



Pre-Application Planning Advice Note

Ref: PRE/2019/0250

Site Address: Braemar Avenue Baptist Church, Braemar Avenue, N22

Proposal: Demolition of dilapidated church hall, to allow construction of part 3, part 4 storey building (over basement) comprising new church hall extensions and 15 flats. Internal and minor external alterations to adjacent listed church, together with landscaping improvements

Submitted Documents: Design Statement prepared by Spacelab, Follow up pre-application statement prepared by Nicholas Taylor & Associates dated November 2019, Drawings Nos. 1802 – 001- 070

Meeting Date: 20th January 2020

Attendees: Valerie Okeiyi (Planning Officer); John McRory (Team Leader); Elisabetta Tonazzi (Conservation Officer), Richard Truscott (Urban Design Officer);

Summary of Council's response

Overall RAG Rating	Reason for rating
	The following comments are be read in conjunction with the first pre-application meeting reference held on 10th September 2018 reference PRE/2018/0178 Officers broadly support the principle of the proposal in land use terms. The developers must provide a robust justification as to why the loss of tree 'T13' is acceptable as this tree has been identified as a particularly good specimen and potentially worthy of a TPO. The scheme responds well to the context as its factors in the sites settings and surroundings. The proportions however appear quite domineering due to the height of the parapet, which officers advise be reduced. Officers welcome the design approach of the front façade however the rear façade requires further refinements. The developer would need to agree locations for verified views with officers, so to ensure that this concept is successful. In terms of housing quality Officers are concerned the private amenity space provision poorly distributed. The family units in particular should benefit from good quality ground floor garden space. The scheme provides a mix of units which is appropriate for the site. However, a density calculation will be required. There is still no information about the level of affordable housing that is to be proposed. This is required but officers accept that this will be determined as part of a viability assessment. The design of any scheme should consider the potential level of impact on the amenity of the surrounding occupiers and residents of existing properties, particularly the adjacent terrace houses on Braemar Avenue.

	From the transportation perspective the uplift in transport demand will be from the new residential development however the applicant will need to detail if there will be any uplift in church attendance or activities. Whilst the site has excellent accessibility to public transport services, it will be appropriate to assess the potential parking demand impacts and a parking stress survey will be required, and it is also suggested car club provision be made for the development. Full details of the proposed cycle parking arrangements will be required and a construction logistics plan given the site's location close to a busy junction and residential dwellings.
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Next Steps/recommendations

The proposal would be suitable for a Planning Performance Agreement; further details can found on the Council's website. Following the agreement of a PPA, the scheme would be put before a Development Management Forum, the Quality Review Panel, and would be presented to a Planning Committee Pre-Application meeting.

Review of Submitted Proposal

The assessment of the proposal submitted uses a RAG rating system (see below). Comments are provided on the reasons for the rating given.

Red = This element of the scheme is not currently considered to be acceptable.

Amber = This element of the proposal has not been adequately addressed within the submission.

Green = This element of the proposals is considered to be acceptable by officers.

NOTE: The rating assigned will be a result of the officer/panels consideration of the proposal against the development plan (see below) and all other material planning considerations insofar as they are known at this stage (i.e. before statutory consultation and public/community engagement has taken place).

Policy Aspect			Comments
Principle of Development			See previous comments in pre-application report following the meeting dated 10 September 2018 reference PRE/2018/0178 which remain relevant. In short, Officers broadly support the principle of the proposal in land use terms. However, for any scheme to be supported by Officers it would need to comply with all other relevant planning and land use policies as set out in the following sections of this response.
Design Approach/ Heritage and Conservation			The scheme presented at the pre-application meeting has been revised following the design and conservation comments set out in the previous pre-application comments dated 10 September 2018 reference PRE/2018/0178. The following design and conservation comments are made in response to the revised scheme. • Officers consider the design has evolved following the previous pre-application meeting dated 10 September 2018. The front façade is much improved, reasonably successful and fits well within the surrounding main street. However, we would suggest that the design language could usefully be further refined, including possibly testing a lower brick parapet with handrail &/or glass parapet extension behind; • It is noted and supported that ground floor residential accommodation is no longer a couple of steps below ground level, so windows facing the street will be reasonably aligned to the pavement outside and to neighbouring houses. It is advised that so be that two additional gates be introduced into the front garden wall, aligning with the two residential entrance doors, making the spacing of gates more similar to the rest of the street; • Changes to the height and fenestration to the street frontage are also welcomed, with a much-improved relationship and transition to the existing neighbouring housing. However, some of the wide, deep openings to recessed balconies could

			be improved by narrowing or breaking up the openings, and/or introducing side openings (as they are generally at corners), which would make them appear less dark; • The clean break and minimalist architecture of the link block is welcomed, providing a good clear separation between the retained listed church and the new residential block, a welcoming entrance to the community facility and the appealing idea of a glimpse through to the park from the street (and vice versa). However, it is recommended care is taken to avoid overlooking of and light spill onto the park; • The flank wall of the residential block facing the back of the church, over the single storey link block, is rather blank and could benefit from more fenestration; • The fenestration facing the park should be shifted towards the church where there is less disturbance. The developers are advised to lower the parapet on the right hand bay and move the middle balcony to the side; • Officers consider the materials proposed for the scheme will need further exploring. It is appreciated that this is a work in progress. The following points are made in response to the Conservation and Heritage aspects of the scheme: • Officers consider the scheme has evolved following the previous pre-application meeting dated 10 September 2018. It responds well to the overall context. The 4th floor set back mitigates the impact on the height. • The articulation of the façade responds well however the proportions appear quite domineering due to the height of the parapet. The developers are advised therefore to lower the parapet to acknowledge the top floor. Whilst the top floor will be more visible, given the buildings contemporary nature this could result in an acceptable
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				approach. The developers should consider adopting a similar design approach of the front facade to the rear as currently the rear façade looks utilitarian and less refined. The visual materials presented are very helpful. The developer would need to agree with Officers verified views from the different locations so to ensure that this concept is successful.
Housing Quality				The following points are made in response to the scheme presented at the pre-application meeting 16th December 2019. - Dwelling mix is improved as the lower ground floor accommodation is now all bedrooms of the 2 storey duplex flats with the living rooms on the ground floor; - However, it is noted that there remain some family sized (3 bedroom) flats on upper intermediate floors only, relying solely on small (albeit policy compliant) balconies for their private amenity space. It would be preferable if all family sized accommodation had access to ground level private gardens. This could also ensure the area of landscaping to the rear of the residential block, between it and the park, is maintained.
Housing Mix				The housing mix of the scheme has been further revised and now comprises; 8 x 1 bed, 4x2 bed, 2x3 bed and 1 x 4 bed flats. Officers consider the scheme provides a mix of units which is appropriate for the site.

Density				National, London plan and local policy seeks to ensure that new housing development makes the most efficient use of land and takes a design approach to meeting density requirements. Table 3.2 of the London Plan suggest acceptable ranges for density according to the public transport accessibility (PTAL) of a site. Local Plan Policy SP2 states that new residential development proposals should meet the density levels in the Density Matrix of the London Plan. A density calculation is required.
Affordable Housing				See previous pre-application report following the meeting dated 10 September 2018 - reference- PRE/2019/0178 within which comments are still relevant.
Viability				See previous pre-application report following the meeting dated 10 September 2018 - reference- PRE/2019/0178 within which comments are still relevant.
Inclusive Design				See previous pre-application report following the meeting dated 10 September 2018 - reference- PRE/2019/0178 within which comments are still relevant.
Sustainability				The NPPF, London Plan and local policy require development to meet the highest standards of sustainable design, including the conservation of energy and water; ensuring designs make the most of natural systems and the conserving and enhancing the natural environment. The London Plan requires all new homes to be zero carbon, achieving a minimum 35 per cent carbon reduction on site beyond Part L 2013 of the Building Regulations. Local Plan Policy the overall target is delivering a 100% improvement on Building Regulations 2013 Part L, on site. <u>Energy Assessment</u> The applicant should submit and Energy Assessment confirming that the proposal will meet Policy SP4, and any other sustainability measures which are incorporated into the proposal. The report should clearly outline the baseline regulated and unregulated emissions, the Target Emission Rate (TER), Dwelling Emissions Rate (DER) and Building Emissions Rate (BER) for the church and the reduction in carbon emissions following the energy hierarchy (Be Lean, Be Clean, Be Green, Be Seen). The application should state

			which SAP carbon factors have been used to calculate the emissions. A summary of the modelling work output (i.e. BRUKL reports, DER worksheet for dwellings) must be provided in an appendix of the energy assessment for each stage of the energy hierarchy. The report should be written in line with GLA guidance: https://www.london.gov.uk/sites/default/files/energy_assessment_guidance_2018.pdf. A post-completion Energy Statement should be submitted to set out the scheme's performance against targets. <u>Be Lean</u> A 'fabric first' approach should be prioritised on the residential element of the development, aiming to achieve the Passivhaus standard. Dual and triple aspect units will help reduce lighting demand, and high building fabric standards will also reduce energy demand for future residents. As this scheme is being used to cross-fund improvements to the Baptist Church, the Energy Assessment should also set out how the church is currently performing, providing the source of estimated values. Once the baseline has been established the DER of the refurbished building should be determined following improvements at each stage of the energy hierarchy using Building Regulations compliance software, outlining how the performance will be improved. The development's total energy demand should be reported for both uses (in MWh/year and kWw/m²/year). <u>Be Clean</u> The site is close to the Wood Green Decentralised Energy Network. Please provide an assessment on whether this site can feasibly be connected. <u>Be Green / Living Roofs</u> The Council has a policy requiring 20% of the site's energy loads to be delivered via renewable technologies. The energy strategy should assess the feasibility of solar PVs,
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			solar thermal and other renewable energy technologies such as a ground source heat pump for the heat and electricity demand profiles of the residential units and church. The plans indicate solar PV may be proposed; please also consider combining the solar system with a green roof finish to lower the urban heat island effect and improve the efficiency of solar PVs in warm weather, reduce surface water runoff and increase biodiversity. <u>Be Seen</u> The emerging London Plan will be requesting all developments to 'be seen', in line with Draft Policy SI2. The applicant should enable the monitoring of energy usage on site by installing appropriate equipment and would be expected to monitor the energy performance for at least five years post-construction. This will improve transparency on energy usage on sites. <u>Carbon Offsetting</u> If the applicant does not achieve policy compliance on-site, the remaining emissions would need to be offset. The cost of offsetting is £2,850 (£95 per tonne over 30 years). The carbon price will be set at the most current price at the point of determination of the planning application (therefore taking into account any changes at the GLA or local level). <u>Home Quality Mark (or equivalent)</u> The highest possible sustainability standards should be achieved on-site. The applicant is encouraged to achieve Home Quality Mark (HQM) Level 4 or equivalent certification to demonstrate high levels of sustainability in the development. <u>Sustainable Materials</u> In line with Policy DM21, materials should be carefully considered to ensure these are natural, non-toxic, high in their recycled content, with low embodied energy and specified through the BRE Green Guide where possible. Draft Policy SI2 of the London Plan requires proposals to set out how the embodied energy of the development is reduced. Where feasible, materials should be re-used from the existing buildings and the scheme
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			should be designed with the end-of-life stage in mind. The applicant should set out how this will be delivered in the Design and Access Statement. <u>Green Roofs</u> The proposals should maximise the opportunity to increase biodiversity in the area. It is recommended that the proposals include green roofs on the new build residential block (with solar PVs or solar thermal) and the single storey link block. Any green roofs should stimulate a variety of planting species. The growing medium for extensive roofs must be at least 120mm to ensure most plant species can establish and thrive and can withstand periods of drought. The roofs should be accessible for maintenance, and a maintenance strategy should be included. The applicant could consider further greening through soil-based living walls, using climber plant species along walls with appropriate trellising. This would bring visual benefits and provide some cooling to the units. <u>Overheating</u> There is risk of overheating in new development. Passive shading and ventilation need to be designed into the scheme from the outset, particularly for west-facing residential units. The applicant will need to undertake a London weather pattern dynamic thermal model in line with CIBSE TM59 using the TM49 Design Summer Years (DSY) for London and the accompanied datasets. This incorporates the Urban Heat Island effect and the severity of hot events in London. The model should include: • The Urban dataset for the three DSYs; and, • Future weather patterns to projected impacts over the time periods 2020s, 2050s and 2080s. All time periods (2020s, 2050s and 2080s) should be modelled, and the risks, impacts and mitigation strategy set out for each. The report should include floor plans highlighting the modelled units across the development and showing all rooms (with unique reference number). The applicant is
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			expected to model the following most likely to overheat units: • At least 15% of all rooms across the development site; • If looking at flatted development all single aspect units facing west, east, and south; • At least 50% of rooms on the top floor; • 75% of all modelled rooms will be south- or south/west-facing; • Rooms closest to any significant noise and / or air pollution source, with windows closed at all times (unless they do not need to be opened and confirmed in the Noise and the Air Quality Assessments). If the units do overheat, passive design measures and technologies should be installed to minimise this risk (such as Brise soleil). If they only overheat in the future, a strategy should be designed as to how measures can easily be retrofitted when the weather patterns increase temperature and who will own the overheating risk. <u>EV Charging Points</u> The development should provide active electric vehicle charging points, in line with the London Plan requirements. <u>Validation requirements</u> (for inclusion below): • Energy Statement • Overheating Assessment • Sustainability Statement
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Drainage and Flooding			See previous pre-application report following the meeting dated 10 September 2018 - reference- PRE/2019/0178 within which comments are still relevant.
Impact on Neighbouring Amenity			See previous pre-application report following the meeting dated 10 September 2018 - reference- PRE/2019/0178 within which comments are still relevant.
Highways and Transportation			The following advice is in response to the revised scheme presented at the pre-application meeting 16th December 2019. This site is located at the top of Braemar Avenue to the eastern side, at the junction with Bounds Green Road. It has a PTAL value of 6A which is considered 'excellent' access to public transport services. 8 different bus services are accessible within 2 to 7 minutes' walk of the site, Alexandra Palace Rail Station is a 7 minutes walk away and Wood Green Underground station a 10-minute walk away. It is also within the Wood Green Outer CPZ which has operating hours of 0800 – 1830 Monday to Saturday, however the site is not within any of The Borough's formal Restricted Conversion Areas. The church hall the applicant is seeking to redevelop is to the southern end of the overall site, and is serviced by a crossover for access to the highway. <u>Transportation considerations</u> A Transport Statement will be required for this proposal, that will need to provide detail on the transportation characteristics and impacts of this proposal, plus the associated mitigations and provide a commentary on how the development works on a day to day basis in transportation terms. The scoping for this document will need to be agreed with Transportation, however it will need to include the following topics; - some comments are made here based on the material submitted so far.

			<u>Outline of proposed unit numbers and breakdown by size</u> The intention is to provide 15 units, broken down as follows; • 8 No. 1 bedroom units • 4 No. 2 bedroom units • 2 No. 3 bedroom units • 1 No. 4 bedroom unit. <u>Church floor area uplift</u> It is understood that the existing church hall will be demolished and a new facility provided with this redevelopment with a floor area of 210 sqm. The applicant will need to detail if there is any uplift in church activity or attendance that will result from this. The latest submission refers to there 'being no proposals to significantly increase church activity or attendance'. The TA that will accompany any future application should detail existing attendances and events/clubs and the like with their timing and also what changes are planned. <u>Proposed Access arrangements</u> The site is proposed as car free, with pedestrian access from the adjacent footways. The existing crossover that serves the building to be demolished will no longer be needed, so this can be reinstated to a full height kerb with works to the footway as well. This will provide a better pedestrian environment at this location and will likely enable provision of another on street parking bay within the CPZ. The applicant will need to meet all of the Council's administrative and works costs for this and enter into the appropriate Highways Act agreement with the Council. <u>Parking provision and impacts</u> The site is proposed as car free. It does have excellent accessibility to public transport services, and is located within the Wood Green Outer CPZ. There may be some parking demands however generated by the development, so whilst the concept of a car free development is supported in principle, Transportation to need to understand the likely
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			demands that may arise and the existing parking conditions in the locality of the site to enable a view to be made. Therefore, the applicant will need to provide and include in their transport statement a Parking Stress Survey, carried out and presented in accordance with the 'Lambeth' methodology. The development would be appropriate for designation as a permit free site, for which the applicant will need to enter into the appropriate planning agreement and meet all of the Council's administrative costs. It is also suggested that to further mitigate potential parking impacts the development have car club provision, so the applicant will need to liaise and consult with local car club operators to obtain their recommendations for car club provision at the development. It is expected that this will include provision of memberships for each unit for three years plus a £50 driving credit per unit to 'pump prime' car club usage. The car club operator may also suggest contribution towards the implementation of additional bays/cars in the locality to meet demands. The applicant has included proposals for the site to have car club provision as described here. <u>Delivery and servicing/refuse and recycling collection arrangements</u> It is commented that refuse and recycling collections will take place from the kerbside. This should be fine however the proposed details will need to be considered and approved by our colleagues in the waste and recycling team. The demands of the church should not change and the residential arrangements will need to include a collection point within the maximum walk distances for collection from a store off of the highway. <u>Cycle parking arrangements to meet London Plan requirements</u> It appears it is intended to provide an internal cycle parking store, which looks to be utilising a double stacking type system to provide 28 spaces. The cycle parking to be provided will need to meet London Plan standards for residential and commercial/employment cycle parking provision in terms of absolute numbers. Full details will need to be provided to confirm it will be achievable within the development footprint. Provision of useable, convenient, high quality secure cycle parking will be absolutely essential. Scaled drawings showing the system intending to be used and the spacing, layouts and access routes will need to be provided with any future application.
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			<u>Construction Logistics Plan</u> This development will be constructed in a residential area close to a busy junction, and has basement construction required too. Therefore, a detailed draft of the CLP for the site will be required at application stage, outlining the construction period and programme, and the numbers and types of construction vehicles attending the site. All arrangements to minimise the impact on both the Public Highway and adjacent neighbours will need to be included in this document. This will include deliveries and collections being made outside of the peak AM and PM periods, full details of any temporary measures envisaged for the highway, <u>Conclusion</u> This pre application proposal is for demolition of the existing church hall, and construction of a part 3, part 4 storey building (over basement) comprising new church hall extensions (210m2) and 15 flats. From the transportation perspective the uplift in transport demand will be from the new residential development however the applicant will need to detail if there will be any uplift in church attendance or activities. Whilst the site has excellent accessibility to public transport services, it will be appropriate to assess the potential parking demand impacts and a parking stress survey will be required, and it is also suggested car club provision be made for the development. Full details of the proposed cycle parking arrangements will be required and a construction logistics plan given the site's location close to a busy junction and residential dwellings.
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Air Quality/ Land Contamination			Officers have no objection to the development considering the existing planning use for the area. However, should this application progressed to a full planning application, the applicant will need to consider: a. Contaminated Land Assessment for the site to ensure the land is free from any form of contamination including asbestos considering the proposed demolition work, soft landscaping, private amenities and the fact the site is within 115meters of a railway station of medium risk from our contaminated land record. b. Management and Control of Dust considering the entire Borough was declared as an AQMA whilst submission of a detailed AQ assessment as proposed by the applicant in section K, item 2.68 of the planning statement will also be required. c. Construction Environmental Management Plan etc. It is considered that, there will be no major detrimental contamination or AQ impacts to the development. Therefore, this service has no objection to the proposed development with regards to contamination and air quality whilst the issues identified above with any other likely concern Officers might have can be address by a way of planning condition should the application proceed to full planning application. The Council's noise officer advice should be sought in respect of the application especially with its mixed use purpose (D1 and Residential).
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Waste and Recycling			See previous pre-application report following the meeting dated 10 September 2018 (reference- PRE/2019/0178) within which comments are still relevant.
Trees			Following a site meeting and discussions between the Council's Trees Officer and the applicants' Arboriculturalist it was considered that tree 'T13' which is a large mature ash tree and tree 'T15' which is a mature ash would normally be regarded as a constraint to development in line with guidance provided in BS 5837:2012. In particular, tree 'T13' which was identified as a particularly good specimen and potentially worthy of the imposition of a TPO. The developers therefore must provide a robust justification as to why the loss of tree 'T13' is necessary. Its loss will be balanced against the public benefits of the scheme. Should the removal of the tree be acceptable, the Council's Park team have confirmed that they can accommodate a replacement tree on the park side of the boundary. Details would need to be agreed by the imposition of a condition should a future planning application be approved. As mentioned earlier, this is of course subject to the acceptability of the loss of the existing tree and other planning matters.
Mayor CIL / Haringey CIL and Planning Obligations			See previous pre-application report following the meeting dated 10 September 2018 (reference- PRE/2019/0178) within which comments are still relevant.

Building Control

It is recommended that you obtain technical advice regarding building control matters during the early stages of project design, and Haringey Building Control has extensive experience in working with clients on a wide range of projects. Should you wish to discuss your project and how Haringey Building Control may best advise you regarding compliance with relevant building control regulations, please contact Bob McIver on 020 8489 5500 or by email on Bob.McIver@haringey.gov.uk

Consultation

As stated in the National Planning Policy Framework, that where beneficial, local planning authorities should encourage applicants to engage with the local community before submitting applications. The Council's Statement of Community Involvement (SCI) (2011) (<http://www.haringey.gov.uk/sci>) sets out the Council's approach to engaging with and consulting the community in planning and development issues. As outlined in the SCI applicants of major schemes are advised to undertake early community involvement before submitting an application to the Council.

A new planning protocol has recently been adopted, this includes the requirement for Applicants to present their schemes to Members of the Planning Sub – Committee at pre-application stage, as well as the opportunity to present the scheme to a Quality Review Panel. Where considered necessary, applicants will also be required to undertake a Development Forum as part of the pre-application process in order to engage the local community in order to obtain their opinions on any proposed development before any planning application is submitted for formal consideration and determination. This can be discussed in more detail at any subsequent pre-application meetings.

Once a planning application is submitted, the LPA will undertake the normal consultation procedures in accordance with the Town and Country Planning (Development Management) Order 2012 which will include providing a minimum of 21 days for neighbours and other statutory and non-statutory consultees to provide responses and comments to any submitted planning application.

The scheme will need to be presented to Members of the Councils Planning Committee for determination. The LPA will endeavour to ensure that a formal decision is issued within the statutory 13-week period however this is contingent on Planning Committee dates.

In order to assist in the application process, the applicant is strongly encouraged to enter into a Planning Performance Agreement (PPA) with the Council in order to assist the smooth process of any planning application from pre-application to determination stages. Please contact Valerie Okeiyi on the details provided above to discuss this requirement.

NB: Bounds Green Ward Councillors

Development Management, 6th Floor, River Park House, 225 High Road, N22 8HQ

preapp@haringey.gov.uk

www.haringey.gov.uk

Information required for Planning Application Submissions

The following information will be required for registration of the planning application in respect of this site.

1. Standard application form (three copies plus original unless submitted electronically)
2. 'Determining whether an application is CIL liable' form and plan or drawing showing any chargeable development and gross internal area in square metres on each plan
3. Location plan on an up to date map at an identified standard metric scale (typically 1:1250 or 1:2500 to fit onto A4 or A3 paper) with the red line including all land necessary to carry out the proposed development and blue line for any other land owned by the applicant
4. Site plan – direction of North, proposed development in relation to the site boundaries with written dimensions (and public rights of way, trees, hard surfacing and boundary treatment where relevant) typically 1:500 or 1:200
5. Ownership certificate and notices, and Agricultural land declaration
6. Fee
7. Fully annotated and scaled (1:50 or 1:100) drawings showing, floor plans, elevations of the existing and proposed buildings as well as drawings showing site sections and a 'streetscene elevation' showing the relationship with the neighbouring buildings. **Please note that Haringey requires all applications to have a scale bar and all proposed plans/elevations require one significant dimension. This is to ensure that the Planning Officer can accurately measure dimensions using measuring software.**
8. Design & Access Statement (including a statement confirming compliance with Lifetime Homes standards and London Plan SPG housing space standards)
9. Planning Statement
10. Transport Statement
11. Draft Travel Plan
12. Viability Assessment
13. Statement of Community Involvement
14. Energy Assessment and Sustainability Strategy
15. Overheating Report (using TM49 weather files + future weather files and TM52 model for non-residential and TM59 model for residential applications)
16. Air quality assessments
17. Tree Report
18. Heritage Statement
19. BRE Daylight and Sunlight Assessment

For further information, please see the Council's Validation Checklist.

List of Relevant Contacts

John McRory – Team Leader – 0208 489 2956

Valerie Okeiyi – Planning Officer – 0208 489 5120

Richard Truscott – Urban Design Officer – 0208 489 5241

Maurice Richards – Transport Planner – 0208 489 5575

Ray Matthews- Drainage Engineer- 0208 489 1147

Michael McNicholas – Head of Waste Management – 0208 489 5561

Bob McIver – Head of Building Control – 0208 489 5500

Andrew Snape – Met. Police Crime Prevention Officer – 0208 345 2167

Without Prejudice

Please be advised that this response is given at officer level and does not form a formal response or decision of the council with regard to future planning application(s) or other formal approaches. The views expressed above are given in good faith, to the best of ability, and without prejudice to the formal consideration of any future planning application, which will be subject to formal consultation and ultimately decided on by the council.