

<b>CITY OF WESTMINSTER</b>			
<b>PLANNING APPLICATIONS COMMITTEE</b>	<b>Date</b> 23 June 2015	<b>Classification</b> For General Release	
<b>Report of</b> Director of Planning		<b>Wards involved</b> Harrow Road	
<b>Subject of Report</b>	<b>207 Shirland Road, London, W9 2EX</b>		
<b>Proposal</b>	Erection of full height side (facing Malvern Road) and rear extension, demolition of existing mansard roof and mechanical plant and replacement with enlarged mansard roof extension at third floor level across extended building to provide additional hotel accommodation (Class C1).		
<b>Agent</b>	Brooks Murray Architects		
<b>On behalf of</b>	Brooks Murray Architects		
<b>Registered Number</b>	15/01031/FULL	<b>TP / PP No</b>	TP/1846
<b>Date of Application</b>	06.02.2015	<b>Date amended/ completed</b>	19.02.2015
<b>Category of Application</b>	Minor		
<b>Historic Building Grade</b>	Unlisted		
<b>Conservation Area</b>	Outside Conservation Area		
<b>Development Plan Context</b> - London Plan July 2011 - Westminster's City Plan: Strategic Policies 2013 - Unitary Development Plan (UDP) January 2007	Outside London Plan Central Activities Zone Outside Central Activities Zone Within North Westminster Economic Development Area		
<b>Stress Area</b>	Outside Stress Area		
<b>Current Licensing Position</b>	Not Applicable		

## 1. RECOMMENDATION

Grant conditional permission.









207 SHIRLAND ROAD, W9

## 2. SUMMARY

The application site comprises the upper floors of a four storey unlisted former Victorian public house, which has been in use as a hotel. The building is not listed and is not located within a conservation area.

Permission is sought for the erection of a full height side extension facing Malvern Road, demolition of the existing mansard roof and mechanical plant and its replacement with an enlarged mansard roof extension at third floor level across the extended building below to provide additional hotel accommodation (Class C1). The scheme would enlarge the hotel premises from 11 guest bedrooms to 21 guest bedrooms.

The key issues in this case are:

- Whether the extension and consequential intensification of the hotel use is acceptable in land use terms.
- Whether the extensions and alterations to the building are acceptable in design terms.
- The impact of the proposed development on the amenity of neighbouring residents.
- Whether the proposal is acceptable in terms of its impact on the surrounding highway network.

The proposed development is considered to comply with the relevant land use, design, amenity and transportation policies set out in Westminster's City Plan: Strategic Policies (the City Plan) and the Unitary Development Plan (UDP). As such, it is recommended that permission is granted subject to the conditions set out in the draft decision letter.

## 3. CONSULTATIONS

### COUNCILLOR PRENDERGAST

Requested information regarding ground floor of building and its future use.

### NORTH PADDINGTON SOCIETY

Any response to be reported verbally.

### LONDON BOROUGH OF BRENT

Any response to be reported verbally.

### CLEANSING MANAGER

No objection, recommended condition requiring compliance with approved locations for storage of waste and recycling material.

### ENVIRONMENTAL HEALTH

No objection, subject to conditions relating to noise and vibration from plant to protect neighbouring residents.

### HIGHWAYS PLANNING MANAGER

Application is undesirable in highways terms but could be considered acceptable. Recommended condition requiring submission of a servicing management plan.

### ADJOINING OWNERS/OCCUPIERS AND OTHER REPRESENTATIONS

No. Consulted: 40; Total No. of Replies: 7.

Seven letters/emails received from four respondents raising objection on all or some of the following grounds:

#### Land Use

- Concern about intensification of existing hotel use and impact of likely hotel residents on local services, transport and shops.
- Lack of information submitted relating to servicing and storage associated with hotel use.

#### Design

- Inappropriate design in terms of height and bulk.
- Extension is too big, engulfing main building contrary to DES 5.
- Concern about loss of features of building including chimneys and interior of the building.

#### Amenity

- Impact on daylight and sunlight.
- Overlooking to residents of 195-205a Shirland Road.

#### Highways

- Concern about impact of additional hotel users on highway network and traffic issues associated with extended hotel.

#### Other Matters

- Absence of information relating to ground floor use.
- Impact of building works including noise and structural issues to adjoining properties.
- Concern about applicant/ownership of property.

ADVERTISEMENT/ SITE NOTICE: Yes.

## 4. BACKGROUND INFORMATION

### 4.1 The Application Site

The Chippenham Hotel was built in the mid 19th century as part of the predominantly residential development of the area around Shirland Road, Chippenham Road and Walterton Road. It had a long established use as a public house with visitor accommodation on the upper floors in an arrangement typical of such establishments. However, the public house has now closed and the use of the ground floor has changed to a retail shop (Class A1). The upper floors are now used as a self-contained hotel containing 11 rooms in total with en-suite facilities in each room. There is a communal dining room and a separate entrance from Malvern Road.

The building is not listed and is not located in a conservation area. The application site forms part of a group that also includes Nos.195-205 Shirland Road, a late 20<sup>th</sup> century development with retail uses at ground floor level and residential flats above. It is located on the borough boundary, with the area immediately to the north (rear) of the application site being part of the London Borough of Brent.

To the rear of the site within Brent there is a vacant doctor's surgery and permission has previously been granted by Brent for the demolition of the doctor's surgery and erection of a five storey building to provide a replacement Class D1 use and four self-contained flats (Brent Ref No.10/0047); however, this does not appear to have been implemented and has now lapsed. A revised scheme for redevelopment of this site to provide a five storey building containing nine residential flats was submitted to the London Borough of Brent on 11 March 2015 (Brent Ref No.15/1050) and their Planning Committee resolved to grant permission for this redevelopment scheme subject to the completion of a S106 agreement on 3 June 2015.

## 4.2 Relevant History

25 July 2014 – Planning permission was granted for the removal of rear/side gates and fire escape stair and erection of extension to provide a hotel entrance and associated works (14/04536/FULL). See copy of this decision in the background papers. This permission has not been implemented to date.

## 5. THE PROPOSAL

The application proposes the erection of a full height side (facing Malvern Road) and rear extension, demolition of the existing mansard roof and mechanical plant and replacement with an enlarged mansard roof extension at third floor level across the extended building to provide additional hotel accommodation (Class C1).

The proposed development would increase the total number of rooms within the hotel from 11 to 21. The enlarged hotel premises would retain a communal dining area at first floor level, with staff facilities, waste storage and ancillary office space provided at ground floor level.

## 6. DETAILED CONSIDERATIONS

### 6.1 Land Use

The upper floors of this building have been used as bed and breakfast accommodation since at least 1988. Environmental Health have confirmed that the building has never been registered as a House of Multiple Occupation (HMO) and there is no evidence to suggest the site has been in use as a hostel. The accommodation on the upper floors of the building has been marketed on the internet since at least 2013 as budget guest accommodation in individual rooms with private facilities. Accordingly, the lawful existing use of the upper floors is considered to be Class C1 hotel accommodation.

The application site is located within the North Westminster Economic Development Area (NWEDA) and Policy S12 of the City Plan supports development that increases economic activity within the area and provides employment opportunities for local people. Policy S23 of the City Plan states that proposals to improve the quality and range of hotels will be encouraged. For the purposes of the UDP, the site falls within the North West Westminster Special Policy Area and Policy TACE 2(B) also applies. This states that planning permission will be granted for extensions to existing hotels where the proposals are of an appropriate scale to their surroundings, there are no adverse effects on residential amenity and no adverse environmental and traffic effects would be generated.

The proposed development would result in an increase in the number of rooms from 11 to 21. This is to be achieved by the erection of a rear extension and through the erection of a larger replacement mansard extension. A defined entrance to the hotel accommodation is to be provided in Malvern Road (as per the scheme previously approved in 2014), with waste storage, a reception area and office facilities on the ground floor level and a lift to the upper floors. The entirety of the upper floors would be used as bedrooms, with a breakfast room with a preparation area (37m<sup>2</sup>) on the first floor. The standard of accommodation shown on the proposed floor plans and the additional facilities proposed for the hotel would represent a significant improvement upon the existing hotel accommodation provided on this site and as such the enlarged hotel accommodation would address the requirements of Policies S23 and TACE 2.

Further consideration is given later in this report to the transport and amenity impacts of the enlargement of the hotel accommodation, but in principle the extension of the existing hotel

use is considered to meet the objectives of Policies S12 and S23 in the City Plan and TACE 2 in the UDP.

## 6.2 Townscape and Design

The building is not listed and is not located within a conservation area. It is, however, a landmark building within the local area that has significance as a part of the original development of this part of the City. It is a typical example of a late Victorian public house.

Whilst the form of the original Victorian building has been retained, the building has been substantially altered to the rear by the installation of a visually prominent metal fire escape staircase and to the roof by the erection of the existing mansard roof form and mechanical plant, which is highly prominent in surrounding views. The building is therefore an attractive building in street views from the south, but is somewhat cluttered and untidy in views from the rear (north) of the site.

This side/rear extension extends to the full height of the building, although it is stepped back in part at first and second floor levels where it would be closest to the neighbouring properties at Nos.195-205 Shirland Road. The proposed mansard roof extension would comprise an 'L' shape and extend across the full extent of the extended building.

In views from Shirland Road to the south, the appearance of the building would be largely unaltered, other than the replacement mansard roof extension, which would be marginally more prominent than the existing roof extension. Notwithstanding this, the proposed mansard would be traditionally detailed with four small dormer windows that relate well to the hierarchy of fenestration within the building.

To the Malvern Road elevation, the proposed side/rear extension has been designed to replicate the detailing of the existing building, and this is to be secured by a number of conditions to ensure that the facing materials, windows and detailed design of the elevation accurately replicates the detailed appearance of the existing building.

In views from the north and east, the building would be extended in an 'L' shape, set back from the boundary with neighbouring properties at Nos.195-205 Shirland Road. The extension would be stepped to minimise the bulk adjacent to the neighbouring properties in Shirland Road and the extensions would generally tidy up the cluttered rear elevation, which has historically been added to and extended in an ad-hoc form. The proposed roof extension would not appear overly dominant in these views and it would be appropriately detailed in terms of its height, form and detailed design.

Given the modeled form of the side/rear extension, it is not considered that the bulk and height proposed is excessive in design terms. An objector draws attention to the fact that this is a full height extension, and Policy DES 5 states that extensions should normally not exceed the penultimate storey of the building. However, in this case a full height extension is considered to be an appropriate design solution as it has been designed as a coherent addition to the original building in terms of its form and detailed design. As such, the proposed extension would accord with Policy DES 5 in the UDP.

In summary in design terms, the proposed development is acceptable and, subject to the recommended conditions, it would accord with Policy S28 in the City Plan and Policies DES 1, DES 5 and DES 6 in the UDP.



### 6.3 Amenity

The application would result in an increase in the bulk and height of the building to the side and rear elevations. The adjoining site to the north at Nos.2-8 Malvern Road is currently occupied by a single storey medical facility, which has been vacant for a number of years. As set out in Section 4.1 of this report, this building is located within the London Borough of Brent and permission has been previously granted by Brent for the erection of a five storey residential development on this site, although this permission has now lapsed, apparently without being implemented. The London Borough of Brent's Planning Committee resolved to grant permission for a revised scheme comprising a five storey building providing nine residential flats on 3 June 2015.

The proposed extensions to the rear of the application site would not have any adverse impact on the existing medical facility that is currently on the 2-8 Malvern Road site. In terms of the redevelopment scheme for this neighbouring site, which Brent have resolved to approve, the proposal would be unneighbourly and would cause a loss of light and increased sense of enclosure to the ground floor residential unit within that development, which is shown to have its living accommodation served solely by south facing windows (the upper floor flats are less reliant on windows in the south facing elevation). However, the redevelopment scheme for Nos.2-8 Malvern Road would have a similar deleterious effect on the ability of the application site to be extended and altered.

Given that the residential development at Nos.2-8 Malvern Road has yet to be built and is being planned concurrently with the scheme for extension and alteration of the application site, it is not considered that permission could reasonably be withheld on the basis of the impact the proposed development would have on the redevelopment scheme at No.2-8 Malvern Road. Furthermore, the London Borough of Brent has been consulted on the current application and has not responded to the consultation. Brent is responsible for consultation of neighbouring residents within their borough and there have been no objections to the current application from the owners of this neighbouring site as a result of Brent's consultation exercise. Finally, it is noted that as the development at Nos.2-8 Malvern Road has not been commenced, the internal arrangement of the ground floor flat that would be most affected by the proposed development is capable of being amended to ensure that the main living accommodation receives additional daylight via windows in the front (west facing) elevation.

Directly adjacent to the building to the north east is a large block of residential flats at No.245 Kilburn Park Road which also falls within Brent. The proposed extension would be visible from the west facing windows of this block and would have a reduced outlook as a result of the development. The applicant has submitted a daylight and sunlight report that demonstrates that any loss of daylight and sunlight to these properties would fall within acceptable limits in respect of the Building Research Establishment (BRE) guidelines (2011).

Immediately adjoining the application site to the east is a row of upper storey maisonettes above shop units at Nos.195-205 Shirland Road. These have a raised access deck/terrace area to the rear at first floor level and rear facing windows. The additional bulk of the proposed side/rear extension, which would be stepped back from the boundary with these properties, would be apparent from the access deck and parking area to the rear of these properties. However, modeling of the bulk of the extension and given the distance from neighbouring windows and the access deck, the rear extension would not cause a loss of light or increased sense of enclosure to these neighbouring properties. The daylight and sunlight report submitted by the applicant confirms that the proposed extension would not cause a material loss of daylight or sunlight.



The windows proposed in the east facing elevations of the rear extension would be sufficiently distant from neighbouring windows and would be at an oblique angle to neighbouring windows at Nos. 195-205 so as not to cause any significant overlooking to these neighbouring properties.

A condition is recommended to prevent the two areas of flat roof to the rear at ground and first floor levels being used for sitting out or as roof terraces to prevent overlooking.

No new mechanical plant is proposed as part of this development. The applicant has submitted an acoustic report in support of this application although this largely deals with internal noise levels within the proposed hotel rooms. Environmental Health have raised no objections to this application. The control of noise within the proposed hotel rooms falls outside the scope of planning legislation and as such there are no grounds to impose conditions in this regard.

Subject to the imposition of conditions as set out in this report, the application is considered to be acceptable in amenity terms and meets the objectives of Policies S29 and S32 of the City Plan and ENV6 and ENV13 of the UDP.

#### **6.4 Highways/Parking Issues**

A number of objections relate to concerns about the increase of hotel rooms at this location on the surrounding highway network. As discussed earlier in this report, the existing premises are well served by public transport with numerous facilities for short term guests within walking distance of the hotel. The Highways Planning Manager has commented that the proposal is unlikely to have a significant impact on on-street parking in the area.

Whilst no cycle parking is provided for staff, such a facility is not currently provided within the hotel and as such, it is not considered that permission could be reasonably be withheld on that ground.

The proposal would result in an intensification of the existing hotel use and as such, it is likely that some additional demands will be placed on servicing. This is a particularly important issue given that there is no direct vehicular access to the site and is reflected in views expressed by a number of respondents to the consultation exercise. The Highways Planning Manager has recommended that a servicing management plan is developed that demonstrates that the enlarged hotel use can be serviced without an unacceptable detrimental impact on the surrounding highway network. This is to be required by a condition.

In respect of waste, a room for waste storage is shown on the plans, which demonstrates adequate provision for the future use of the site.

The application is considered acceptable in highways terms and meets the requirements of the relevant policies in the City Plan and UDP.

#### **6.5 Equalities and Diversities (including Access)**

The proposed development would improve access to this hotel use, with level access to the building and a lift to all floors.

#### **6.6 Economic Considerations**

The economic benefits of the expansion of the existing hotel are welcomed and would accord with Policy S12 in terms of providing additional employment within the NWEDA.

### **6.7 Other UDP/Westminster Policy Considerations**

None relevant.

### **6.8 London Plan**

The proposals do not raise strategic issues.

### **6.9 National Policy/Guidance Considerations**

Central Government's National Planning Policy Framework (NPPF) came into effect on 27 March 2012. It sets out the Government's planning policies and how they are expected to be applied. The NPPF has replaced almost all of the Government's existing published planning policy statements/guidance as well as the circulars on planning obligations and strategic planning in London. It is a material consideration in determining planning applications.

Until 27 March 2013, the City Council was able to give full weight to relevant policies in the Core Strategy and London Plan, even if there was a limited degree of conflict with the framework. The City Council is now required to give due weight to relevant policies in existing plans "according to their degree of consistency" with the NPPF. Westminster's City Plan: Strategic Policies was adopted by Full Council on 13 November 2013 and is fully compliant with the NPPF. For the UDP, due weight should be given to relevant policies according to their degree of consistency with the NPPF (the closer the policies in the plan to the NPPF, the greater the weight that may be given).

The UDP policies referred to in the consideration of this application are considered to be consistent with the NPPF unless stated otherwise.

### **6.10 Planning Obligations**

Not required given the limited scale of this application.

### **6.11 Environmental Assessment including Sustainability and Biodiversity Issues**

Not relevant.

### **6.12 Other Issues**

A number of respondents have expressed concerns regarding the impact of building works. The standard condition restricting noisy works to daytime hours Monday to Friday and on Saturday mornings only has been recommended in the draft decision letter and this is as far as this matter can be addressed through planning controls.

Concerns about the motivations of the applicant in pursuing this application cannot be taken into account as material planning considerations.

The applicant maintains that the change of use of the ground floor of the building to a public house has been undertaken under permitted development rights. This matter is the subject of a review by the Planning Enforcement Team. The ground floor of the building does not in any case form part of the current application site.

## 7. CONCLUSION

In summary, the proposed development is considered to be acceptable in land use, design, amenity and highways terms and would accord with the relevant policies in the City Plan and UDP. As such, the application is recommended for approval subject to the conditions set out in the draft decision letter.

## BACKGROUND PAPERS

1. Application form.
2. Copy of decision letter dated 25 July 2014 and associated drawings.
3. Email correspondence with Councillor Prendergast dated 15 April 2015.
4. Memo from the Cleansing Manager dated 24 February 2015.
5. Memo from the Highways Planning Manager dated 25 February 2015.
6. Memo from Environmental Health dated 19 March 2015.
7. Emails from the occupier of 21 Chippenham Mews dated 27 February and 21 April 2015.
8. Email from the occupier of 205a Shirland Road dated 4 March 2015.
9. Emails from the occupier of 229B Shirland Road dated 14 April 2015, 15 April 2015 and 20 April 2015.
10. Email from the occupier of 49A Fernhead Road dated 17 April 2015.

IF YOU HAVE ANY QUERIES ABOUT THIS REPORT OR WISH TO INSPECT ANY OF THE BACKGROUND PAPERS PLEASE CONTACT OLIVER GIBSON ON 020 7641 2680 OR BY E-MAIL – [ogibson@westminster.gov.uk](mailto:ogibson@westminster.gov.uk)



**DRAFT DECISION LETTER**

**Address:** 207 Shirland Road, London, W9 2EX

**Proposal:** Erection of full height side (facing Malvern Road) and rear extension, demolition of existing mansard roof and mechanical plant and replacement with enlarged mansard roof extension at third floor level across extended building to provide additional hotel accommodation (Class C1).

**Plan Nos:** 985.10.100, 985.11.0201 (Approved Ground Floor Plan), 985.11.0202 (Existing First Floor Plan), 985.11.0203 (Existing Second Floor Plan), 985.11.0204 (Existing Third Floor Plan), 985.11.0205 (Existing Roof Plan), 985.11.0301 (Existing Section AA), 985.11.0401 (Existing South Elevation), 985.11.0402 (Existing West Elevation), 985.11.0403 (Existing North Elevation), 985.11.0404 (Existing East Elevation), 985.11.201 (Proposed Ground Floor Plan), 985.11.202 (Proposed First Floor Plan), 985.11.203 (Proposed Second Floor Plan), 985.11.204 (Proposed Third Floor Plan), 985.11.205 (Proposed Roof Plan), 985.11.301 (Proposed Section AA), 985.11.401 (Proposed South Elevation), 985.11.402 (Proposed North Elevation), 985.11.403 (Proposed West Elevation), 985.11.404 (Proposed East Elevation), Planning Statement by KR Planning dated February 2015, Daylight and Sunlight Statement by Price and Myers dated 24 December 2014, Design and Access Statement dated January 2015, Noise survey by Sound Advice Acoustics limited dated 27 January 2015.

**Case Officer:** Neil Holdsworth

**Direct Tel. No.** 020 7641 5018

**Recommended Condition(s) and Reason(s):**

- 1 The development hereby permitted shall be carried out in accordance with the drawings and other documents listed on this decision letter, and any drawings approved subsequently by the City Council as local planning authority pursuant to any conditions on this decision letter.

**Reason:**

For the avoidance of doubt and in the interests of proper planning.

- 2 You must carry out any building work which can be heard at the boundary of the site only:

- \* between 08.00 and 18.00 Monday to Friday;
- \* between 08.00 and 13.00 on Saturday; and
- \* not at all on Sundays, bank holidays and public holidays.

Noisy work must not take place outside these hours. (C11AA)

**Reason:**

To protect the environment of neighbouring residents. This is as set out in S29 and S32 of Westminster's City Plan: Strategic Policies adopted November 2013 and ENV 6 of our Unitary Development Plan that we adopted in January 2007. (R11AC)

- 3 All new work to the outside of the building must match existing original work in terms of the choice of materials, method of construction and finished appearance. This applies unless differences are shown on the drawings we have approved or are required by conditions to this permission. (C26AA)

Reason:

To make sure that the appearance of the building is suitable and that it contributes to the character and appearance of the area. This is as set out in S28 of Westminster's City Plan: Strategic Policies adopted November 2013 and DES 1 and DES 5 or DES 6 or both of our Unitary Development Plan that we adopted in January 2007. (R26AD)

- 4 You must not occupy the enlarged hotel premises hereby approved until a servicing management plan for the enlarged hotel has been submitted to and approved in writing by the City Council as local planning authority. The servicing management plan should include information about the scheduling of deliveries to the hotel and how delivery vehicle size will be managed and how the time the delivered items spend on the highway will be minimised. You must then operate the enlarged hotel premises in accordance with the approved servicing management plan, unless or until we approve in writing an alternative servicing management plan.

Reason:

To protect the environment of residents and the area generally and avoid obstruction of the public highway as set out in S29 and S42 of Westminster's City Plan: Strategic Policies adopted November 2013 and TRANS 2, TRANS 3, TRANS 20 and ENV 6 of our Unitary Development Plan that we adopted in January 2007.

- 5 You must provide the waste store shown on drawing 985.11.201 (Proposed Ground Floor Plan) before anyone moves into the property. You must clearly mark it and make it available at all times to everyone using the hotel. You must store waste inside the property and only put it outside just before it is going to be collected. You must not use the waste store for any other purpose. (C14DC)

Reason:

To protect the environment and provide suitable storage for waste and materials for recycling as set out in S44 of Westminster's City Plan: Strategic Policies adopted November 2013 and ENV 12 of our Unitary Development Plan that we adopted in January 2007. (R14CC)

- 6 You must not use the roofs of the rear extensions at ground and first floor levels and the 3rd floor level mansard roof extension hereby approved for sitting out or for any other purpose. You can however use these roofs to escape in an emergency.

Reason:

To protect the privacy and environment of people in neighbouring properties, as set out in S29 of Westminster's City Plan: Strategic Policies adopted November 2013 and ENV 13 of our Unitary Development Plan that we adopted in January 2007. (R21AC)

- 7 You must apply to us for approval of samples of the facing materials you will use, including

glazing, and elevations and roof plans annotated to show where the materials are to be located. You must not start any work on these parts of the development until we have approved what you have sent us. You must then carry out the work using the approved materials. (C26BC)

**Reason:**

To make sure that the appearance of the building is suitable and that it contributes to the character and appearance of the area. This is as set out in S28 of Westminster's City Plan: Strategic Policies adopted November 2013 and DES 1 and DES 5 or DES 6 or both of our Unitary Development Plan that we adopted in January 2007. (R26AD)

- 8 You must apply to us for approval of a sample panel of brickwork which shows the colour, texture, face bond and pointing. You must not start work on this part of the development until we have approved what you have sent us. You must then carry out the work according to the approved sample. (C27DB)

**Reason:**

To make sure that the appearance of the building is suitable and that it contributes to the character and appearance of the area. This is as set out in S28 of Westminster's City Plan: Strategic Policies adopted November 2013 and DES 1 and DES 5 or DES 6 or both of our Unitary Development Plan that we adopted in January 2007. (R26AD)

- 9 You must apply to us for approval of detailed drawings of the following parts of the development:

- (a) Typical window details (elevations at 1:20, with section details at 1:5).
- (b) The new entrance bay on Malvern Road.
- (c) Details of any movement joints proposed within brickwork.

You must not start any work on these parts of the development until we have approved what you have sent us. You must then carry out the work according to these approved details.

**Reason:**

To make sure that the appearance of the building is suitable and that it contributes to the character and appearance of the area. This is as set out in S28 of Westminster's City Plan: Strategic Policies adopted November 2013 and DES 1 and DES 5 or DES 6 or both of our Unitary Development Plan that we adopted in January 2007. (R26AD)

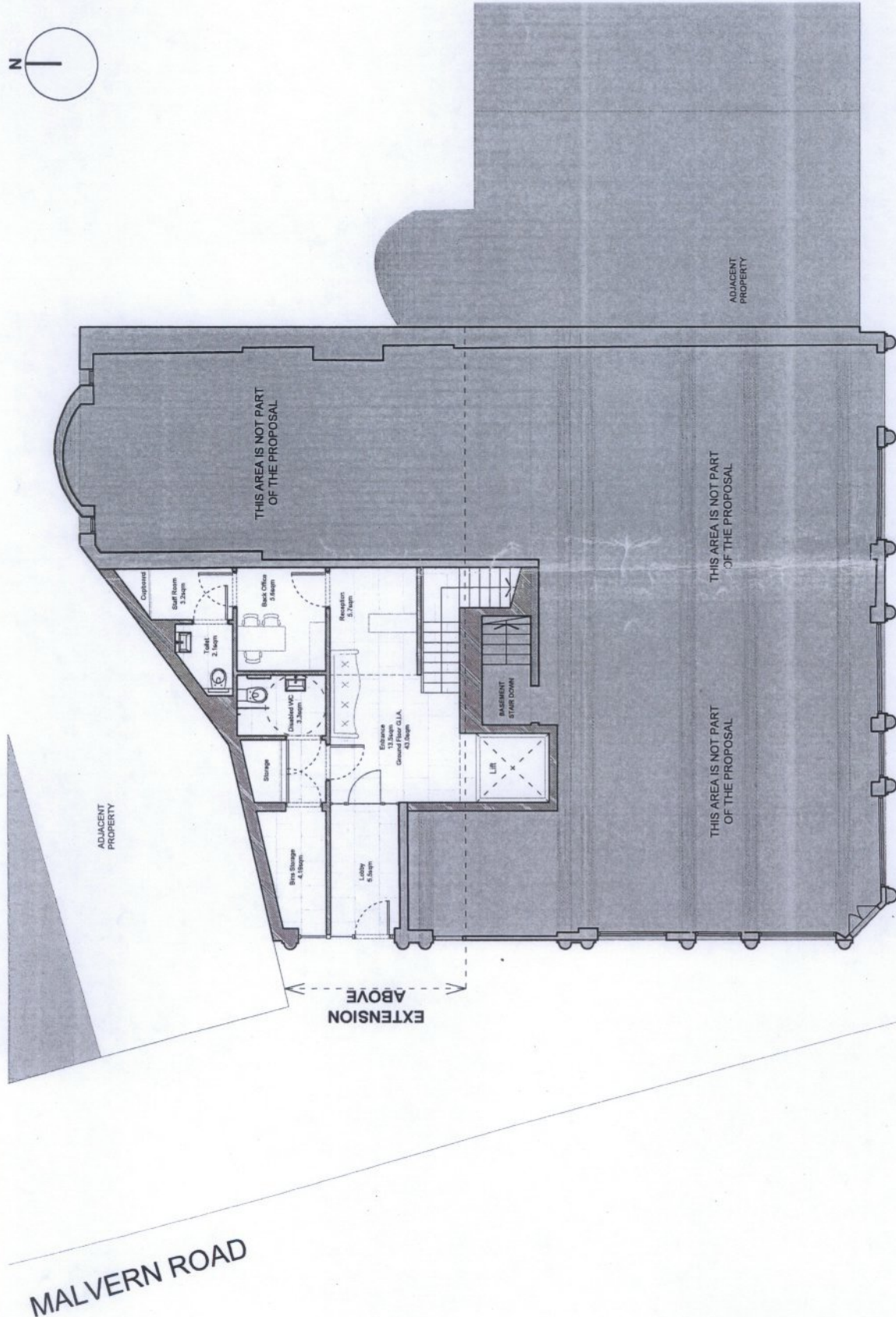
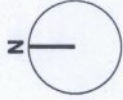
**Informative(s):**

- 1 In dealing with this application the City Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies in Westminster's City Plan: Strategic Policies adopted November 2013, Unitary Development Plan, Supplementary Planning documents, planning briefs and other informal written guidance, as well as offering a full pre application advice service, in order to ensure that applicant has been given every opportunity to submit an application which is likely to be considered favourably. In addition, where appropriate, further guidance was offered to the applicant at the validation stage.



- 2 You are advised that the reinstallation of the telecommunications equipment, which is currently located on the roof of the existing roof storey, on the roof of the new mansard roof extension, does not form part of this application and may therefore require the benefit of separate planning permission.
- 3 Under the Highways Act 1980 you must get a licence from us before you put skips or scaffolding on the road or pavement. It is an offence to break the conditions of that licence. You may also have to send us a programme of work so that we can tell your neighbours the likely timing of building activities. For more advice, please phone our Highways Licensing Team on 020 7641 2560. (I35AA)
- 4 You are encouraged to join the nationally recognised Considerate Constructors Scheme. This commits those sites registered with the Scheme to be considerate and good neighbours, as well as clean, respectful, safe, environmentally conscious, responsible and accountable. For more information please contact the Considerate Constructors Scheme directly on 0800 783 1423, [siteenquiries@ccscheme.org.uk](mailto:siteenquiries@ccscheme.org.uk) or visit [www.ccscheme.org.uk](http://www.ccscheme.org.uk).
- 5 This development has been identified as potentially liable for payment of the Mayor of London's Community Infrastructure Levy (CIL). Responsibility for paying the levy runs with the ownership of the land, unless another party has assumed liability. We will issue a CIL Liability Notice to the landowner or the party that has assumed liability with a copy to the planning applicant as soon as practicable setting out the estimated CIL charge.  
If you have not already done so you must submit an **Assumption of Liability Form** to ensure that the CIL liability notice is issued to the correct party. This form is available on the planning portal at <http://www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil>  
Further details on the Mayor of London's Community Infrastructure Levy can be found on our website at: <http://www.westminster.gov.uk/services/environment/planning/apply/mayoral-cil/>.  
**You are reminded that payment of the CIL charge is mandatory and there are strong enforcement powers and penalties for failure to pay.**

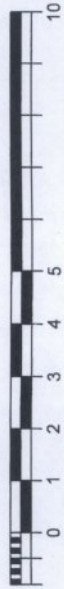
USE FIGURED DIMENSIONS ONLY  
DO NOT SCALE FROM THIS DRAWING.  
ALL DIMENSIONS MUST BE CHECKED ON SITE. ANY  
INCONSISTENCIES MUST BE REPORTED BACK TO THE ARCHITECT.  
THIS DRAWING AND ANY DESIGNS INDICATED THEREON ARE THE  
COPYRIGHT OF BROOKS / MURRAY ARCHITECTS.  
ALL RIGHTS ARE RESERVED.  
NO PART OF THIS WORK MAY BE PRODUCED WITHOUT PRIOR  
PERMISSION IN WRITING FROM BROOKS / MURRAY ARCHITECTS.



**BROOKS / MURRAY**

ARCHITECTS  
8-10 NEW NORTH PLACE  
LONDON EC2A 4JA  
TEL 020 7739 9555  
FAX 020 7739 9944  
architects@brooksmurray.com

CLIENT:	IRC
JOB:	The Chippenham 207 Shirland Road London, W9 2EX
DATE:	FEB 2015
SCALE:	1:100 @ A3
DRAWING TITLE:	Proposed Ground Floor Plan
DRAWING NUMBER:	985.11.201

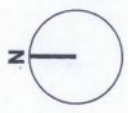


SHIRLAND ROAD

MALVERN ROAD

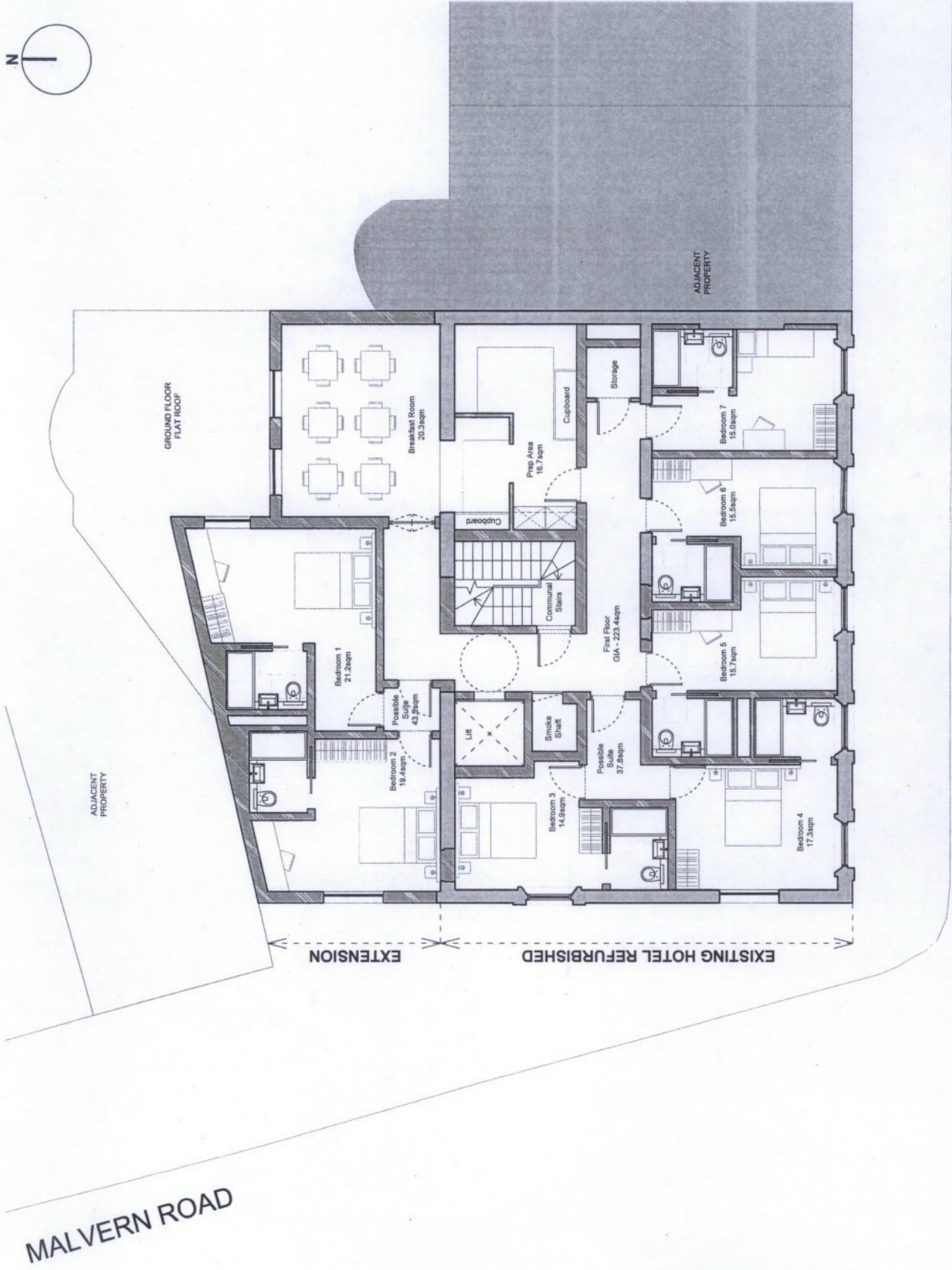


USE FIGURED DIMENSIONS ONLY  
DO NOT SCALE FROM THIS DRAWING.  
ALL DIMENSIONS MUST BE CHECKED ON SITE ANY  
INCONSISTENCIES MUST BE REPORTED BACK TO THE ARCHITECT.  
THIS DRAWING AND ANY DESIGNS INDICATED THEREON ARE THE  
COPYRIGHT OF BROOKS / MURRAY ARCHITECTS.  
ALL RIGHTS ARE RESERVED.  
NO PART OF THIS WORK MAY BE PRODUCED WITHOUT PRIOR  
PERMISSION IN WRITING FROM BROOKS / MURRAY ARCHITECTS.



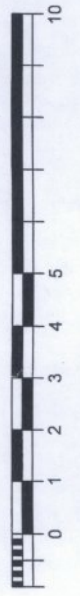
**BROOKS / MURRAY**  
ARCHITECTS  
8-10 NEW NORTH PLACE  
LONDON EC2A 4JA  
TEL 020 7739 9955  
FAX 020 7739 9944  
architects@brooksmurray.com

CLIENT:	IRC
JOB:	The Chippenham 207 Shirland Road London, W9 2EX
DATE:	FEB 2015
SCALE:	1:100 @ A3
DRAWING TITLE:	Proposed First Floor Plan
DRAWING NUMBER:	985.11.202



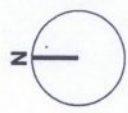
SHIRLAND ROAD

MALVERN ROAD



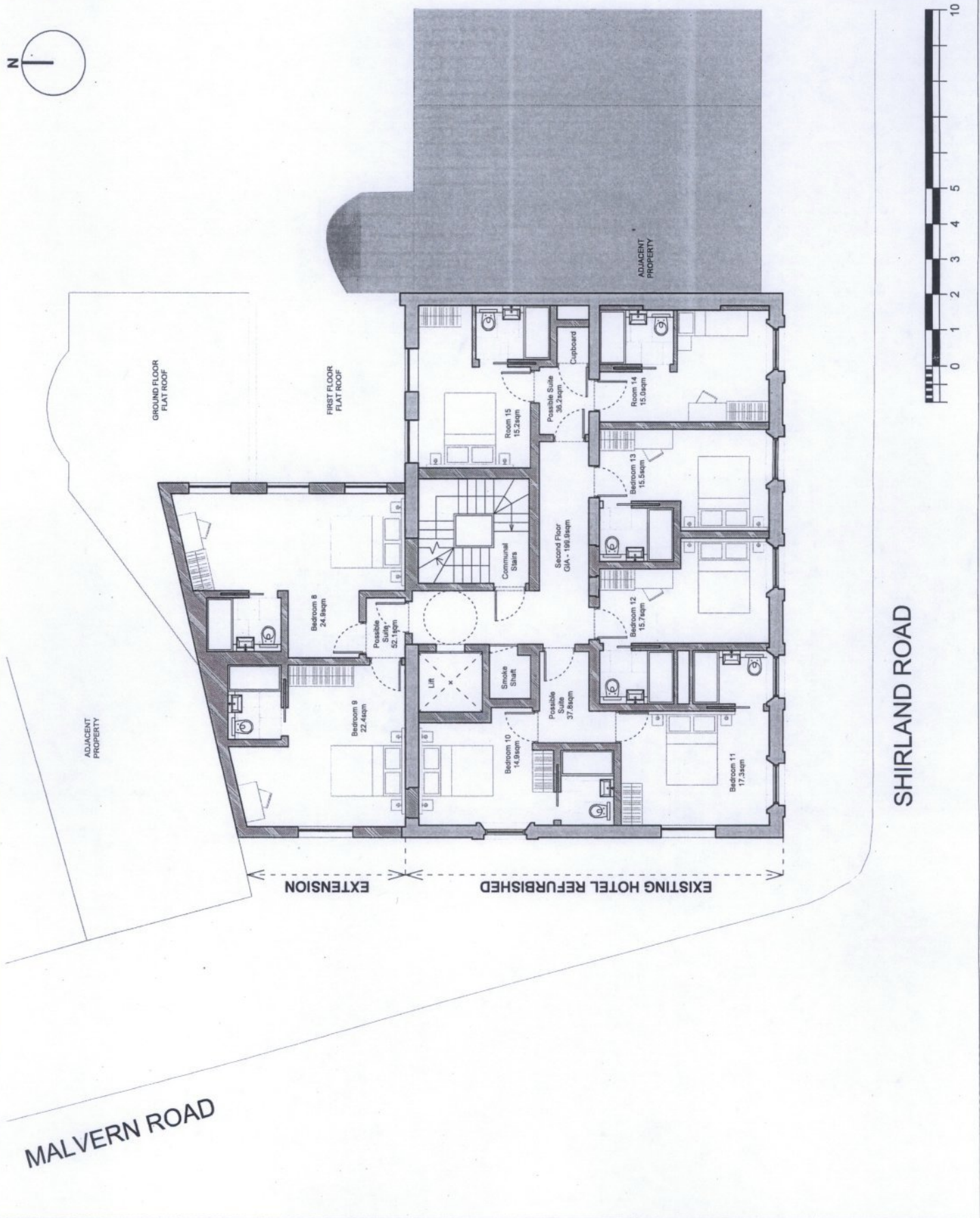


USE DIMENSIONS ONLY  
DO NOT SCALE FROM THIS DRAWING.  
ALL DIMENSIONS MUST BE CHECKED ON SITE ANY  
INCONSISTENCIES MUST BE REPORTED BACK TO THE ARCHITECT.  
THIS DRAWING AND ANY DESIGNS INDICATED THEREON ARE THE  
COPYRIGHT OF BROOKS / MURRAY ARCHITECTS.  
ALL RIGHTS ARE RESERVED.  
NO PART OF THIS WORK MAY BE PRODUCED WITHOUT PRIOR  
PERMISSION IN WRITING FROM BROOKS / MURRAY ARCHITECTS.



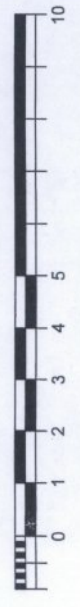
**BROOKS / MURRAY**  
ARCHITECTS  
8-10 NEW NORTH PLACE  
LONDON EC2A 4JA  
TEL 020 7739 9955  
FAX 020 7739 9944  
architects@brooksmurray.com

CLIENT:	IRC
JOB:	The Chippenham 207 Shirland Road London, W9 2EX
DATE:	FEB 2015
SCALE:	1:100 @ A3
DRAWING TITLE:	Proposed Second Floor Plan
DRAWING NUMBER:	985.11.203



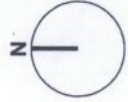
MALVERN ROAD

SHIRLAND ROAD



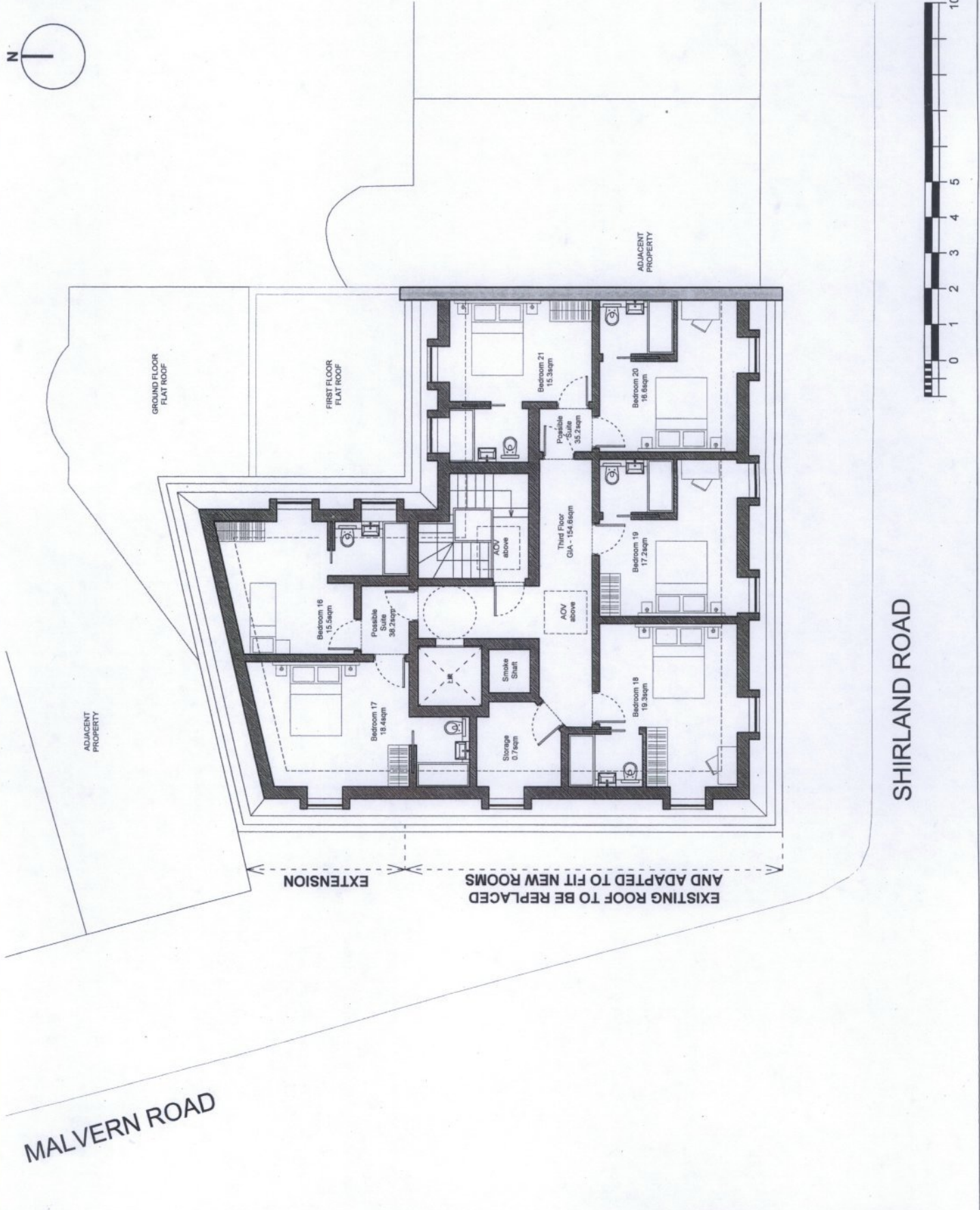


USE DIMENSIONS ONLY  
DO NOT SCALE FROM THIS DRAWING.  
ALL DIMENSIONS MUST BE CHECKED ON SITE ANY  
INCONSISTENCIES MUST BE REPORTED BACK TO THE ARCHITECT.  
THIS DRAWING AND ANY DESIGNS INDICATED THEREON ARE THE  
COPYRIGHT OF BROOKS / MURRAY ARCHITECTS.  
ALL RIGHTS ARE RESERVED.  
NO PART OF THIS WORK MAY BE PRODUCED WITHOUT PRIOR  
PERMISSION IN WRITING FROM BROOKS / MURRAY ARCHITECTS.



**BROOKS / MURRAY**  
ARCHITECTS  
8-10 NEW NORTH PLACE  
LONDON EC2A 4JA  
TEL 020 7739 9955  
FAX 020 7739 9944  
architects@brooksmurray.com

CLIENT:	IRC
JOB:	The Chippenham 207 Shirland Road London, W9 2EX
DATE:	FEB 2015
SCALE:	1:100 @ A3
DRAWING TITLE:	Proposed Third Floor Plan
DRAWING NUMBER:	985.11.204

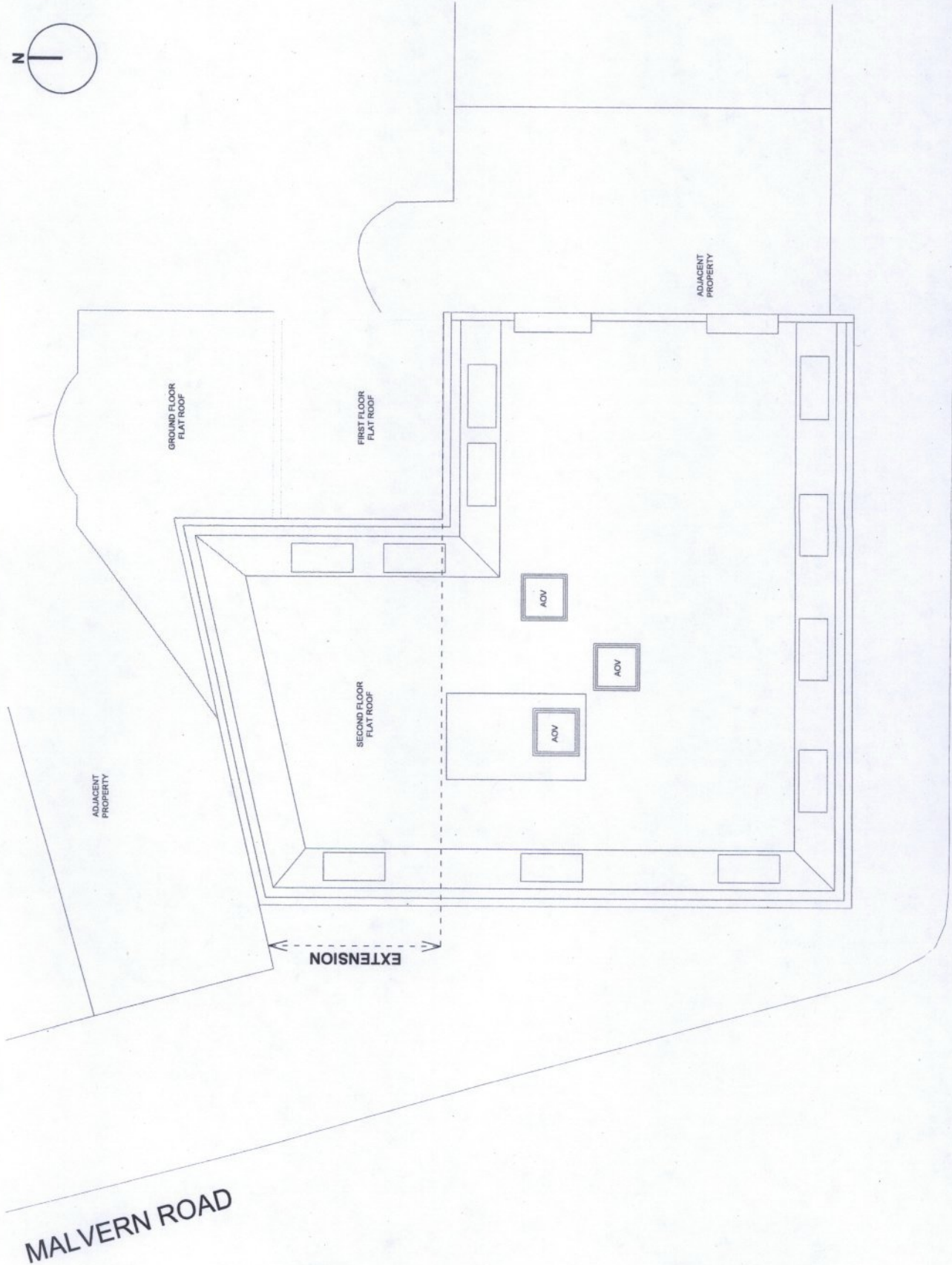
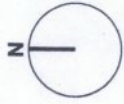


MALVERN ROAD

SHIRLAND ROAD



USE FIGURED DIMENSIONS ONLY  
DO NOT SCALE FROM THIS DRAWING.  
ALL DIMENSIONS MUST BE CHECKED ON SITE ANY  
INCONSISTENCIES MUST BE REPORTED BACK TO THE ARCHITECT.  
THIS DRAWING AND ANY DESIGNS INDICATED THEREON ARE THE  
COPYRIGHT AND PROPERTY OF BROOKS / MURRAY ARCHITECTS.  
ALL RIGHTS ARE RESERVED.  
NO PART OF THIS WORK MAY BE PRODUCED WITHOUT PRIOR  
PERMISSION IN WRITING FROM BROOKS / MURRAY ARCHITECTS.



**BROOKS / MURRAY**  
ARCHITECTS

8-10 NEW NORTH PLACE  
LONDON EC2A 4JA  
TEL 020 7739 9855  
FAX 020 7739 9944  
architects@brooksandmurray.com

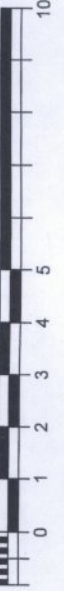
CLIENT:  
IRC

JOB:  
The Chippenham  
207 Shirland Road  
London, W9 2EX

DATE: FEB 2015  
SCALE: 1:100 @ A3

DRAWING TITLE:  
Proposed  
Roof Plan

DRAWING NUMBER:  
985.11.205

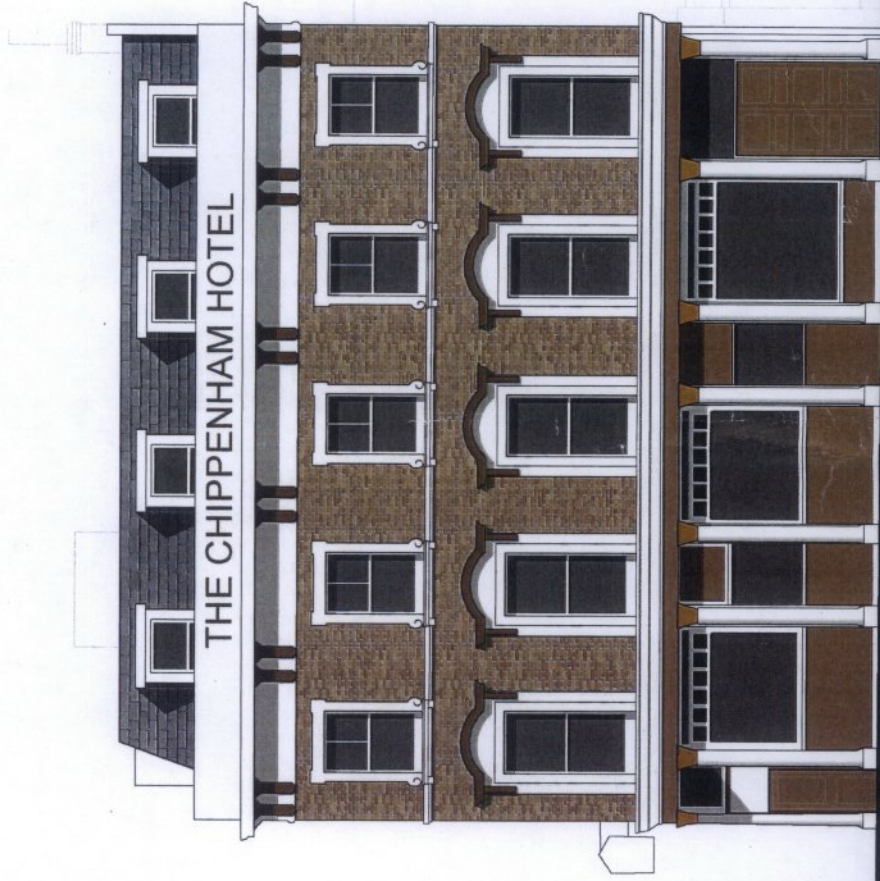


SHIRLAND ROAD

MALVERN ROAD



USE FIGURED DIMENSIONS ONLY  
DO NOT SCALE FROM THIS DRAWING.  
ALL DIMENSIONS MUST BE CHECKED ON SITE ANY  
INCONSISTENCIES MUST BE REPORTED BACK TO THE ARCHITECT.  
THIS DRAWING AND ANY DESIGNS INDICATED THEREIN ARE THE  
COPYRIGHT OF BROOKS / MURRAY ARCHITECTS.  
ALL RIGHTS ARE RESERVED.  
NO PART OF THIS DRAWING IS TO BE REPRODUCED WITHOUT PRIOR  
PERMISSION IN WRITING FROM BROOKS / MURRAY ARCHITECTS.



MALVERN ROAD

## BROOKS / MURRAY

ARCHITECTS

8-10 NEW NORTH PLACE  
LONDON EC2A 4JA

TEL 020 7739 9955

FAX 020 7739 9944

architects@brooksandmurray.com

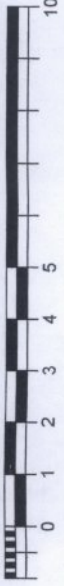
CLIENT:  
IRC

JOB:  
The Chippenham  
207 Shirland Road  
London, W9 2EX

DATE: FEB 2015  
SCALE: 1:100 @ A3

DRAWING TITLE:  
Proposed  
South Elevation

DRAWING NUMBER:  
985.11.401



USE FIGURED DIMENSIONS ONLY  
DO NOT SCALE FROM THE DRAWING.  
ALL DIMENSIONS MUST BE CHECKED ON SITE ANY  
INCONSISTENCIES MUST BE REPORTED BACK TO THE ARCHITECT.  
THIS DRAWING AND ANY DESIGNS INDICATED THEREON ARE THE  
PROPERTY OF BROOKS / MURRAY ARCHITECTS.  
NO PART OF THIS WORK MAY BE PRODUCED WITHOUT PRIOR  
PERMISSION IN WRITING FROM BROOKS / MURRAY ARCHITECTS.

**BROOKS / MURRAY**  
ARCHITECTS

8-10 NEW NORTH PLACE  
LONDON EC2A 4JA

TEL 020 7739 9955  
FAX 020 7739 9944

architects@brooksmurray.com

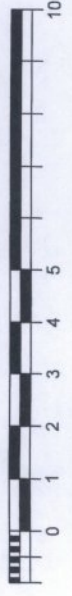
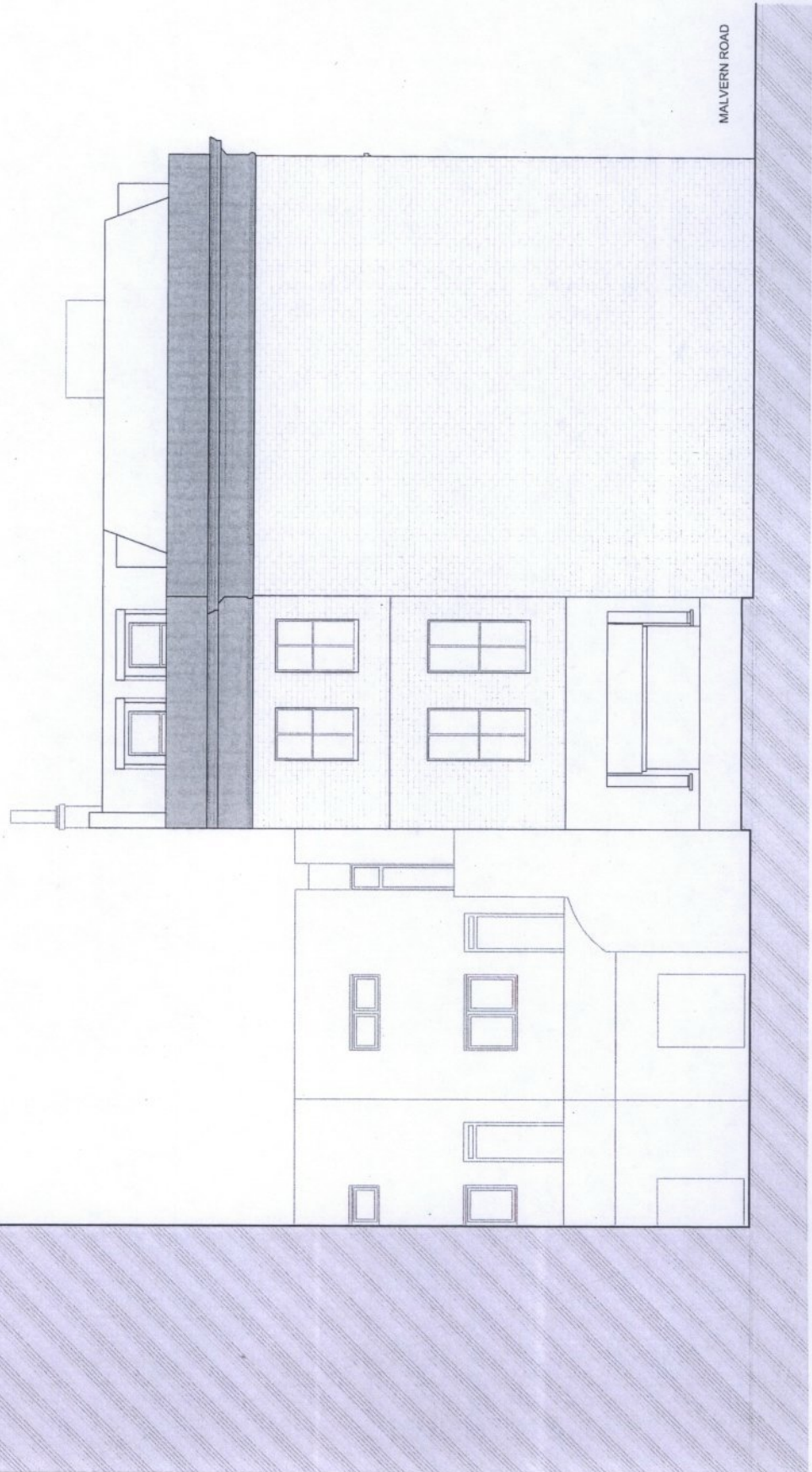
CLIENT:  
IRC

JOB:  
The Chippenham  
207 Shirland Road  
London, W9 2EX

DATE: FEB 2015  
SCALE: 1:100 @ A3

DRAWING TITLE:  
Proposed  
North Elevation

DRAWING NUMBER:  
985.11.402





USE FIGURED DIMENSIONS ONLY  
DO NOT SCALE FROM THIS DRAWING.  
ALL DIMENSIONS MUST BE CHECKED ON SITE. ANY  
INCONSISTENCIES MUST BE REPORTED BACK TO THE ARCHITECT.  
THIS DRAWING AND ANY DESIGNS INDICATED THEREIN ARE THE  
COPYRIGHT OF BROOKS / MURRAY ARCHITECTS.  
NO PART OF THIS WORK MAY BE REPRODUCED WITHOUT PRIOR  
PERMISSION IN WRITING FROM BROOKS / MURRAY ARCHITECTS.

**BROOKS / MURRAY**  
ARCHITECTS

8-10 NEW NORTH PLACE  
LONDON EC2A 4JA

TEL 020 7739 9955  
FAX 020 7739 9944

architects@brooksmurray.com

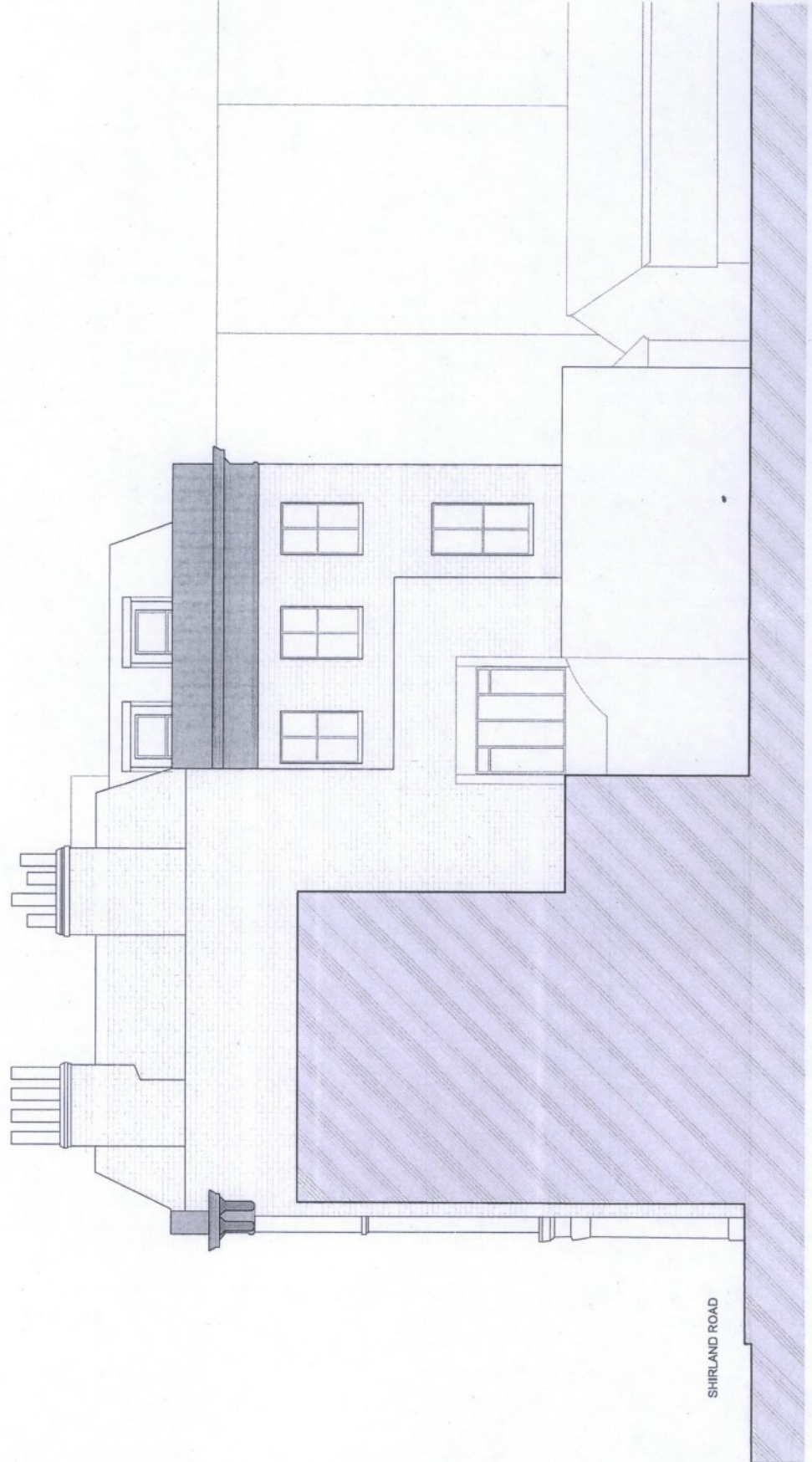
CLIENT:  
IRC

JOB:  
The Chippenham  
207 Shirland Road  
London, W9 2EX

DATE: FEB 2015  
SCALE: 1:100 @ A3

DRAWING TITLE:  
Proposed  
East Elevation

DRAWING NUMBER:  
985.11.404



USE FIGURED DIMENSIONS ONLY  
DO NOT SCALE FROM THIS DRAWING.  
ALL DIMENSIONS MUST BE CHECKED ON SITE.  
ANY DISCREPANCIES MUST BE REPORTED BACK TO THE ARCHITECT.  
THIS DRAWING AND ANY DESIGNS INDICATED THEREON ARE THE  
COPYRIGHT OF BROOKS / MURRAY ARCHITECTS.  
NO PART OF THIS DRAWING IS TO BE REPRODUCED WITHOUT PRIOR  
PERMISSION IN WRITING FROM BROOKS / MURRAY ARCHITECTS.

# BROOKS / MURRAY

ARCHITECTS

8-10 NEW NORTH PLACE  
LONDON EC2A 4JA

TEL 020 7739 9955  
FAX 020 7739 9944

architect@brooks-murray.com

CLIENT:  
IRC

JOB:  
The Chippenham  
207 Shirland Road  
London, W9 2EX

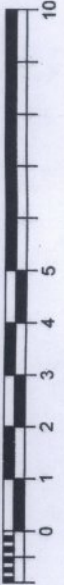
DATE: FEB 2015  
SCALE: 1:100 @ A3

DRAWING TITLE:  
Proposed  
West Elevation

DRAWING NUMBER:  
985.11.403



8 - 2 Malvern Road  
Approved Application outline





USE FIGURED DIMENSIONS ONLY  
DO NOT SCALE FROM THIS DRAWING.  
ALL DIMENSIONS MUST BE CHECKED ON SITE ANY  
INCONSISTENCIES MUST BE REPORTED BACK TO THE ARCHITECT.  
THIS DRAWING AND ANY DESIGNS INDICATED THEREON ARE THE  
COPYRIGHT OF BROOKS / MURRAY ARCHITECTS.  
ALL RIGHTS ARE RESERVED.  
THIS DRAWING IS TO BE PRODUCED WITHOUT FRIGS.  
PERMISSION IN WRITING FROM BROOKS / MURRAY ARCHITECTS.

# BROOKS / MURRAY

ARCHITECTS

8-10 NEW NORTH PLACE  
LONDON EC2A 4JA

TEL 020 7739 9565

FAX 020 7739 9544

architects@brooksandmurray.com

CLIENT:  
IRC

JOB:  
The Chippenham  
207 Shirland Road  
London, W9 2EX

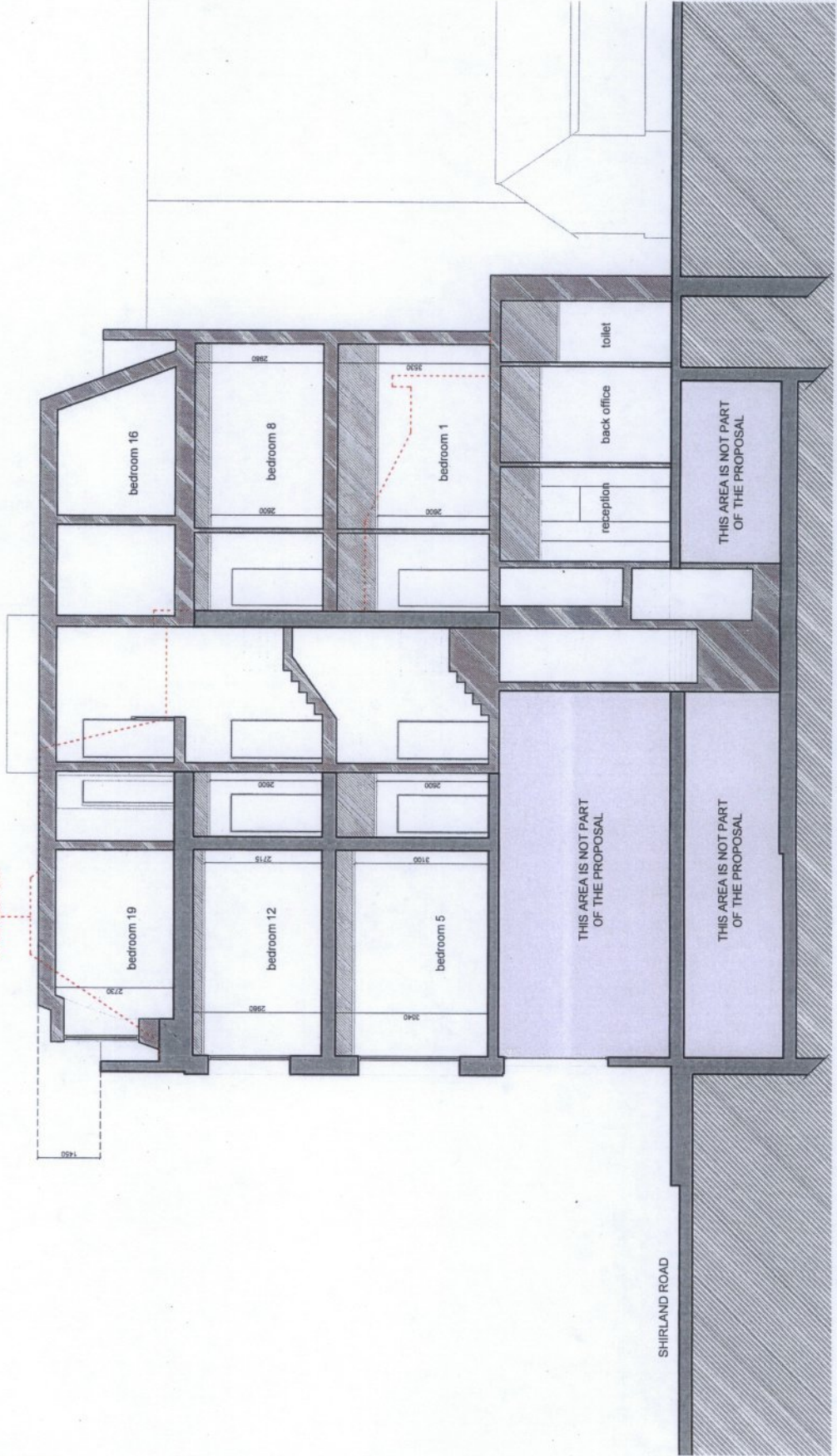
DATE: FEB 2015  
SCALE: 1:100 @ A3

DRAWING TITLE:  
Proposed  
Section AA

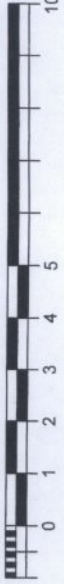
DRAWING NUMBER:  
985.11.301

EXTENSION

APPROVED  
P14/04536/FULL



SHIRLAND ROAD





USE DIMENSIONS ONLY  
DO NOT SCALE FROM THIS DRAWING.

ALL DIMENSIONS MUST BE CHECKED ON SITE ANY  
INCONSISTENCIES MUST BE REPORTED BACK TO THE ARCHITECT.

THIS DRAWING AND ANY DESIGNS INDICATED THEREON ARE THE  
COPYRIGHT OF BROOKS / MURRAY ARCHITECTS.  
ALL RIGHTS ARE RESERVED.  
NO PART OF THIS WORK MAY BE PRODUCED WITHOUT PRIOR  
PERMISSION IN WRITING FROM BROOKS / MURRAY ARCHITECTS.

# BROOKS / MURRAY

ARCHITECTS

8-10 NEW NORTH PLACE  
LONDON EC2A 4JA

TEL 020 7739 9955

FAX 020 7739 9944

[architects@brooksmurray.com](mailto:architects@brooksmurray.com)

CLIENT:

IRC

JOB:

The Chippenhams  
207 Shirland Road  
London, W9 2EX

DATE:

FEB 2015

SCALE:

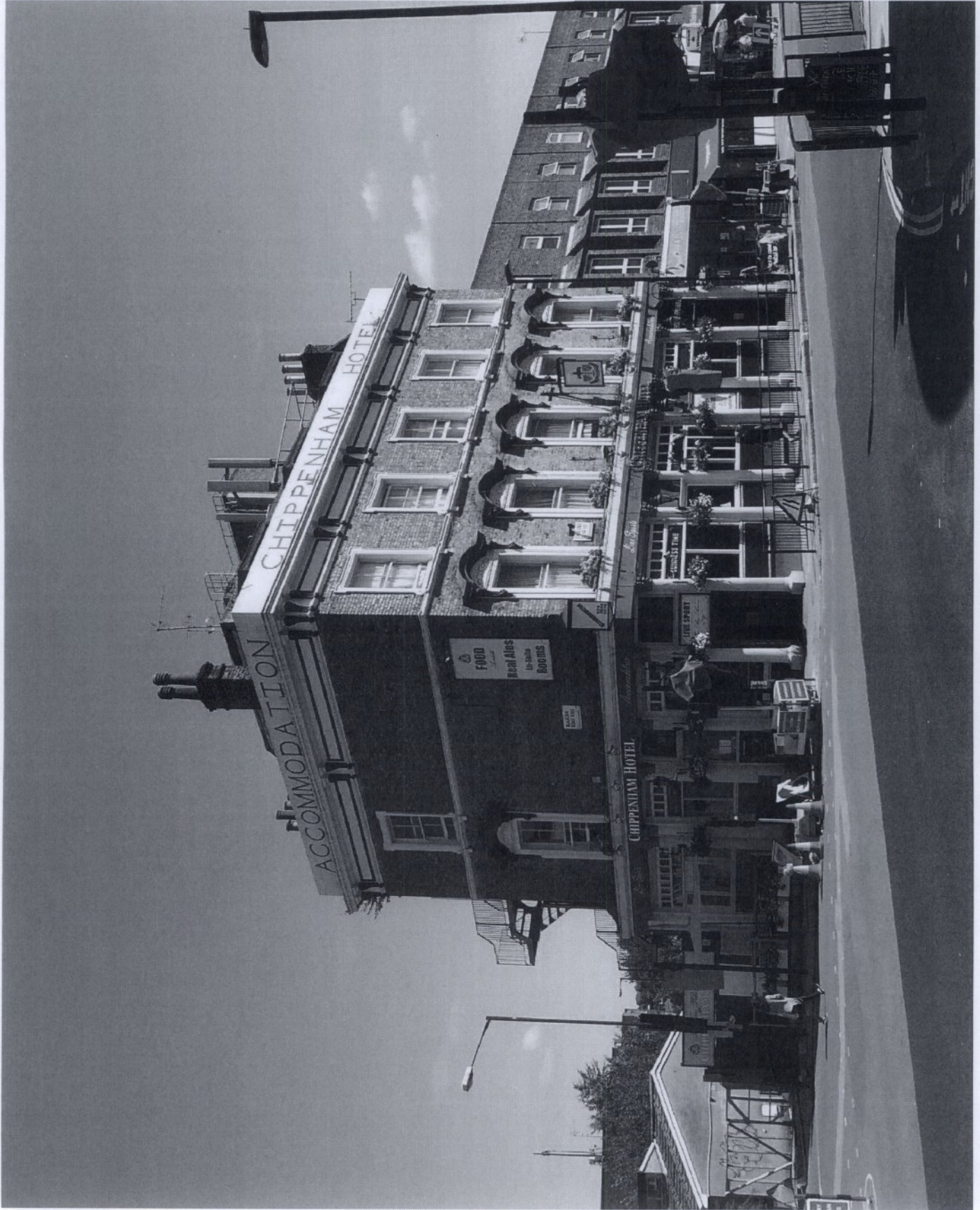
no scale

DRAWING TITLE:

Photos 1  
Main Street View

DRAWING NUMBER:

985.11.601





USE FOR INFO DIMENSIONS ONLY  
DO NOT SCALE FROM THIS DRAWING.

ALL DIMENSIONS MUST BE CHECKED ON SITE ANY  
INCONSISTENCIES MUST BE REPORTED BACK TO THE ARCHITECT.

THIS DRAWING AND ANY DETAILS INDICATED THEREON ARE THE  
COPYRIGHT OF BROOKS / MURRAY ARCHITECTS.  
ALL RIGHTS ARE RESERVED.  
NO PART OF THIS WORK MAY BE PRODUCED WITHOUT PRIOR  
PERMISSION IN WRITING FROM BROOKS / MURRAY ARCHITECTS.



## BROOKS / MURRAY

ARCHITECTS

8-10 NEW NORTH PLACE  
LONDON EC2A 4JA

TEL: 020 7739 8955  
FAX: 020 7739 8944

[architects@brooksmurray.com](mailto:architects@brooksmurray.com)

CLIENT:  
IRC

JOB:  
The Chippenham  
207 Shirland Road  
London, W9 2EX

DATE: FEB 2015  
SCALE: no scale

DRAWING TITLE:  
Photos  
Rear and West Elevations

DRAWING NUMBER:  
985.11.602



USE FIGURED DIMENSIONS ONLY  
DO NOT SCALE FROM THIS DRAWING.  
ALL DIMENSIONS MUST BE CHECKED ON SITE. ANY  
INCONSISTENCIES MUST BE REPORTED BACK TO THE ARCHITECT.  
THIS DRAWING AND ANY DESIGNS INDICATED THEREON ARE THE  
COPYRIGHT OF BROOKS / MURRAY ARCHITECTS.  
ALL RIGHTS ARE RESERVED.  
NO PARTS ARE TO BE REPRODUCED WITHOUT PRIOR  
PERMISSION IN WRITING FROM BROOKS / MURRAY ARCHITECTS.



**BROOKS / MURRAY**  
ARCHITECTS  
8-10 NEW NORTH PLACE  
LONDON EC2N 4JA  
TEL 020 7739 9955  
FAX 020 7739 9944  
architects@brooksmurray.com

CLIENT:  
IRC

JOB:  
The Chippenham  
207 Shirland Road  
London, W9 2EX

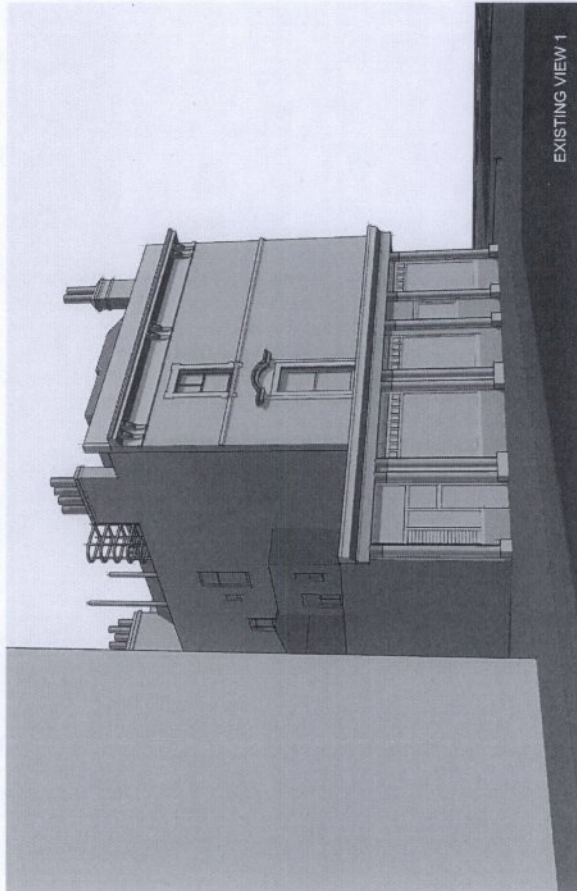
DATE: FEB 2015  
SCALE: no scale

DRAWING TITLE:  
CGI  
View 1

DRAWING NUMBER:  
985.11.603



PROPOSED VIEW 1



EXISTING VIEW 1

USE ENCLOSED DIMENSIONS ONLY  
DO NOT SCALE FROM THIS DRAWING.

ALL DIMENSIONS MUST BE CHECKED ON SITE ANY  
INCONSISTENCIES MUST BE REPORTED BACK TO THE ARCHITECT.  
THIS DRAWING AND ANY DESIGNS INDICATED THEREON ARE THE  
COPYRIGHT OF BROOKS / MURRAY ARCHITECTS.  
ALL RIGHTS ARE RESERVED.  
NO PART OF THIS WORK MAY BE PRODUCED WITHOUT PRIOR  
PERMISSION IN WRITING FROM BROOKS / MURRAY ARCHITECTS.

# BROOKS / MURRAY

ARCHITECTS

8-10 NEW NORTH PLACE  
LONDON EC2A 4JA

TEL 020 7739 9955  
FAX 020 7739 9944

architects@brooksandmurray.com

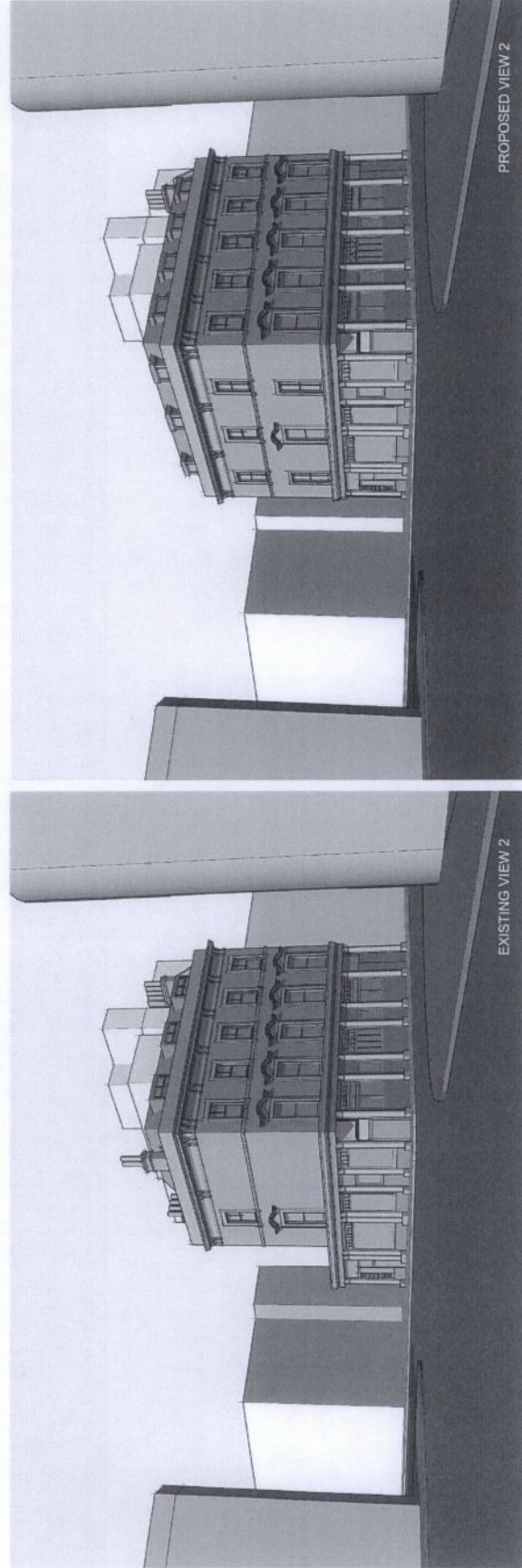
CLIENT:  
IRC

JOB:  
The Chippenham  
207 Shirland Road  
London, W9 2EX

DATE: FEB 2015  
SCALE: no scale

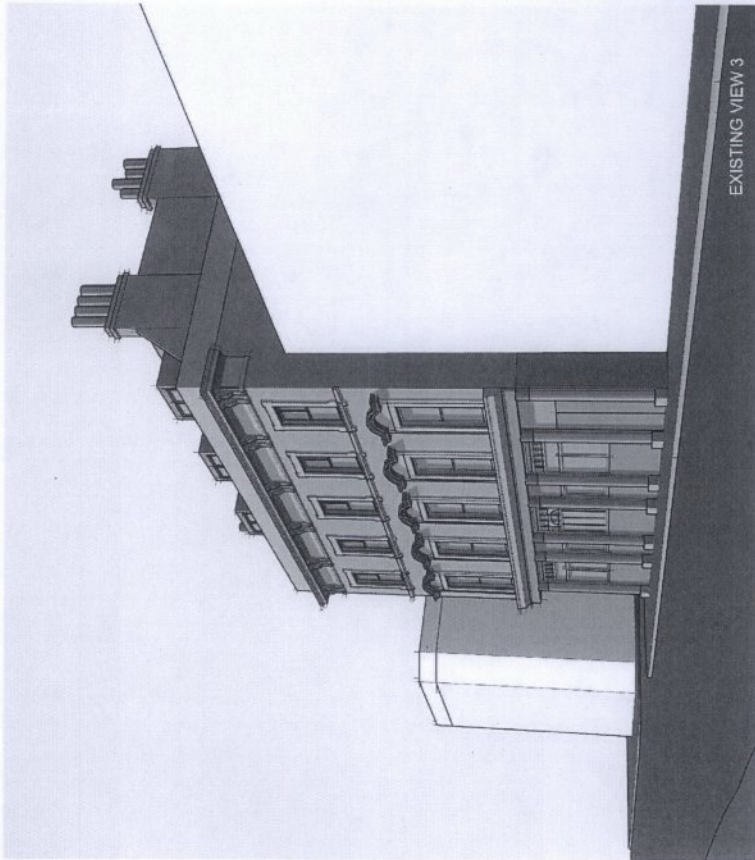
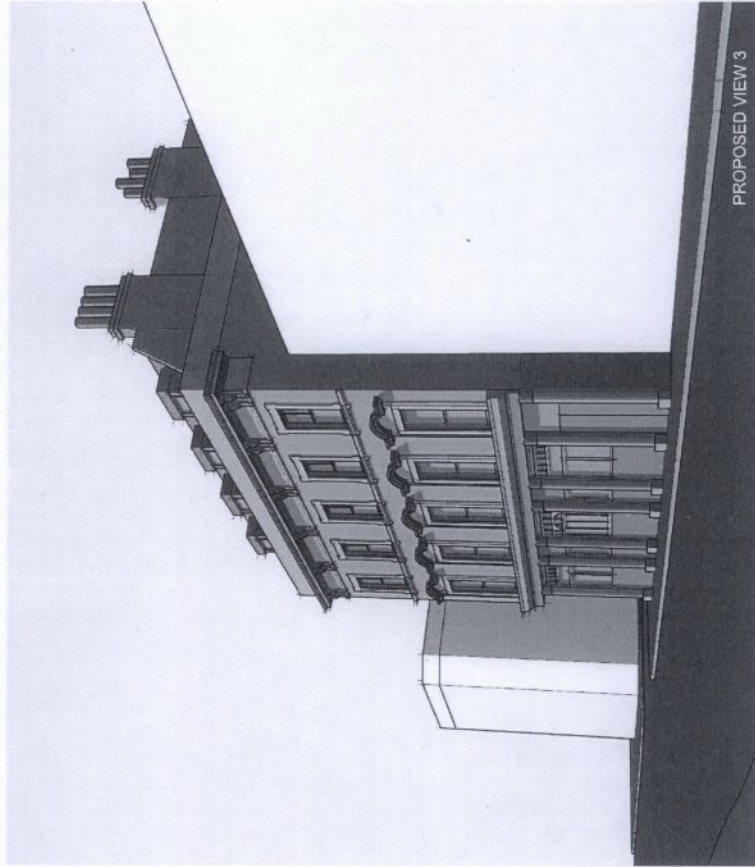
DRAWING TITLE:  
CGI  
View 2

DRAWING NUMBER:  
985.11.604





USE FIGURED DIMENSIONS ONLY  
DO NOT SCALE FROM THIS DRAWING.  
ALL DIMENSIONS MUST BE CHECKED ON SITE ANY  
INCONSISTENCIES MUST BE REPORTED BACK TO THE ARCHITECT.  
THIS DRAWING AND ANY DESIGNS INDICATED THEREON ARE THE  
COPYRIGHT OF BROOKS / MURRAY ARCHITECTS.  
ALL RIGHTS ARE RESERVED.  
NO PART OF THIS WORK MAY BE PRODUCED WITHOUT PRIOR  
PERMISSION IN WRITING FROM BROOKS / MURRAY ARCHITECTS.



# BROOKS / MURRAY

ARCHITECTS

8-10 NEW NORTH PLACE  
LONDON EC2A 4JA

TEL. 020 7739 9955  
FAX. 020 7739 9944

architects@brooksmurray.com

CLIENT:  
IRC

JOB:  
The Chippenham  
207 Shirland Road  
London, W9 2EX

DATE: FEB 2015  
SCALE: no scale

DRAWING TITLE:  
CGI  
VIEW 3

DRAWING NUMBER:  
985.11.605