OFFICER DECISION
DIRECTOR OF TRANSPORT, HIGHWAYS, LEISURE AND PARKS
18 JUNE 2019
CONSIDERATION OF THE OBJECTIONS TO THE STATUTORY TRAFFIC ORDER CONSULTATION TO EXTEND PARKING CONTROLS IN THE QUEENSDALE ROAD AREA

1. EXECUTIVE SUMMARY

1.1 In February 2019 we carried out the statutory traffic order consultation to introduce longer controlled parking hours in the Queensdale Road area. During the consultation period we received a large number of objections. I have carefully considered these objections and intend to make permanent the advertised proposals to extend parking controls in the Queensdale Road area.

2. RECOMMENDATIONS

2.1 I recommend, after discussion with the Lead Member for the Environment, that:

i) we proceed with longer controlled hours in the area shown in Appendix A. The new controlled hours will be:
- 8.30am to 10pm on weekdays;
- 8.30am to 6.30pm on Saturdays; and
- 1pm to 5pm on Sundays.

ii) we advertise a proposed amendment to the traffic orders for longer controlled hours in Addison Avenue (to match those above) in early September 2019, as we do not wish to carry out statutory consultations over the summer holiday period; and

iii) we meet and discuss with each of the faith groups in the proposed area, the opportunities we believe exist to increase the number of blue badge bays in the immediate vicinities of their buildings.

3. BACKGROUND

3.1 We carried out an informal consultation on whether we should extend parking controls in the Queensdale Road area in July 2018, following requests from residents who found it difficult to park near their homes. Parking occupancy surveys showed that there is pressure on parking in the area and much of this is due to visitor parking. This is particularly true on Sundays when the survey showed that nearly one third of all parked vehicles in the area belonged to visitors (that is, cars not displaying residents’ parking permits).

3.2 Response to the consultation was relatively high at 27 per cent. Appendices B1, B2 and B3 show how support for extended hours of control varied by road.
3.3 We received a letter from the faith groups in the Queensdale Road area (attached as Appendix C) as part of this informal consultation. The main points made by the faith groups and the Council’s responses to them are summarised in Table 1 below.

**Table 1: Response to issues raised by the faith groups in their July 2018 letter**

<table>
<thead>
<tr>
<th>Issued raised</th>
<th>Council’s response</th>
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</thead>
</table>
| Older members, disabled members and families tend to travel in by car and park in available spaces for the duration of the religious service. For both of these groups, the ability to drive into the Royal Borough and park within it for the duration of the religious service is a key facilitator of their ability to worship. To use public transport to attend religious service would be practically and logistically difficult for these members. | There are 134 available spaces for general visitor parking in pay and display bays and single yellow line and four existing blue badge bays which will still be available for worshippers to park on if the parking controls on residents’ bays were extended.  
We will discuss with each of the faith groups the opportunities we believe exist to increase the number of blue badge bays in the immediate vicinities of their buildings.  
There is no reason to think that families could not use public transport to attend religious services. |
| Changing the controlled hours for residents’ parking bays in the consultation area will directly impact our ability to hold religious services at the above times. We foresee that two scenarios would flow from such a change: 1. Attendance at religious services would decrease, as those who are only able to travel in by car would be unable to do so. In addition to fettering their right to worship freely, another consequence of this is that donations to our respective places of worship would fall, which would impact our funding; or 2. We would be forced to modify the timings of our religious services around the change in controlled hours. The current proposal is to extend controlled hours to 10.30pm. It would not be practical to hold acts of worship so late at night. Not only would it be a disproportionate inconvenience to worshippers, but it would also be a disproportionate inconvenience to local residents, who may be disturbed by the increase in volume levels and outside activity that necessarily accompanies community events such as acts of religious worship. | We disagree that people cannot travel by car – they would just need to walk further. As is noted later in this report, the faith groups believe that extending the controlled hours could result in parking being displaced to parts of the nearby Notting Dale ward. There would still be the option for worshippers to park on single yellow lines and pay and display bays. And we have identified opportunities to provide additional blue badge disabled parking bays.  
The Council agrees that it would not be practical, or desirable, to hold regular acts of worship after 10.30pm. |
| We do not accept that this use of residents’ parking bays adversely or disproportionately | The parking occupancy surveys showed that there is pressure on parking in the area and |
Issued raised

inconveniences residents of the Royal Borough for the following reasons:
1. There are always available parking spaces in residents’ bays both during and outside of controlled hours – our visiting congregation make use of those available spaces outside of controlled hours, which they are entitled to do so, for the duration of religious services.
2. Religious services at our respective places of worship on average last for two hours – it is not disproportionate for visiting members of our congregations to park in residents’ bays outside of controlled hours for this short duration;
3. Religious services are held on only three out of seven days in a week (apart from regular morning acts of worship which are generally only attended by local residents).

Council’s response

much of this is due to visitor parking. This is particularly true on Sundays when the survey showed that nearly one third of all parked vehicles in the area belonged to visitors.

The July 2018 consultation had a high response rate of 27 per cent – our average for parking consultations is 14 per cent - and 62 per cent of respondents who live in the proposed area were in favour of extended controls. We would therefore argue that there is a problem or perceived problem to residents regardless of length of religious service.

Even if the service is only two hours long, its impact might be great if those two hours start before residents get home from work or other activity and the bays are full. The fact that the bays are empty two hours later is of no comfort as they have already had to walk further to their home. Moreover, visitors to Westfield will sometimes park for more than two hours.

Since receiving the consultation document, we have each observed that while available parking is limited in residents’ bays proximate to our places of worship, there is still available parking in residents’ bays a short walk away. For example, it is noted that there are usually parking spaces available in residents’ bays on Royal Crescent during religious services held at the Central Gurdwara (Khalsa Jatha) London, Holland Park Synagogue and Saint James Church. Further, it has been observed that after religious service, once visit members of the congregation have vacated residents’ parking bays, they tend to remain empty. This does not to us indicate that residents’ parking in Norland Ward is constrained.

The parking occupancy surveys showed that there is pressure on parking in the area and much of this is due to visitor parking.

If services start before residents get home from work or other activity then they will remain empty after visitors leave as residents returning home before then will have been forced to park elsewhere.

We sympathise with those residents who feel inconvenienced by the use of residents’ parking bays outside of controlled hours, but we respectfully submit that those residents who have complained have perhaps not appreciated the adverse impact a change in controlled hours would have on the places of religious worship that are central to the community fabric of Norland Ward. We suggest it is for the Council to recognise and

We agree that we must consider all needs, including those of residents and visitors. The Equality Impact Assessment explores the respective impacts of our proposals on residents and visitors to ensure that the Council complies with its Public Sector Equality Duty under s.149 of the Equality Act 2010.
<table>
<thead>
<tr>
<th><strong>Issued raised</strong></th>
<th><strong>Council’s response</strong></th>
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<tr>
<td>take this into account in its report on the consultation and its deliberations.</td>
<td>If residents of Notting Dale wished to have extended parking controls as a result of displacement, and if parking occupancy surveys supported it, then we would consult on it as we have done in the Queensdale area.</td>
</tr>
<tr>
<td>We have noted that the designated consultation area borders Notting Dale Ward, one of the more deprived wards in the Royal Borough. As members of the faith community in Norland Ward we feel compelled to point out that extending controlled hours in the consultation area would likely result in consequences for the residents of Notting Dale Ward, particularly those that border the consultation area. Notting Dale Ward is more densely populated than Norland Ward, particularly given the number of high rise accommodation blocks sited within it. It would be unethical and unneighbourly to embark upon a scheme that may have the forseen consequence of transferring a problem that is sought to be addressed onto the doorstep of a neighbouring ward which lacks the resources available to Norland Ward.</td>
<td>We apologise for this. We have learned from this and will do this for future consultations. Indeed, we regret the fact that the faith groups did not take up our offer to meet again in June.</td>
</tr>
<tr>
<td>We are saddened that, as places of community use within Norland Ward, we were not approached to discuss this proposal and the impact that it would have on us. We hope that by writing to you collectively we can impress upon you in a constructive way our concerns and the adverse and disproportionate impact your proposals would have on us and on our congregation.</td>
<td>We met with representatives of the Gurdwara and Saint James’ Church on 2 April to gain a better understanding of their concerns. We will meet with each of the faith groups in the proposed area in June to discuss the opportunities we believe exist to increase the number of blue badge bays in the immediate vicinities of their buildings.</td>
</tr>
<tr>
<td>We would welcome the opportunity to meet with you so that we can share our concerns with you in person. We invite you to reach out to us to arrange this.</td>
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3.4 We concluded that extending controls in the roads identified in Appendix A would result in the majority of residents who responded to the consultation getting the outcome that they supported.

3.5 In January 2019, the Lead Member for Streets, Planning and Transport confirmed a key decision\(^1\) (KD05332) to proceed to a formal traffic order consultation to extend the hours of control in resident parking bays, as required

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\(^1\) https://www.rbkc.gov.uk/howwegovern/keydecisions/decision.aspx?DecisionID=5332
by the statutory traffic order making process. The statutory traffic order consultation was carried out in February 2019 and received a total of 429 objections comprising:

- 309 objecting to the extended controls on the basis that it would fetter worshippers’ ability to worship at the Central Gurdwara (Khalsa Jatha);
- 78 on the basis that it would fetter worshippers’ ability to worship at the Holland Park Synagogue;
- three on the basis that it would fetter worshippers’ ability to worship at Saint James Church;
- five which referred to the W11 Opera; and
- 30 from residents of Addison Avenue, objecting to controls being extended in an area that did not included their homes, as they feared displacement of visitor parking into their streets:
  - One objecting to extending pay and display in the evenings as it discriminates against people coming from outside the borough to visit friends in the evenings;
  - One asking to stop parking restrictions in nearby streets;
  - One objecting to the unnecessary cost to the Council, the natural reduction in demand which follows the decline of retail shopping at Westfield and the effect on elderly residents who rely on family and friends visiting them; and
  - One objecting to the impact on visitors to residents on Saturday and Sunday.

There was also one email of support for extended residents’ parking controls in Royal Crescent.

4. CONSIDERATION OF OBJECTIONS

4.1 I am mindful of the objections raised by worshippers who travel into the area and appreciate that this will affect their ability to park close to their places of worship during some of their services. I accept that some worshippers may travel some distance across London in order to worship, but the area is well-served by public transport with an Underground station and National Rail station close by at Shepherd’s Bush and several bus routes passing along Holland Park Avenue and St Ann’s Villas. There are 134 available spaces for general visitor parking in pay and display bays and single yellow line and four existing blue badge bays which will still be available for worshippers to park on if the parking controls on residents’ bays were extended.

4.2 I appreciate that some worshippers are disabled and unable to walk long distances, so I propose that we meet and discuss with each of the faith groups in the proposed area, the opportunities we believe exist to increase the number of blue badge bays in the immediate vicinities of their buildings.

4.3 The full consideration of the faith groups’ objections is contained in the Council’s Equality Impact Analysis attached as Appendix D.

4.4 There are older and disabled residents who may have to walk large distances from their parking location to their property outside the current hours of parking control on residents’ bays. These older and disabled residents must take priority
over older and disabled non-residents, who are likely to be impacted by this proposal for only a small proportion of their regular journeys. I therefore recommend, after discussion with the Lead Member for the Environment, that we proceed with longer controlled hours in the area shown in Appendix A.

The new controlled hours will be:
• 8.30am to 10pm on weekdays;
• 8.30am to 6.30pm on Saturdays; and
• 1pm to 5pm on Sundays.

4.5 Results from the July 2018 consultation indicated that the majority of respondents from Addison Avenue were not in favour of extending controls in their road, so we did not propose extending parking controls in Addison Road in the February 2019 traffic order consultation. However, there were 26 objections to the traffic order consultation from residents of Addison Avenue objecting to controls being extended in an area that did not included their homes, as they feared displacement of visitor parking into their streets. I have considered these objections and accept that the new controlled hours may displace some visitor parking to their road. I therefore intend to advertise a proposed amendment to the traffic orders for longer controlled hours in Addison Avenue (to match those proposed in para 4.4) in early September 2019, as we do not wish to carry out statutory consultations over the summer holiday period.

4.6 One objector seems to have misunderstood the proposal as we are not proposing extending the hours of Pay and Display controls or single yellow lines. There will still be 134 parking spaces available for visitors to park in pay and display bays and on single yellow lines as only the hours of control on residents’ bays are being extended.

4.7 The longer controlled hours will not have an on-going cost to the Council as the extra hours of enforcement can be met from the existing enforcement contract at no additional cost to the Council.

4.8 Whilst demand for parking from people shopping at Westfield may diminish over time as a result of a decline in retail shopping, this would take many years to have a significant impact on demand.

4.9 I agree that the extended hours of control on residents’ bays will apply equally to visitors to residents as well as to visitors to other attractions in the area. However, it is clear from the response to the July 2018 consultation that the majority of residents in the area were in favour of the extended hours of control and I cannot ignore their wishes.

5. FINANCIAL IMPLICATIONS

5.1 The cost of new signage and advertising traffic order changes can be met from existing budgets.
6. OTHER IMPLICATIONS

6.1 There are no legal or resource implications.

Contact officer:
Shirley Long, Special Projects Consultant

Tel: 020 7361 3238 E-mail: Shirley.long@rbkc.gov.uk
PROPOSED EXTENSION OF RESIDENTS' BAYS CONTROLLED PARKING
HOURS (CURRENTLY MON-FRI 8.30AM-6.30PM & SAT 8.30AM-1.30PM)
* TO 10PM ON WEEKDAYS
* TO 6.30PM ON SATURDAYS; AND
* INTRODUCING PARKING CONTROLS IN RESIDENTS' BAYS
BETWEEN 1PM-5PM ON SUNDAYS

ADDISON PLACE, DARNLEY TERRACE, KINGSDALE GARDENS, NORLAND ROAD,
QUEENSDALE CRESCENT, QUEENSDALE PLACE, QUEENSDALE ROAD, ROYAL CRESCENT,
ROYAL CRESCENT MEWS, ST, ANN'S ROAD, ST, ANW'S VILLAS, ST, JAMES'S GARDENS,
AND SWANSCOMBE ROAD
Do you support the extension of parking controls in residents' bays in your area to 10 pm on Weekdays?

Q3
- Yes
- No
- No Opinion
- No Response

ADDISON AVENUE (N)
ADDISON AVENUE (S)
ADDISON
DARNLEY TERRACE
HOLLAND PARK AVENUE (W)
NORLAND PLACE
NORLAND ROAD
NORLAND SQUARE (E)
NORLAND SQUARE (W)
PENZANCE PLACE
PENZANCE STREET
PRINCES PLACE
QUEENSDALE ROAD (W)
QUEENSDALE ROAD (C)
QUEENSDALE WALK
QUEENSDALE CRESCENT
ROYAL CRESCENT
ROYAL MEWS
ROYAL
ST ANN'S ROAD
ST ANN'S VILLAS
ST JAMES'S GARDENS (N)
ST JAMES'S GARDENS (S)
SWANSCOMBE RD
TAVERNERS CL
36% 43% 31% 75% 15% 7% 24% 6% 20% 26% 16% 15% 25% 23% 50% 34% 33% 61% 33% 43% 36% 30% 30% 27% 13% 71% 38%
Do you support the extension of parking controls in residents’ bays in your area to 6.30pm on Saturdays?

Yes
No
No Opinion
No Response

ADDISON AVENUE (N)
ADDISON AVENUE (S)
ADDISON DARNLEY TERRACE
HOLLAND PARK AVENUE (W)
NORLAND PLACE
NORLAND ROAD
NORLAND SQUARE (E)
NORLAND SQUARE (W)
PENZANCE PLACE
PENZANCE STREET
PRINCEDALE ROAD
PRINCES PLACE
QUEENSDALE ROAD (C)
QUEENSDALE ROAD (E)
QUEENSDALE ROAD (W)
QUEENSDALE SQUARE
QUEENSDALE WALK
CRESCENT
ROYAL
ST ANN'S ROAD
ST ANN'S VILLAS
ST JAMES'S GARDENS (N)
ST JAMES'S GARDENS (S)
SWANSCOMBE RD
TAVERNERS CL
TAVENER'S CL
TAVENERS CL
36% 43% 31% 75% 15% 7% 24% 6% 20% 26% 16% 15% 25% 23% 50% 34% 33% 61% 33% 43% 36% 30% 30% 27% 13% 71% 38%

Response rate on that section of road %
23 July 2018

Royal Borough of Kensington and Chelsea
Town Hall
Hornton Street
London
W8 7NX

FAO: Shirley Long, Special Projects Consultant

By Registered Post and E-mail (traffic@rbkc.gov.uk)

Dear Sirs,

Review of Controlled Parking Hours – Queensdale Road Area

We write with regard to the above referenced public consultation. Collectively, we represent the following places of religious worship in Norland Ward:

- Islamic Universal Association, 20 Penzance Place, London, W11 4PG
- St Francis of Assisi Church, Pottery Lane, London, W11 4NQ
- Central Gurdwara (Khalsa Jatha) London, 62 Queensdale Road, London, W11 4SG
- Holland Park Synagogue, 8 St James’s Gardens, London, W11 4RB
- Saint James Church, 56 St James’s Gardens, London, W11 4RA

Our respective places of worship fall within the consultation area demarked in the consultation document received by each of us. We are concerned that the proposed extension of parking controls in residents’ parking bays will have a material and disproportionate impact on the ability of our respective congregations to attend and engage in acts of religious worship.

Though each of us necessarily has different congregations, we have discussed our concerns collectively and provide a generalised summary of our concerns below.

Adverse Impact on Congregation

Our congregations consist of a mixture of residents of the Royal Borough and visitors. Historically, the majority of our congregation would have consisted of residents, but over

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1 Although it appears from the consultation document that St Francis of Assisi Church does not fall within the consultation area, it is clear that Pottery Lane, where the church is located, is right on the eastern boundary of said area, and therefore its congregation is likely to be affected in the same way as those places of worship within the catchment area.
time, members have moved out of the Royal Borough but continue to worship within it. Our congregations also include members from outside the Royal Borough who choose to worship with us because it is convenient to do so (for example, because of the proximity of our places of worship to the City of London and to public transport links).

Of those members that are visitors to the Royal Borough, younger members tend to attend religious services by public transport, but older members, disabled members and families tend to travel in by car and park in available spaces for the duration of the religious service. For both of these groups, the ability to drive into the Royal Borough and park within it for the duration of the religious service is a key facilitator of their ability to worship. To use public transport to attend religious service would be practically and logistically difficult for these members.

Religious Services
We set out below a summary of the regular religious services conducted by each of us:

<table>
<thead>
<tr>
<th>Place of Worship</th>
<th>Regular Religious Services</th>
</tr>
</thead>
<tbody>
<tr>
<td>Islamic Universal Association</td>
<td>[Friday afternoons (4:00pm – 6:00pm)]</td>
</tr>
<tr>
<td>St Francis of Assisi Church</td>
<td>[Saturday mornings (9:30am – 10:30am)]</td>
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<tr>
<td></td>
<td>[Saturday evenings (6:00pm – 7:00pm)]</td>
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<tr>
<td></td>
<td>[Sunday mornings (10:00am – 12:30pm)]</td>
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<tr>
<td></td>
<td>[Sunday evenings (6:00pm – 8:00pm)]</td>
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<tr>
<td></td>
<td>[Weekday mornings (9:30am – 10:30am)]</td>
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<tr>
<td></td>
<td>[Holydays mornings (9:30am – 10:30am)]</td>
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<tr>
<td></td>
<td>[Holydays evenings (7:00pm – 8:30pm)]</td>
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<tr>
<td>Central Gurdwara (Khalsa Jatha) London</td>
<td>[Wednesday evenings (6:30pm – 8:00pm)]</td>
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<td></td>
<td>[Saturday mornings (7:00am – 9:00am)]</td>
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<tr>
<td></td>
<td>[Saturday evenings (4:00pm – 8:30pm)]</td>
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<tr>
<td></td>
<td>[Sunday mornings (7:00am – 9:00am)]</td>
</tr>
<tr>
<td>Holland Park Synagogue</td>
<td>[Sunday evenings (4:00pm – 8:30pm)]</td>
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<tr>
<td></td>
<td>[Friday evenings (6:30pm – 7:30pm)]</td>
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<tr>
<td></td>
<td>[Saturday mornings (8:30am – 1:00pm)]</td>
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<tr>
<td></td>
<td>[Sunday mornings (9:30am – 1:00pm)]</td>
</tr>
<tr>
<td></td>
<td>[Sunday afternoons (2:30pm – 5:00pm)]</td>
</tr>
<tr>
<td>Saint James Church</td>
<td>[Sunday mornings (8:00am – 9:45am)]</td>
</tr>
<tr>
<td></td>
<td>[Dailly (11:30am – 9:00pm)]</td>
</tr>
</tbody>
</table>

Each of us also holds special services on holy days, which are dispersed throughout the year. Wherever possible, holy days are commemorated on regular service days, but this is not always possible or appropriate.

In addition, we hold ad-hoc religious services for members of our congregation for significant events, such as funerals, births, weddings and services of thanksgiving.
Lastly, each of is open daily to facilitate individual acts of worship and to conduct religious affairs in accordance with each our religious rites and protocols.

As is evident from the above summary, changing the controlled hours for residents’ parking bays in the consultation area will directly impact our ability to hold religious services at the above times. We foresee that two scenarios would flow from such a change:

1. Attendance at religious services would decrease, as those who are only able to travel in by car would be unable to do so. In addition to fettering their right to worship freely, another consequence of this is that donations to our respective places of worship would fall, which would impact our funding; or

2. We would be forced to modify the timings of our religious services around the change in controlled hours. The current proposal is to extend controlled hours to 10:30pm. It would not be practical to hold acts of religious worship so late at night. Not only would it be a disproportionate inconvenience to worshippers, but it would also be a disproportionate inconvenience to local residents, who may be disturbed by the increase in volume levels and outside activity that necessarily accompanies community events such as acts of religious worship;

**Impact of Worshippers on Residents’ Parking Bays**

We accept that during religious services, those members of our congregation that travel in by car do park in residents’ parking bays outside of controlled hours, in addition to parking in other places (e.g. single yellow lines and pay-and-display bays).

We do not accept that this use of residents’ parking bays adversely or disproportionately inconveniences residents of the Royal Borough for the following reasons:

1. There are always available parking spaces in residents’ bays both during and outside of controlled hours – our visiting congregation make use of those available spaces outside of controlled hours, which they are entitled to do so, for the duration of religious services;

2. Religious services at our respective places of worship on average last for two hours – it is not disproportionate for visiting members of our congregations to park in residents’ bays outside of controlled hours for this short duration;

3. Religious services are held on only three out of seven days in a week (apart from regular morning acts of worship which are generally only attended by local residents).

Since receiving the consultation document, we have each observed that while available parking is limited in residents’ bays proximate to our places of worship, there is still available parking in residents’ bays a short walk away. For example, it is noted that there are usually
parking spaces available in residents' bays on Royal Crescent during religious services held at the Central Gurdwara (Khalsa Jatha) London, Holland Park Synagogue and Saint James Church.

Further, it has been observed that after religious service, once visit members of the congregation have vacated residents’ parking bays, they tend to remain empty. This does not to us indicate that residents’ parking in Norland Ward is constrained.

Many of our places of worship have existing in Norland Ward for several decades, and some for several centuries. We are a constant and reliable presence in Norland Ward whereas the rate of resale of residential property is on the increase.

We sympathise with those residents who feel inconvenienced by the use of residents’ parking bays outside of controlled hours, but we respectfully submit that those residents who have complained have perhaps not appreciated the adverse impact a change in controlled hours would have on the places of religious worship that are central to the community fabric of Norland Ward. We suggest it is for the Council to recognise and take this into account in its report on the consultation and its deliberations.

Impact of Change on Wider Community

We have noted that the designated consultation area borders Notting Dale Ward, one of the more deprived wards in the Royal Borough. As members of the faith community in Norland Ward we feel compelled to point out that extending controlled hours in the consultation area would likely result in consequences for the residents of Notting Dale Ward, particularly those that border the consultation area. Notting Dale Ward is more densely populated than Norland Ward, particularly given the number of high rise accommodation blocks sited within it. It would be unethical and unneighbourly to embark upon a scheme that may have the foreseen consequence of transferring a problem that is sought to be addressed onto the doorstep of a neighbouring ward which lacks the resources available to Norland Ward.

Conclusion and Next Steps

For the avoidance of doubt, it is our collective view that the controlled hours already in place should be maintained. We cannot see an overriding or pressing need to change the controlled hours in the consultation area (or any subset of it), and we believe there are compelling reasons to maintain the status quo.

We are saddened that, as places of community use within Norland Ward, we were not approached to discuss this proposal and the impact that it would have on us. We hope that by writing to you collectively we can impress upon you in a constructive way our concerns and the adverse and disproportionate impact your proposals would have on us and on our congregation.
We would welcome the opportunity to meet with you so that we can share our concerns with you in person. We invite you to reach out to us to arrange this.

Yours faithfully,

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Islamic Universal Association
St Francis of Assisi Church
Central Gurdwara (Khalsa Jatha) London
Holland Park Synagogue
Saint James Church

20 Penzance Place
London W11 4PG
Pottery Lane
London W11 4NQ
62 Queensdale Road
London W11 4SG
8 St James's Gardens
London W11 4RB
St James's Gardens
London W11 4RB

NAMES AND SIGNATURES REDACTED