be provided within the Wimbledon Park Golf Club Car Park.

4.2 Electric Vehicle Provision

- 4.2.1 Section 3.12 of the TA confirms that the retained parking in the Home Park Road golf clubhouse shall be provided with active charging infrastructure. In addition, the proposed bays close to the Parkland Show Court and Tea Lawns would be provided with electric vehicle charging points. Paragraph 3.13.6 of the TA confirms that electric tow tractors, forklifts or electric load carrier buggies would operate throughout the site. Therefore appropriate charging facilities would be provided for these work vehicles.
- 4.2.2 With regards to EV Charging during The Championships, the proposed planning conditions include details of an Event Car and Cycle Management Plan. The plan would describe a strategy for electric vehicles. The Plan would be produced annually before each Championships and would consider the appropriate level of EV charging to be provided. An appropriate provision would be influenced the general uptake in EVs among car drivers and the evolution in charging technology. However, this would be balanced against the desire to discourage car use where feasible and to promote public transport or active travel.

4.3 Mitigation

Travel Plan

- 4.3.1 The Travel Plan for the proposed development has been updated in response to comments made by the GLA and TfL during recent discussions.
- 4.3.2 The updated Travel Plan has been included in this submission. The updated Travel Plan makes additional commitments to support active travel as described below.

Pedestrian and Cycling

- 4.3.3 The Applicant is willing to fund studies and contribute to public realm improvements to Wimbledon Park Road, Arthur Road and Home Park Road.
- 4.3.4 The Applicant is committed to making a financial contribution to fund Active Travel as part of the application's S106 agreement. This contribution will go towards improving cycle networks in the area and / or other active travel solutions in the area.

5 Conclusion

- 5.1.1 This TAA has been prepared by Buro Happold on behalf of the All-England Lawn Tennis Ground PLC (AELTG, “the Applicant”) in support of a hybrid planning application relating to Wimbledon Park Golf Course, Home Park Road, London, SW19 7HR (‘the Site’).
- 5.1.2 The document describes changes to the Northern Gateway area of the WPP that have been made in response to comments provided by the GLA. These changes are centred around opening up the northern tip of the WPP site for public use year-round, connecting directly into Wimbledon Park.
- 5.1.3 The TAA also provides further clarity on the parking strategy for the WPP application, particularly surrounding the allocation of parking in Car Park 6 to different user groups. Opportunities have been considered for further supporting sustainable travel for the opening year and beyond without compromising the operational requirements for running The Championships. It is intended that parking for Debenture Holders as well as Official Partners and Hospitality Guests are phased out over time with it being removed entirely by 2036.
- 5.1.4 The relationship between the future mode split at opening year and the proposed car parking on-site has been clarified, noting the need for flexibility and operational capacity throughout The Championships fortnight.
- 5.1.5 The TAA confirms that the phased reduction in parking for Debenture Holders as well as Official Partners and Hospitality Guests will result in a small reduction in car traffic and a commensurately small increase in usage on other modes. This would not result in materially greater environmental impacts and the EIA for this application is considered robust without further amendment.
- 5.1.6 Clarifications have also been provided on the proposed car parking arrangements during the Qualifying Event, with no parking provided on open land. Clarifications have also been made on the EV provision year round and during The Championships.
- 5.1.7 The document has set out further mitigation measures with regards to pedestrian, cycle and public realm improvements.
- 5.1.8 Based on the assessment outlined in this report, it is concluded that the proposals align with transport policy guidance, including the Mayor’s Transport Strategy and Healthy Streets and Vision Zero approach. In conclusion, it is considered that there are no significant reasons in transport terms why the proposed development should not be granted planning permission.

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