

LONDON PLANNING & DEVELOPMENT FORUM

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Minutes of the Meeting of the Forum held at RICS, Great George Street /Parliament Square London SW1P 3AD RIBA 77 (not 66) Portland Place on Monday 7th March 2011 between 2.30 and 5.30. Our Host was Jo Shockley Head of Policy and Communications RICS South.

Attendance: Brian Waters: Chairman
Adam Cook: Landscape Institute London
Alastair Gaskin: Honorary Treasurer and Reagh Consulting
Bob Dolata: London Borough of Hackney
Brian Mark: Mott MacDonald
Brian Whiteley: LB Hillingdon
Gideon Amos: Infrastructure Planning Commissioner
Giles Dolphin: GLA
James Turley: URS Scott Wilson
Jo Shockley: RICS
Judith Ryser: Isocarp/UGb/Cityscope Europe
Martin Simmons for TCPA
Margaret Theobald: URS Scott Wilson
Michael Bach: London Forum
Michael Coupe: London Society
Michael Chang: TCPA
Michael Schabas
Peter Eversden: London Forum
Professor Sir Peter Hall: University College London etc.
Ron Heath: RIBA LU&PG
Tom Ball: London Forum
Drummond Robson: Honorary Secretary and Robson Planning

Introductions and Apologies.

The Chairman welcomed attendees and thanked Jo Shockley for hosting the event in the RICS Council Chamber. Apologies were received from Liz Peace, Paul Ilisse from Thames Tideway Tunnel.

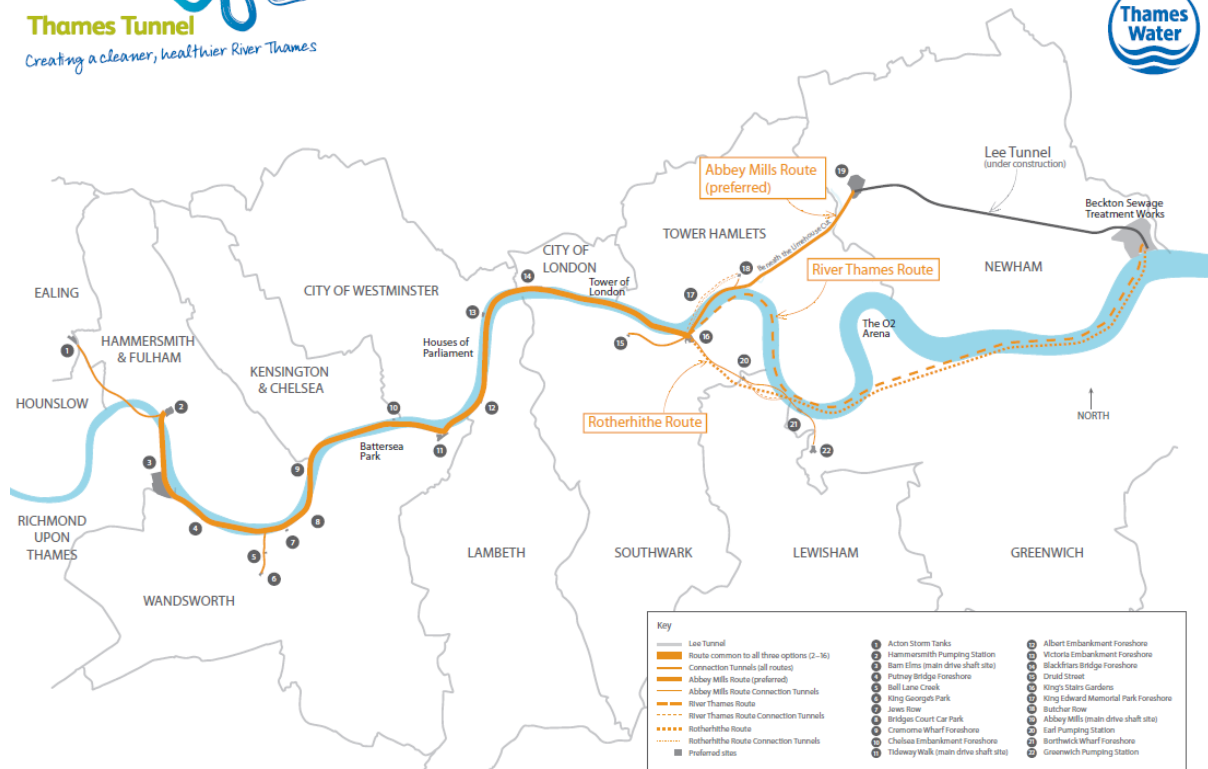
Discussion Topic

The Chairman introduced the one discussion topic, London's Infrastructure. There were several speakers and more had been invited. Jo Valentine had been unable to attend but the Chairman drew attention to the article she had written for PIL issue 76. Approaches to Thames Water had not been able to provide a speaker and so this is for a future occasion. He then invited Gideon Amos, Infrastructure Planning Commissioner to open the afternoon's topic. (The IPC will become a new unit within the Planning Inspectorate with Ministers having the final say on Major Infrastructure Projects - currently expected in April 2012 and dependent on Royal Assent of the Localism Bill).

Infrastructure Planning Commission: Gideon Amos

Gideon began by outlining the size of the National Challenge with slide illustrations. Projects include 4 nuclear power stations, 12 offshore and 6 onshore arrays of wind farms, 2 energy from waste plants, a tidal barrage providing a total of 53.5 Gigawatts of power (1 Kilowatt (KW) =1000 watts, 1 Megawatt (MW)=1000 Kilowatts, 1 Gigawatt (GW)=1000 Megawatts). Overhead power lines are part of the remit whereas underground ones are not. The East Thurrock new 400KV overhead

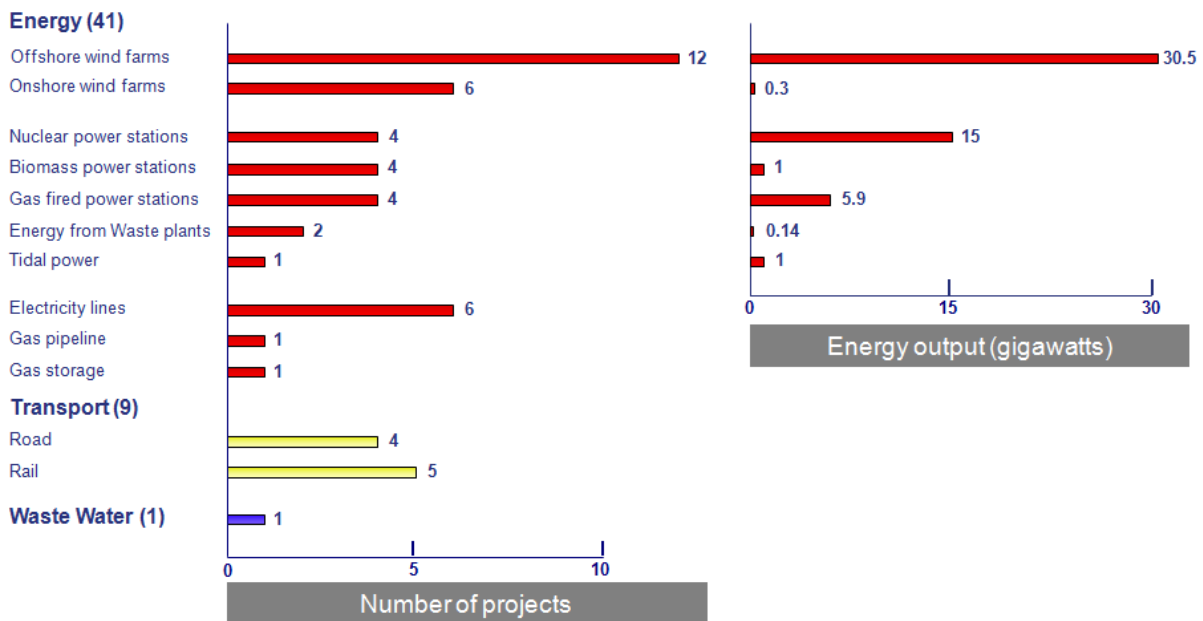
electricity transmission line supplying the National Grid in Coryton is one of the most significant overhead power projects. (The only current London Infrastructure Project, The Thames Tunnel, is not an energy project).



Other major projects include M20, Rampion Offshore Wind Farm south of Brighton,

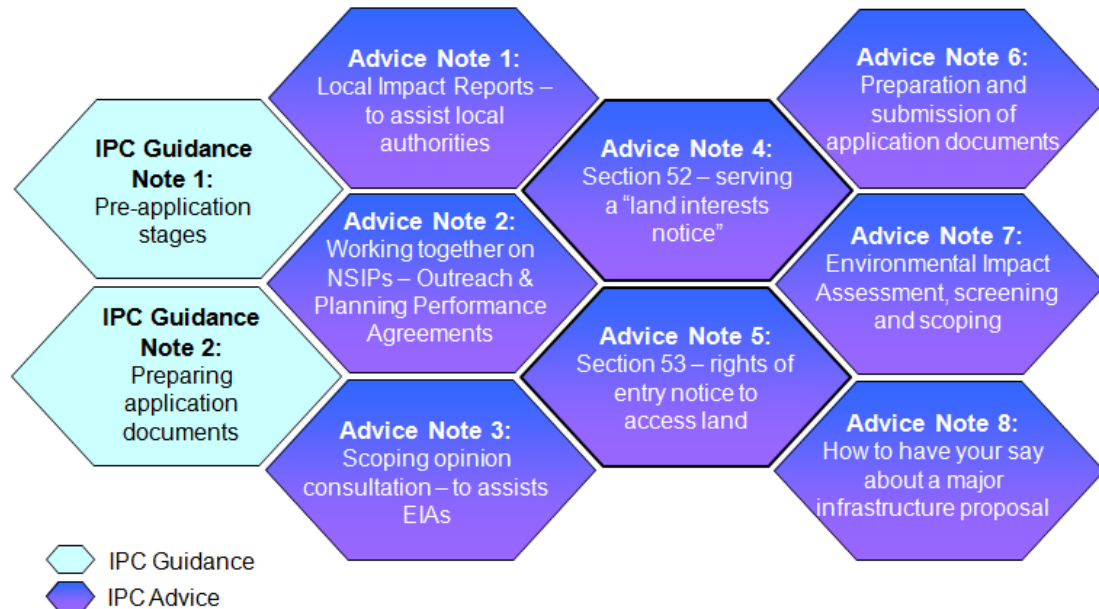


and Rookery Farm, Energy from Waste (EfW) Facility in Marston Vale Bedfordshire - also to serve an area including Northamptonshire, Cambridgeshire, Hertfordshire, Buckinghamshire (the application for which is 6173 pages long).



The Commission is currently responsible for assessing some 50 cases, 3 of which have reached final application stage and about 30 are at pre application. The IPC presides over examination of energy infrastructure valued at some £150bn., ironically while it is being technically abolished. The sources of finance are Germany, Norway, US, Sweden, France, Holland and UK. The sequence IPC follows is pre application, acceptance, pre-examination, examination, decision and post decision, backed up by both advice and guidance to applicants.

Guidance and Advice



90% of the consents regime is in the 2008 Planning Act. The proposed changes of the Decentralisation and Localism Act, when it comes into force seeks to “the best of both worlds” – notably aimed to offer greater transparency.

<u>Planning Act 2008</u>	<u>Decentralisation and Localism Act 2011</u>
<ul style="list-style-type: none"> – NPSs – Single consents regime – Front loading – Statutory timetable 	<ul style="list-style-type: none"> – Parliamentary approval of NPSs – Secretary of State decisions – Reduced risk of successful JR challenges – Cost savings – Abolition of IPC and establishment of Major Infrastructure Planning Unit

There has been some slippage of projects with concerns about a growing energy gap. Cumulative impacts are particularly difficult and there are particular sensitivities relating to locationally specific projects such as nuclear power stations and new waste water plant.

There is also lively debate on the cumulative impacts of such major developments in carbon as shown by the recent Sustainable Development Commission report [1st March 2011] on national infrastructure and the IPC’s work. http://www.sd-commission.org.uk/publications/downloads/National_Infrastructure.pdf

The Chairman thanked Gideon for his useful introduction to the large scale context for the other aspects of the discussion. Infrastructure projects are challenges for government in the same way as airport policy has been. Other questions relate to the new role for the Planning Inspectorate (particularly as the Chief Executive, Katrine Sporle is retiring in a week or two, to be replaced by Sir Michael Pitt, currently Chair of the Infrastructure Planning Commission). The Chairman commented that the proposed changed of role of PINS is potentially particularly serious as the Inspectorate is one of the few areas of the planning system that works well. Others endorsed his view.

The Chairman then invited Sir Peter Hall to speak.

Rail: Professor Sir Peter Hall

Sir Peter’s theme was “Only Connect” from “Only connect! That was the whole of her sermon”. E.M. Forster, *Howard’s End*, Ch. 22. He examined detailed connections from the passenger perspective for Thameslink, Crossrail and Orbirail. He began by considering the routes of the lines. Crossrail connects Maidenhead via the new central London tunnel to Shenfield, rather than to Reading (which is undergoing substantial expansion anyway) and Gravesend which would make more sense from the passenger perspective. (Michael Schabas later said that this is explained by seeing this from the operator’s viewpoint rather than the passenger’s. Operators require places to turn the trains – the nearest in the west being Maidenhead rather than Reading and Shenfield in the East. He then considered more detailed connections.

Sir Peter cited first the successful new connections at Blackfriars with station entrances both north and south of the Thames, (made possible by Through and automated ticketing). It also connects Central and Circle lines with the south side’s Tate Modern etc.



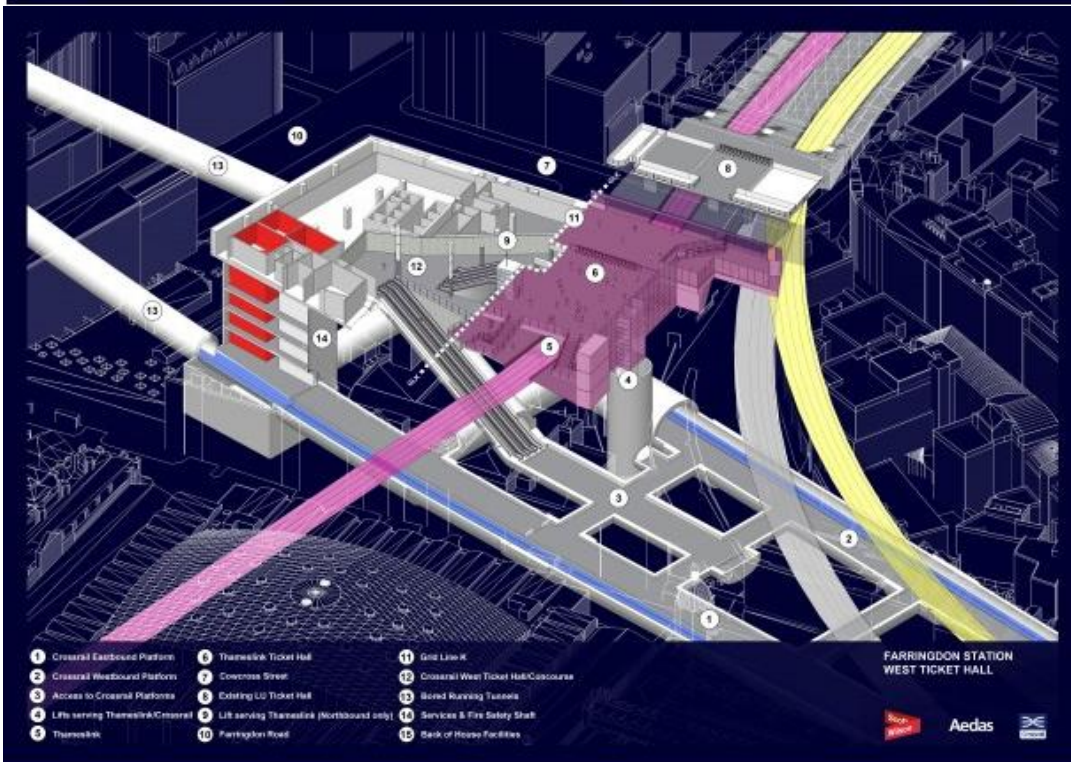
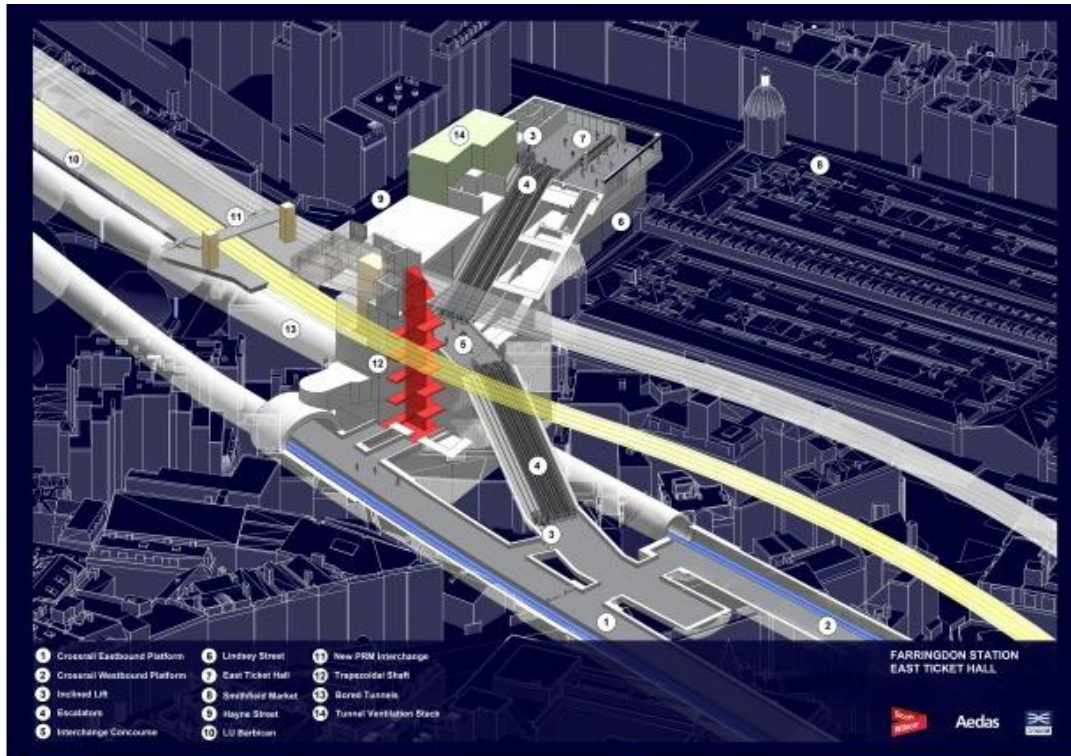
New Northern Entrance



New Southern Entrance

Thameslink will by 2018 be a full service from London to Brighton without an interchange in London. Great Northern lines and Dartford, Ashford and the South Coast will then be fully connected to the central interchange.

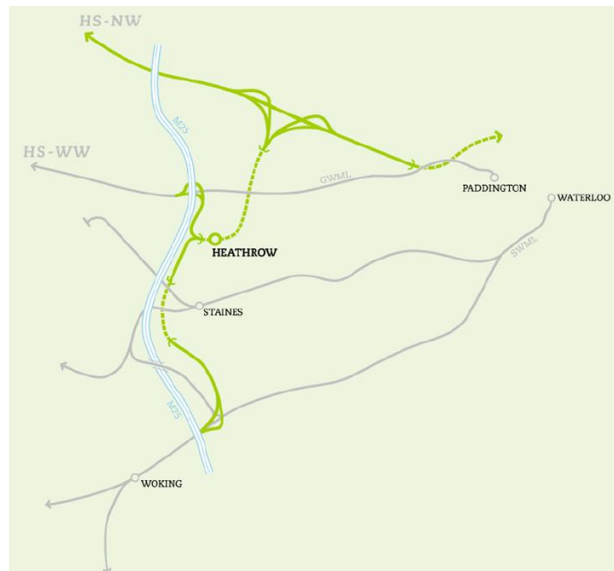
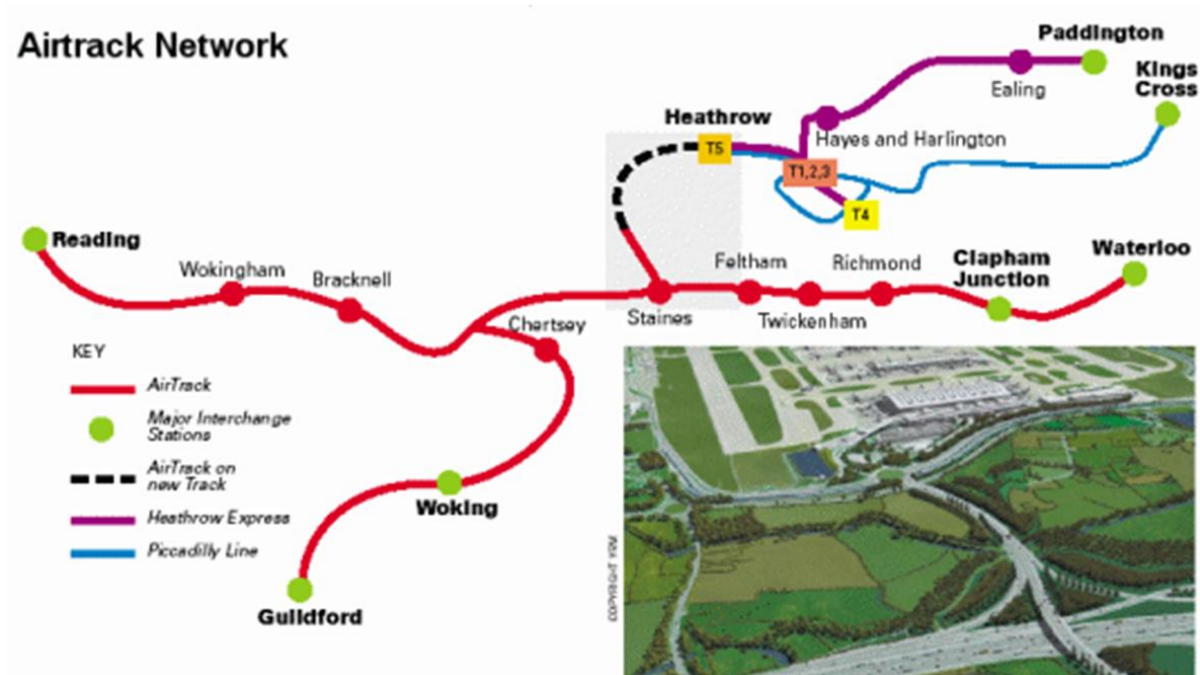
Crossrail has its hub at the new Farringdon Cross – where it interchanges with Thameslink at subsurface level. It involves deep level escalators (blue to pink on lower 3D section).



However Crossrail has no connection from City Thameslink to the Central Line.

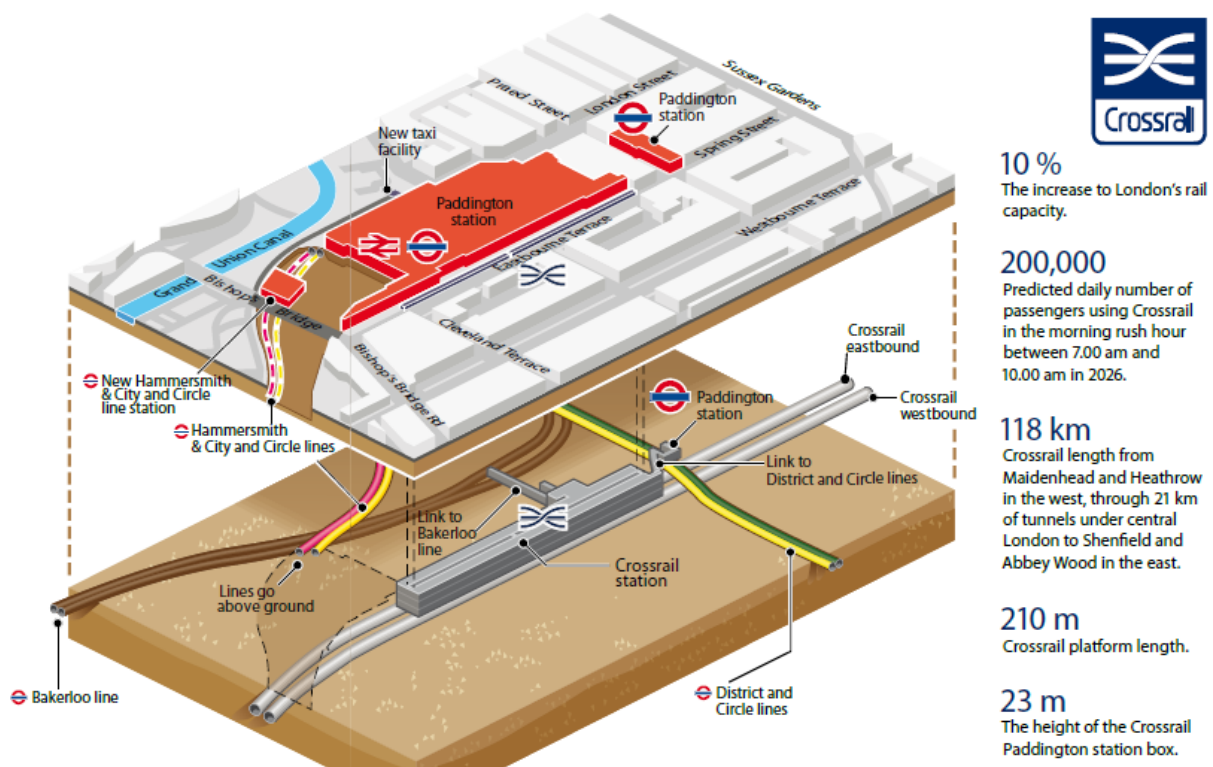
At Heathrow Crossrail connects to T1-4. There is no connection from Crossrail to T5. (This results from opposition by Heathrow Express). There is also a missing link in plans for Airtrack planned from T5 alongside M25 towards Staines for funding reasons.

Heathrow: Missing Connection



Proposals by Steer Davies Gleave have been put forward to provide what has been called "HS2.5" which would carry Airtrack passengers without any grade conflicts. A further missing connection takes Crossrail under the present taxi rank causing difficulties for how it connects to the rest of the station. There is a new Hammersmith, City and Circle Line station. But there appears to be no simple connection from Crossrail to the District and Circle Lines north. (The access to the

Hammersmith and City and Circle line Eastbound is via the Crossrail Arch into the mainline station and then via either platform 1 or 8 to the over bridge and then into the LUL platforms).

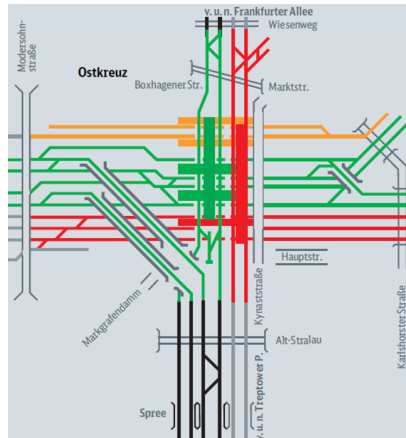


Orbirail interchange connections at West Hampstead rely on awkward street level movement on West End Lane congested road bridges links to join with both the Jubilee Line and Thameslink, which severely reduce the interchange advantage.

The Orbirail crossing with the Thameslink and London Bridge Lines at Bermondsey (Millwall) has no interchange station using Bolina Road and there is a similar situation at Loughborough Junction. Also the High level line does not have a Brixton Station. Although there is a new Station at Imperial Wharf there is none planned for the more intensive new Earl's Court Regeneration scheme. Chiswick Park has no connection to the Piccadilly Line which passes immediately beside it – the main reason being possible delay to the Piccadilly Line.

A new centre at Old Oak in the vast area of sidings there would ease interchange suburban movement if there were a station between HS2 and orbirail reducing the pressure on Central London.

Sir Peter asked that if Berlin could do it at Ostkreuz why is that we cannot do the same here?



Rail: Michael Schabas sought to address some of Sir Peter’s issues from the operator perspective, putting emphasis on passenger forecasting and business revenues etc. rather than urban planning. He said that at Ostkreuz the growth plan expected a population increase from 3million at present to 5 million people. By contrast Schönefeld Airport, unlike Heathrow, is little used. He said that Orbirail carried no more passengers than a number 13 bus. He thought that an interchange at Old Oak Common would not work because interchange movements would be too small to justify it. People will change at Heathrow. He also was critical of the levels of infrastructure investment made in London. It has taken 30 years to provide a junction improvement at Bounds Green/North Circular. He was sceptical of the benefits to London of HS2. The discussion picked up these themes.

Energy: Brian Mark spoke of a lack of cohesion in policy direction towards decarbonising energy and reducing CO2 in the built environment stretching from the interest in facilitating community heat networks held by DCLG (PPS1 and the emerging zero carbon definition for future Building Regulations compliance) to the concerns from DECC that heat will be supplied to a low carbon future UK via heatpumps and a decarbonised grid leaving community heat network investment as "stranded assets" as there will be insufficient renewable fuel in the future(biomass) to run them .

The Climate Change Act 2008 requires in section 1 “The target for 2050”

(1)It is the duty of the Secretary of State to ensure that the net UK carbon account for the year 2050 is at least 80% lower than the 1990 baseline.

(2)“The 1990 baseline” means the aggregate amount of—

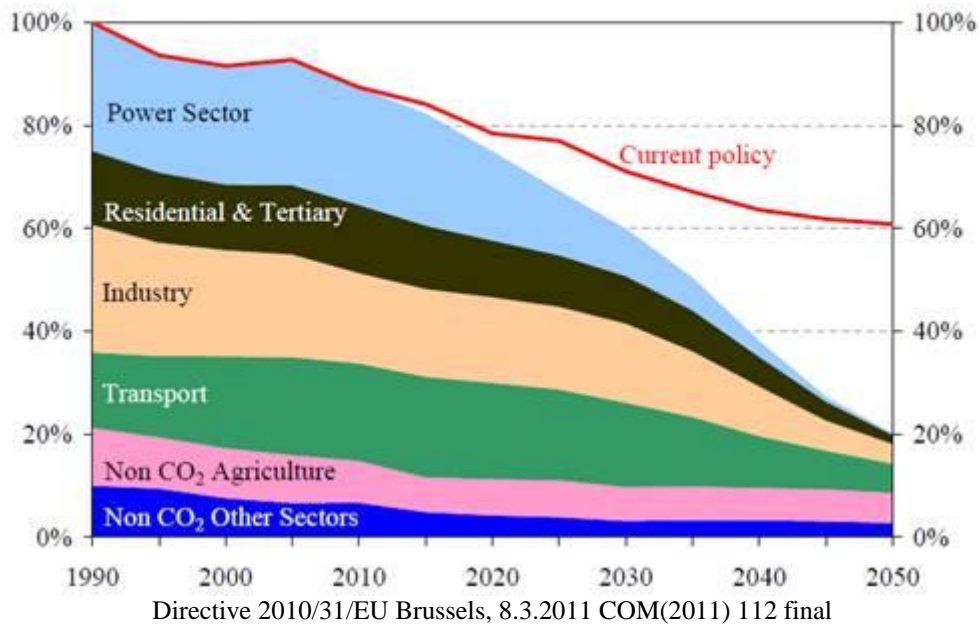
(a)net UK emissions of carbon dioxide for that year, and

(b)net UK emissions of each of the other targeted greenhouse gases for the year that is the base year for that gas.”

[This is further complicated by the fast changing pace of regulatory limitations as opposed to actual events – on 3rd March the EU produced “A Roadmap for moving to a competitive low carbon economy in 2050” and the day after the Forum the Government’s Department of Energy and Climate Change produced the Carbon Plan

http://www.decc.gov.uk/en/content/cms/what_we_do/lc_uk/carbon_plan/carbon_plan.aspx to reduce greenhouse gas emissions by cutting emissions by at least 34% by 2020 and 80% by 2050 – (below the 1990 baseline) and setting 5 year carbon reduction targets. See also Committee on Climate Change. <http://www.theccc.org.uk/>. The Comprehensive Spending Board set a renewable energy target for 2050. The EU’s “Roadmap” says “The transition towards a competitive low carbon economy means that the EU should prepare for reductions in its *domestic* emissions by 80% by 2050 compared to 1990⁴. The Commission has carried out an extensive modelling analysis with several possible scenarios showing how this could be done...”

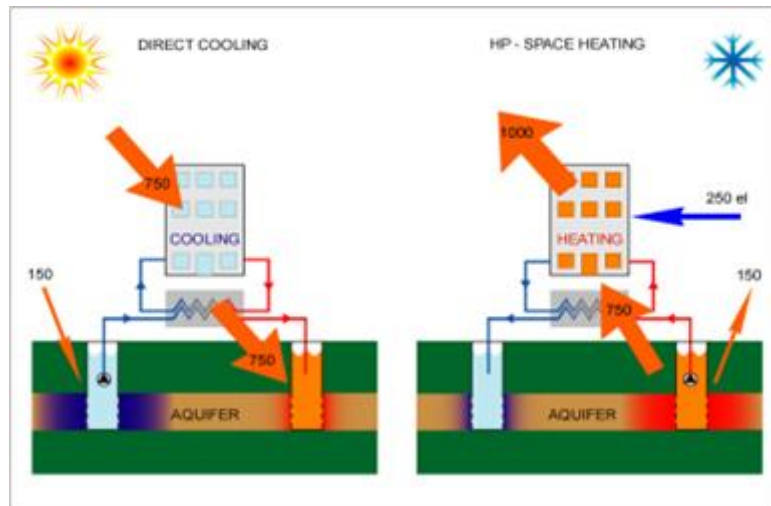
Figure 1: EU GHG emissions towards an 80% domestic reduction (100% =1990)



DECC did not agree with CLG since there is almost no distribution network of pipes currently installed which requires a huge capital investment. The published sector targets to meet the challenging and binding UK additional renewable energy target under the EU 2020 Directive are contained in the Renewable Energy Strategy of which 46% is predicted to come from sustainably sourced biomass and this cannot be achieved without the efficient use of available biomass to produce both renewable electricity and heat. However DECC was the client for the Feb 2009 Poyry/AECOM study on the future place and cost of district heating in the UK which concluded that it could be the most cost efficient mechanism of reducing carbon emissions from the existing housing stock (abating a tonne of CO₂ for £50) but only if the high present cost of district heating in the UK is reduced by immediate application of incentivisation (caused by lack of supply chain competition due to the present lack of any significant UK district heating sector). Since the Forum the full details of the Renewable Heat Incentive have been published specifically rejecting incentivisation of district heating at this time which shows the disinclination of DECC to support district heating. The EU has also not been helpful since it passed up the opportunity to set EU wide minimum sustainability standards for biomass feedstock, leaving it to member states to set their own if they so choose. Though the UK is committed to set such minimum standards to ensure that biomass derived energy generation is sustainable (see the Renewable Energy Strategy, it becomes a UK requirement within the Renewable Obligation Order 2011 from April) not every EU member state will choose such an exemplary route and the UK will be disadvantaged re achieving EU renewable energy targets. If it is not known where the wood will come from it allows no reconciliation of the choice of growing for food and growing for local energy as just one of the major factors governing whether energy from biomass is sustainable.

New housing must be zero carbon for post 2016 Building Regulations compliance. Energy Service Companies (ESCos) [commercial structures, created to finance/construct/operate low carbon decentralised energy services to new development because it provides a good return on investment, should the developer not which to take this opportunity themselves) now provide offers capable of providing the energy solution element of zero carbon compliance at negligible capital cost to developers (though paid for by a manageable increase in the price of heat charged, the overall bills still being low as a zero carbon home required little metered heat). BM did not think there was sufficient resources i.e. available investment to “decarbonise” the grid without over reliance on high cost nuclear energy. However “The Carbon Plan” proposes to “Support the European Commission to publish an energy roadmap to 2050 which sets out scenarios for how the

power industry can be decarbonised.” By contrast BM argued that interseasonal thermal storage providing energy at low temperatures would offer a much more worthwhile option as it is a robust technology used in thousands of projects in Holland, provides low carbon cooling to reduce Urban Heat Island effect in cities whilst offering the lowest carbon emitting form of heat pump derived heat , utilising robust technology such as pumps, boreholes and water to water heatpumps , interconnected with inexpensive uninsulated underground plastic distribution pipework rather than more expensive pre-insulated pipework. .



Its essential features are

- Cooling needed for commercial/retail/ leisure buildings
- Heating needed for buildings and other process needs, not much needed for space heating in new build
- Store heat from the summer till winter and “coolth” from the winter till summer
- This can be achieved most efficiently in aquifers but can also be stored in the ground alone.
- It is one of the few sustainable technologies capable of, for example, meeting a 20% renewable energy requirement for a supermarket and obviously helps BRegs carbon compliance, alongside offering an investment opportunity with an interesting return.
- Facilitates climate change adaptation and mitigation response by storing summer heat till winter.

No insulated pipes are needed thereby reducing substantially the infrastructure costs. It could be staged in London following the recent Mayors policy to licence every road opening operation, to provide low technology plastic pipework sections with blank ends every time the road is opened, scheduled against the plan for an eventual complete low carbon heat and cooling providing network, building over time to a complete system , installed with very efficient civil engineering costs.

The Climate Change Act requires 80% CO₂ reduction by 2050. If this leads to a Nuclear/Renewables/CCS decarbonised grid with heat pumps, can the UK afford the additional cost to be heat efficient ? CHP installations are most efficient using stored waste heat. If waste is not used gas is more efficient.

It was thought by DECC that the option of mostly wind generated renewable electricity operating heat pumps was the preferred heat source, but on 7th December 2010, anticyclonic temperatures of -10°C and very low wind speeds coincided i.e. the need for greatest heating to buildings coincided with the least UK opportunity to generate it renewably. This led to the conclusion that distributed heat rather than renewable electricity may indeed be the best future solution. The London Heat Network (LHN) is developing in a way the government does not support. London has all the opportunities for heat storage because of its geology. LHN comments that it is advantageous if there is a mix of heat

consumers with different energy requirements at different times of the day. This helps to even out supply requirements.

West London Waste Plan: Brian Whiteley

Initial consultation on a West London Waste Plan Issues and Options report was undertaken between January and February 2009. Consultations on the draft Plan will run between 9th February and 25th March 2011.

The Proposed Sites and Policies Consultation Document which is to be issued for public consultation on 9th February. A key part of the consultation is to gather the views of major stakeholders.

The Proposed Sites and Policies Consultation Document is being prepared jointly by the six West London Waste Authority (WLWA) boroughs of Brent, Ealing, Harrow, Hillingdon, Hounslow, and Richmond upon Thames – and when completed will form part of the Local Development Framework for each borough.

The purpose of the WLWP is to:

- set out a planning strategy to 2026 for sustainable waste management,
- deliver national and regional targets for waste recycling, composting and recovery and
- provide sufficient waste management capacity to manage waste arisings.

Planning applications for any new waste management facilities will be considered in the light of the WLWP policies, and they will also be assessed by the relevant council against the individual borough's Local Development Framework, including its local development management policies and any other material considerations.

The WLWP sets out a Vision statement and five objectives for how West London intends to manage its waste over the next 15 years and gives an overall indication of the amount of land likely to be required for facilities to deal with that waste.

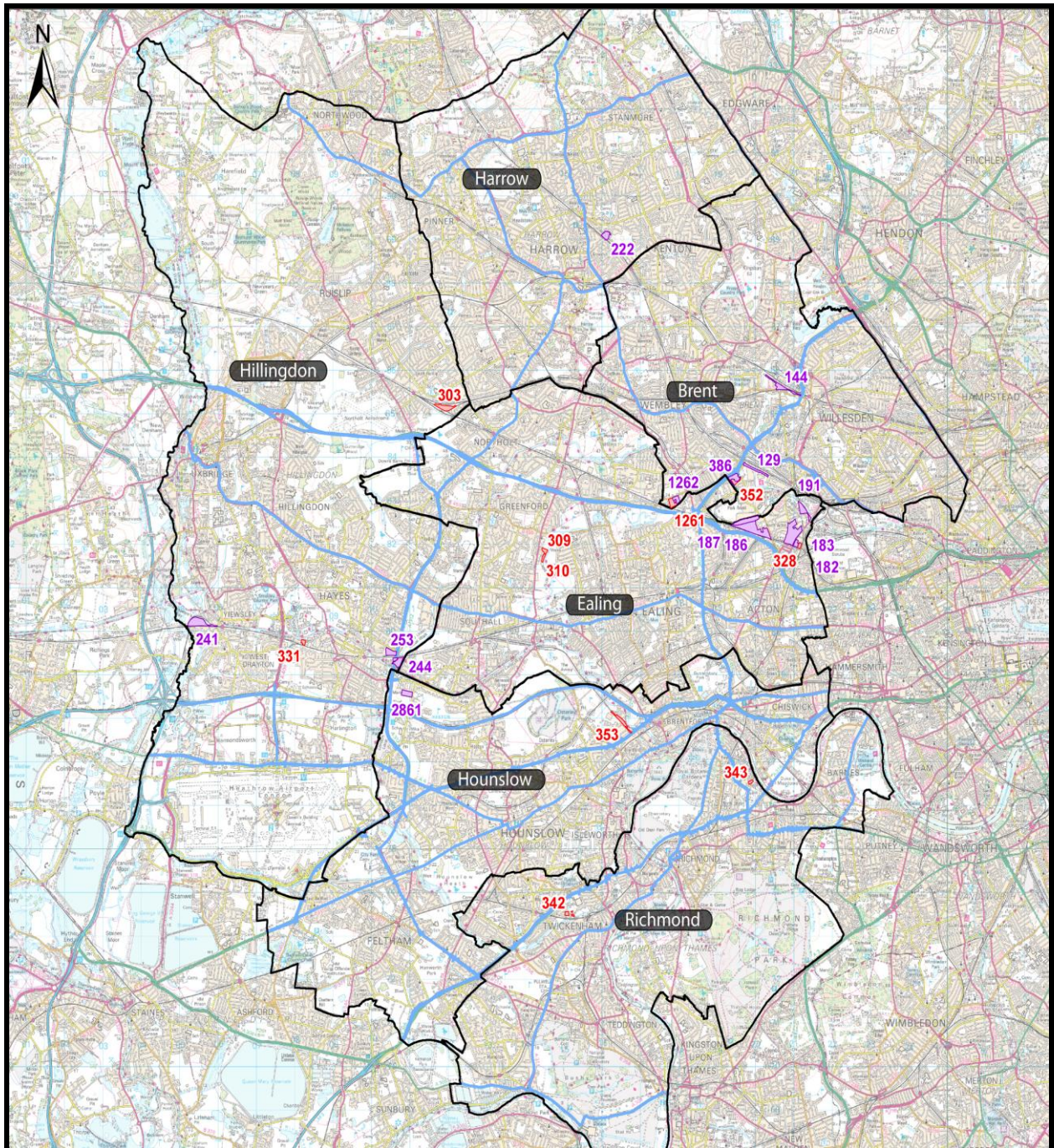
All existing waste sites are identified – in line with London Plan policies these are to be safeguarded for future waste use – and a set of proposed sites are then also identified for potential future use. An initial search across the six boroughs covered 312 sites. The suitability of these was tested by consultants Mouchel in light of a Sustainability Appraisal and a list of environmental site selection criteria.

In addition a Habitat Directive Assessment, Equalities Impact Assessment and a Strategic Flood Risk Assessment were also undertaken.

This has led to a short list of 24 sites, which are the subject of this consultation

Those now put forward in the draft Plan represent those thought best able to accommodate future waste plants. The Plan also contains four policies which all boroughs will use to assess new waste management proposals. The Plan finishes with a short section on indicators which will be monitored to inform future reviews of the Plan and copies of two questionnaires (one aimed at the general public and one at technical readers).

The Plan is being published for consultation together with an accompanying Sustainability Appraisal (which assesses the overall approach used rather than looking at detailed site proposals at this stage) Hillingdon only has a limited number of existing and proposed sites.



The majority are located elsewhere in west London – notably at Park Royal in Brent and Ealing. Across the six boroughs there are 10 existing sites (shown in red) - covering 16.19ha – and 14 proposed sites (shown in purple) covering a further 50.42ha. In Hillingdon, there are two existing sites that are considered suitable for treatment or transfer facilities. There are also three sites that are identified as potential locations suitable for new waste treatment facilities:

Existing:

- (303) Victoria Road Transfer Station Civic Way, Ruislip
- (331) Rigby Lane Waste Transfer Station, Hayes

Proposed:

- (241) Tavistock Road depot site, West Drayton
- (244) Yeading Brook, The former Powergen site at Bulls Bridge, Hayes
- (253) Silverdale Road, Industrial Area, located to the east of Hayes Town Centre.

Discussion

Giles Dolphin said that “disproviding” particularly of roads was being joined as an aim of transport planning. He thought that the GLA was not doing too badly in relation to waste in working towards “zero waste to landfill” by 2031 and seeking to reduce the contribution to climate change.

He commented in relation to rail transport that the case for HS2 was not so much to do with speed as capacity. Given the growth in demand HS2 is the best way to provide the additional capacity needed. He said there was no business case for building at West Hampstead. The case against a station at Earl’s Court is that it is too close to West Brompton. Old Oak seems the next big opportunity but at present it is not a place and is mostly landlocked. It is too soon for a Masterplan by architects. Wormwood Scrubs Metropolitan Open Land is a clear opportunity area. There is a need to speak to landowners.

Drummond Robson added that most rail infrastructure is developed in isolation and there needs much more close planned integration. He added that in the case of Blackfriars the issue was that creating a station spanning the bridge was initially resisted because of the impact on Thames views until it was pointed out to the City Planner that 18 trains an hour would mean views would be almost eclipsed anyway. However the chosen design solution does perhaps not make the best possible contribution to celebrating this great section of the Thames compared with other rejected options.

Michael Schabas said there was no business case for HS2, simply a political case. The M20 has an equal case. At £25bn HS2 is likely to be a long time coming. At Old Oak the issue is where to move the depot. The case for taking Crossrail to Reading is undermined since there is already spare rail capacity. More reliance should be placed on bus interchanges and concentrating on the rail schemes that work. Jo Shockley suggested that Reading would be preferable to Maidenhead since the latter has no scope for additional car parking and apart from the turning of trains had no other link sense.

Tim Wachter sought a review of aviation policy doubting whether it was possible to consider this at the same time as future rail policy. He thought that the level crossing barriers at Staines, Twickenham and Richmond were a huge barrier to Airtrack. Sir Peter added that the situation at Reading was changed because of the electrification of the Great Western to Oxford/Newbury and the sheer scale of rebuilding already taking place in Reading, although there remain issues at Twyford.

There was discussion about a Superlink extension of Crossrail to Stanstead. Sir Peter Hall was sceptical because of the high tunnelling costs involved at Fairlop, (though Michael Schabas said it was cheaper than other forms of infrastructure). Sir Peter thought that the existing Lea Valley Line to Cambridge was preferable. Airport planning is generally more difficult although it would be better to build afresh as other cities have done. London remains the place people want to get to.

Michael Bach said that building large rail projects was not enough on its own. The aim is to get people where they want to go. Demand management got rid of the Western Extension to the Congestion Charging Zone. But how are we to meet pollution targets and we need to think differently about infrastructure and how to change London’s geography. He said it was necessary to persuade Capco of the Interchange need at Earl’s Court but that they have other priorities.

Adam Cook suggested that the Green Grid extending westwards should take account of transport planning rather than see the two in isolation.

Giles Dolphin following Michael Bach thought we were heading towards demand management by default. On Heathrow he thought the business case against Heathrow in terms of runway capacity. The damage is done by everyone going to Heathrow. Sir Peter Hall did not think it was as bad as that. Michael Schabas agreed, confirming that London was still the place to get to.

Michael Coupe in relation to waste disposal said it was feasible to use a fluidised bed incinerator which gave the by product of ethanol.

Brian Mark referred to a 350 megawatt to energy plant in Malmö, Sweden.
 1,4 TWh of heat, 250 GWh of electricity, (~ 50,000 homes)
 25% Of public transport fuelled by biogas from anaerobic digesters (soon to be 100%)
 Corresponds to 60 percent of the district heating demand of the municipalities of Malmö and Burlöv.



The Ecocycle Model.

He concluded by being critical of savage government landfill targets.

Tom Ball completed the discussion making three points:

1. District heating. The Pimlico District heating originating from the 1950's has since the closure of the Battersea Power Station, been run from a boiler plant on the estate. Three years ago decisions were taken by City West Homes and WCC that the capacity should be enlarged and the service extended to other areas - including to Whitehall, the Tachbrook Triangle, Pimlico School and the new Peabody Housing. It now serves the last three. The point raised by Brian Mark on the high costs of district heating is highly relevant, since the original recipients - i.e. Churchill residents - some 1600 dwellings, are not only paying the running costs but, are being charged for the capital costs of the extension to the boiler plant. This is under legal dispute at present, since the extension provides no benefit to Churchill Gardens residents, and the installation contract was most unsatisfactory, and for which the residents were not involved.
2. Aviation. The number of helicopter movements has increased considerably over the last 5 years. On the 4th March between 8.30 am and 1.18 pm, ten flight movements were experienced across south Westminster, nominally using the Thames route. It is clear that the height above residential areas is not sufficient to avoid high noise levels and vibrations to the buildings - particularly so for those with flat roofs, but also affecting windows. It is particularly disturbing where the twin engined 'military' helicopters are involved - loud, noisy and considerable vibration turbulence causing flat roofs to vibrate where the flight paths are too low. In this area the problem is more acute since Battersea Power Station has a pad which is used by two helicopters. The height at take off is invariably too low and given the physical conditions of building and water reflection, the sound is magnified and reflected to affect the Churchill Gardens Estate opposite. At times these private helicopters hover during take off or landing for several minutes, increasing the noise reverberation to an alarming extent.
3. Planning. He regretted that the state of 'planning' has so degenerated over the past ten or more years of Governments' interventions, and particularly the current proposals, as to be

virtually pointless. Whereas planning procedures were aimed to improve and create better conditions for the general populace - an holistic approach to housing and new communities such as new towns for example; and ministries such as Housing and Education which were intellectually sustainable developing proper case evidence. All that strength and experience has been thrown away. Now let the people decide, "who know what they like" but probably not what is good for them. Does a sick patient do his own operation ?. Now it is determined on a base of economic viability - the Government does not take any accountability for the welfare of the people, it dispenses with Governmental responsibility, instructing the 'private sector' to provide - if it is economically viable, if not 'tough', the people in need remain unhoused, un schooled, ill educated, and jobless etc. Bring back the great visionary originators of Planning.

Minutes of Meeting held on Monday at RIBA 77 (not 66) Portland Place on Monday 6th December 2010 between 2.30 and 5.30 and matters arising. The minutes were accepted and there were no matters arising.

Treasurer's report.

The Treasurer said that he would be inviting annual subscriptions shortly.

Next Meeting.

The next meeting was confirmed for 6th June 2011 at the Town and Country Planning Association, 17 Carlton House Terrace London SW1Y 5AS when our host will be...and the discussion topics as suggested by Liz Peace to include linking neighbourhood neighbourhood plans to BIDS (which may be given planning powers) and what Neighbourhood Plans mean for London bearing in mind London is also a Local Enterprise Partnership.

Review of standing items.

None.

AOB.

None.

DR/dbm 15.3.11