

<b>CITY OF WESTMINSTER</b>			
<b>PLANNING APPLICATIONS COMMITTEE</b>	<b>Date</b> 3 November 2015	<b>Classification</b> For General Release	
<b>Report of</b> Director of Planning	<b>Wards involved</b> Regent's Park		
<b>Subject of Report</b>	<b>22 Wellington Road, London, NW8 9SP</b>		
<b>Proposal</b>	Demolition of existing building and replacement with four storey building plus new basement level, to provide seven residential units (1x1 bedroom, 3x2 bedroom and 3x3 bedroom units) and installation of plant.		
<b>Agent</b>	Savills		
<b>On behalf of</b>	Wellington Land Ltd		
<b>Registered Number</b>	14/12320/FULL	<b>TP / PP No</b>	P/12375
<b>Date of Application</b>	01.12.2014	<b>Date amended/ completed</b>	23.06.2015
<b>Category of Application</b>	Minor		
<b>Historic Building Grade</b>	Unlisted		
<b>Conservation Area</b>	St John's Wood		
<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		
<b>Stress Area</b>	Outside Stress Area		
<b>Current Licensing Position</b>	Not Applicable		

## 1. RECOMMENDATION

1. Grant conditional permission subject to satisfactory completion of a Section 106 legal agreement to secure:

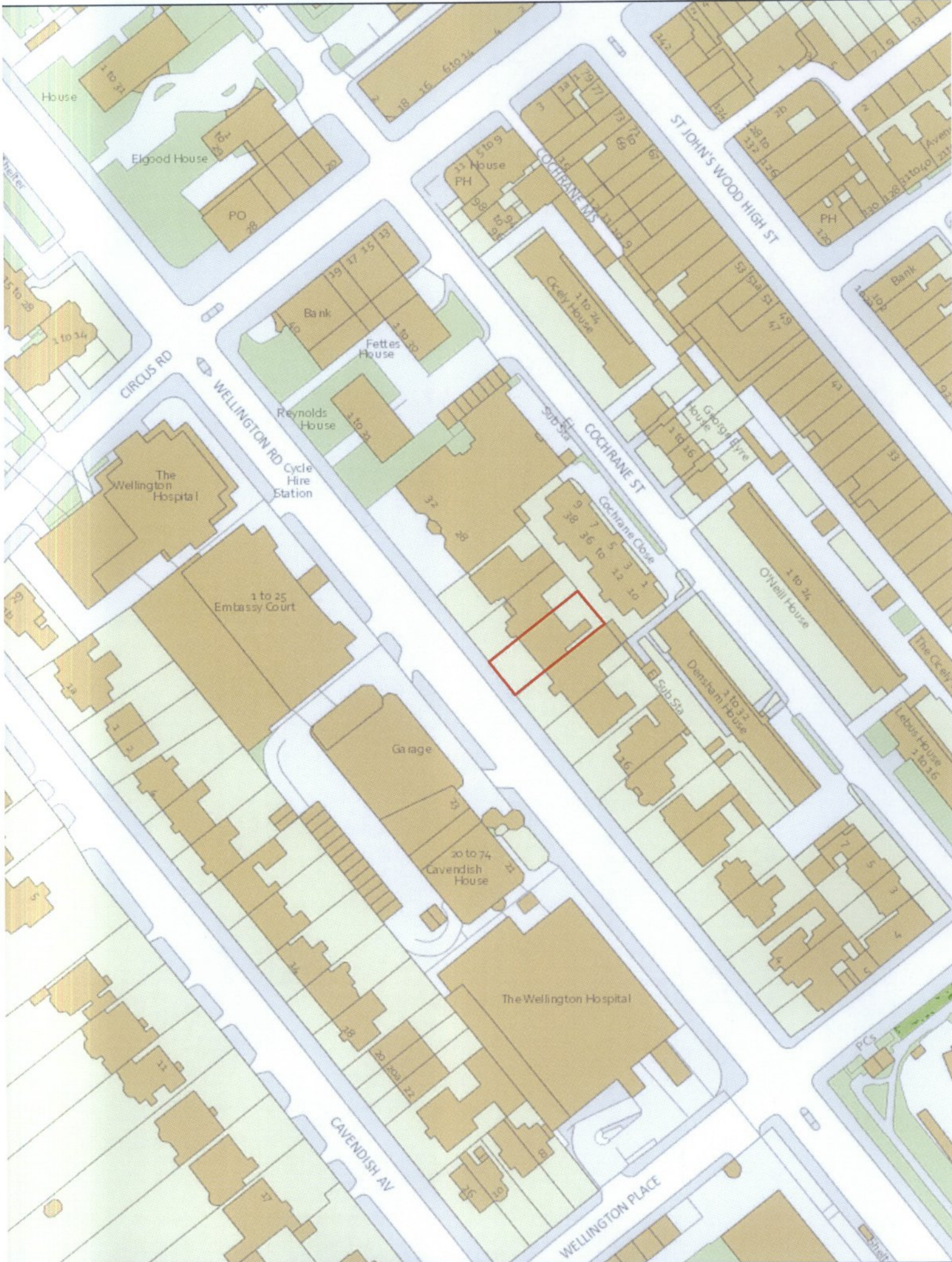
- i) free lifetime (25 years) car club membership for residents of the development and.
- ii) provision of 2 off street residential car parking spaces on an unallocated basis.

2. If the S106 legal agreement has not been completed within six weeks of the date of the Committee resolution, then:

(a) The Director of Planning shall consider whether it would be possible and appropriate to issue the permission with additional conditions attached to secure the benefits listed above. If so, the Director of Planning is authorised to determine and issue the decision under Delegated Powers; however, if not;

(b) The Director of Planning shall consider whether the permission should be refused on the grounds that the proposals are unacceptable in the absence of the benefits which would have been secured; if so, the Director of Planning is authorised to determine the application and agree appropriate reasons for refusal under Delegated Powers.









**22 Wellington Road, NW8**

## 2. SUMMARY

Permission is sought for the demolition of the existing four storey semi-detached building which accommodates four flats and the construction of a new building to create seven flats and the excavation of a basement. Two off street car parking spaces are being proposed. Three TPO lime trees in the front garden are shown to be felled and a Chinese Privet at the rear. St Johns Wood Society and three local residents object to the proposal on a number of grounds including to the size of the replacement building at the rear and its impact on the amenities of adjoining residents in Wellington Close and to the flats at the rear in Cochrane Close. The Highways Planning Manager objects to the lack of parking.

The key issues are:

- Demolition of an unlisted building of merit in the St John's Wood Conservation Area and the scale and design of the proposed new building.
- The impact of the proposal upon the amenities of neighbours.
- The impact of the additional flats on on-street car parking.

Although the St John's Wood Conservation Area Audit identifies the existing building to be an unlisted building of merit dating between 1850-1879, this is an error. This a modern replacement building dating from the late 1980s, and is considered to be a 'neutral' building. Therefore its demolition is considered acceptable. The proposed new building and basement are considered acceptable in townscape terms and will not harm this part of the St. John's Wood Conservation Area or affect the setting of the listed building at No 26. Whilst there will be some loss of daylight, sunlight and increased sense of enclosure to neighbours, the impact is not considered to be so material to warrant refusal. It is recommended to grant conditional permission subject to the completion of a legal agreement to ensure that the two car parking spaces are unallocated and Lifetime Car Club Membership for all the residents (25 years) to mitigate the impact of the additional flats on on-street parking.

## 3. CONSULTATIONS

### ST JOHN'S WOOD SOCIETY

Objection to the projection to the rear of the building and its impact on No.24 Wellington Road in terms of loss of light, amenity and sense of enclosure. Railings and lightwells are overpowering and not sympathetic to the building.

### LONDON UNDERGROUND

No objection in principle but request conditions to secure that the development shall not be commenced until detailed design and method statements for all foundations, basement and ground floor structures have been submitted to and approved by the local planning authority.

### TRANSPORT FOR LONDON

Considers two on site car parking spaces excessive -suggests consider car free scheme. Wellington Road must not be blocked during construction and no skips kept on it and requests Construction Logistics Plan is submitted to and approved by the City Council.

### THAMES WATER

Requests applicant incorporates within the proposal protection to the property to avoid backflow of sewerage. Request a condition requiring that development shall not commence until a drainage strategy has been submitted to and approved by the City Council in conjunction with Thames Water.

### HISTORIC ENGLAND

Do not consider necessary to notify them of application.

**ENVIRONMENTAL HEALTH**

No objection subject to standard noise conditions.

**CLEANSING MANAGER**

No objection subject to condition securing waste/recycling provision.

**BUILDING CONTROL**

Structural method statement considered acceptable. Ground investigation of sufficient detail.

**HIGHWAYS PLANNING MANAGER**

Refuse on transportation grounds. Area above 80% threshold level in terms of off street parking pressure. Only two on site spaces provided meaning that the proposal is five spaces short of what is required by TRANS23. If permission granted recommend legal agreement to secure the two car parking spaces as unallocated, and to provide lifetime Car Club Membership and a parking mitigation payment.

**ARBORICULTURAL OFFICER**

Following amendments to remove the rear basement lightwells no objection subject to conditions securing landscaping to the front and rear garden.

The removal of the three TPO lime trees at the front of the boundary, although they provide useful screening and greening, they have been brutally reduced in height and the presence of basal decay means that it would be imprudent to allow them to regain a stature much greater than existing and have a limited safe life expectancy estimated at 10-20 years. Recommend to reserve landscaping and condition replacement tree at the rear.

**ADJOINING OWNERS/OCCUPIERS AND OTHER REPRESENTATIONS**

No. Consulted: 33; Total No. of Replies: 3 2 addresses.

Three letters raising objection (one from resident of Cochrain Close, one from resident of 24 Wellington Road and one from representative of 24 Wellington Road) raising objections on all or some of the following grounds.

**Design**

- Loss of the existing building which is designated as an unlisted building of merit and has a positive contribution to the St John's Wood Conservation Area which is contrary to Council policy.
- Appearance, bulk and height of scheme and impact on appearance of Conservation Area, in particular the increase of the bulk at the rear.
- The rear of the new building projects further forward than neighbouring properties. The existing building is already visually dominant and the new building will make this worse.
- Rear of property would be overbearing.
- Impact of the proposed basement on the heritage assets.

**Amenity**

- Effect on sunlight and daylight and overlooking to Flat 24 Cochrane Close behind, in particular loss of sunlight to kitchen window.
- Impact on sunlight and daylight to 24 Wellington Road of rear extensions.
- Reduction in amenity space and the space provided is inadequate for seven flats.
- Proposal will be an eyesore and affect outlook from Cochrane Close.

**Transport/Parking**

- Impact on traffic, parking and servicing.
- Lack of on site car parking.

- Traffic may use Cochrane Street and given there is a primary school this may pose a danger to residents and pupils.
- Vehicles may wait on Wellington Road and affect traffic and opposite the site is a petrol filling station.

#### Trees

- Loss of trees and resultant impact on setting.

#### Other Matters

- Lack of detail in structural statement and construction management plan.
- Lack of dialogue with neighbouring properties in relation to basement.
- No consultation with neighbours by developer.
- Increase in traffic and noise and dust during construction.
- Residents of existing flats would lose their homes as a result of this proposal.
- Vagueness of construction management and structural information.
- Noise report is not available on line.

## 4. BACKGROUND INFORMATION

### 4.1 The Application Site

No. 22 Wellington Road is a four storey semi-detached building situated on the northern eastern side of Wellington Road. It comprises four residential duplex flats served by two off street car parking spaces. The property is unlisted but is located within the St John's Wood Conservation Area. Wellington Road is a Red Route. No 28 is Grade II listed.

### 4.2 Planning History

Permission was granted on 10.04.1987 for the change of use of the property from a single family dwelling to four maisonettes and associated extension (87/00087/FULL).

## 5. THE PROPOSAL

Permission is sought for the demolition of the existing four storey semi-detached building and its replacement with four storey building plus new basement level, to provide seven residential units (1x1 bedroom, 3x2 bedroom and 3x3 bedroom units) and installation of associated plant. Two off street parking spaces are shown in the front garden.

The application has been amended to make changes to the detailed design of the front elevation, amend the design of the bike store and to remove the rear lightwells in order to safeguard existing trees.

The application involves the removal of four trees, a Chinese Privet in the rear garden and (T3) and three Limes (T4-T6) in the front garden.

## 6. DETAILED CONSIDERATIONS

### 6.1 Land Use

The principle of additional residential floorspace in land use terms is supported by Policy H3 of the UDP and Policy S14 of the City Plan. Of the seven units created three are 3 bed units, exceeding the 33% requirement for family sized units under Policy H5 of the UDP. All the flats are an acceptable size.

The proposal new building (592m<sup>2</sup> GIA) falls below the Council's threshold for affordable housing and creates a residential density in the region of 576 habitable rooms per hectare

(hrh). Whilst it is accepted that this is in excess of the recommended density range in the Council's adopted UDP for St John's Wood (120-350 hrh), it is not considered that the new building represents an over-development of the site.

## **6.2 Townscape and Design**

### **Demolition of the Existing Building**

The existing building is identified in the adopted St. John's Wood Conservation Area Audit as an Unlisted Building of Merit. The Audit however identifies the property as a building dating from between 1850 to 1879, which appears a mistake in the drafting of this document. The on-site assessment and other photographic evidence suggests clearly that despite its traditional styling it is a modern building dating from a permission granted in 1988.

Despite its modern date of construction however, the existing building fits relatively well into the townscape to the east side of Wellington Road, which has a number of similar villa style buildings, and together they form a relatively cohesive section of townscape through use of similar materials, detailing, building height and plot width.

Considered in detail however, the existing building does not have a significant degree of intrinsic architectural quality in itself. The front elevation has windows lined up in two separate bays to either end of this elevation, with the central bay having a series of blank window panels giving an awkward proportioning to the arrangement of this elevation. The windows to the front elevation are particularly squat in proportion, which stands out in contrast to the consistent use of more elegant vertically proportioned sash windows to the surrounding historic buildings, and the building lacks a distinct base to the composition of the front elevation. The rear elevation has some relatively crude window surrounds and some poorly considered post-modernist design detailing.

Given the above, it is considered that the application property makes a neutral contribution to the character and appearance of this part of the St. John's Wood Conservation Area, despite the guidance to the contrary in the Conservation Area Audit. As such, its demolition is considered to be acceptable and in accordance with Policy DES9 in the UDP and S25 in the City Plan, subject to a suitable replacement building.

### **Architectural Approach for New Building**

Objections have been received on design grounds from St Johns Wood Society and neighbours on the grounds of the appearance, bulk and height of scheme, its projection to the rear when compared with neighbouring properties, the overbearing nature of the rear elevation and its impact on appearance of conservation area.

The proposed building draws a significant part of its inspiration from the surrounding buildings to this terrace on Wellington Road. It is designed as a classically inspired villa style property, with rendered elevations, a low pitched roof structure with overhanging eaves which is characteristic of the terrace and St John's Wood as a whole, and with traditionally detailed sash windows in a regular arrangement to the front elevation.

To the front elevation the new development matches the height and roof profile of the existing building, adopting the low pitched roof structure with overhanging eaves which is characteristic of this building and the other buildings in the terrace. Whilst to the rear the building has a small degree of additional bulk, this does not adversely affect its character and appearance.

The proposed front elevation is a significant improvement upon the existing building which incorporates some of these classical elements though in a relatively crudely designed form. In place of the existing squat windows with a large blank area to the centre of the front elevation,



there are now three regularly spaced bays of windows rising up the front elevation, with each of the windows being of more vertical proportions which is more reflective of the windows to the surrounding 19th century buildings. The front entrance door is designed as a classically inspired entrance porch, which again is complimentary to the style of surrounding buildings. The ground floor windows are designed as projecting bay windows, which together with the front entrance porch will give a defined base to the overall composition, which the existing building notably lacks. The rear of the building largely follows the existing arrangement of windows, and will not adversely affect the character of the area.

The building is proposed to be clad principally in a white render and incorporate traditional materials of timber windows and slates to roof level which will all help integrate the new building into this traditional street scene.

A new bike rack structure is proposed within the front garden of the property, which though shown on the plan drawing only is considered acceptable in principle as the most appropriate location for this structure. Further details of its design are to be secured by condition. Given the high boundary walls to the front garden however this will not be readily visible, if at all, from street level and will not adversely clutter the front forecourt of the building. The new bin store structure to the front garden is also relatively small, screened by the high boundary walls, and is also considered acceptable. The new plant enclosure to the rear garden is discreetly sited and acceptable in design terms.

Overall, the new building will integrate well into this section of 19th century townscape, by adopting the height, profile, architectural features and materials of the surrounding buildings. It is considered that the proposed building is of sufficient design quality and would be appropriately scaled in terms of its overall height and bulk and will enhance the character and appearance of this part of the Conservation Area and will not affect the setting of nearby listed building at No 26. As such, it is considered that, subject to the conditions set out in the draft decision letter, it would accord with Policies DES1, DES4 and DES9 in the UDP and Policies S25 and S28 in the City Plan.

For the reasons outlined above it is not considered that these objections are sustainable.

### **6.3 Residential Amenity**

In terms of impact on neighbouring amenities, the increase in bulk of the proposed scheme over the existing property on the site is restricted to the rear. There is no overall increase in depth but open sections to either side of the rear wing would be infilled. Effectively this results in an additional depth of 3.2 metres on the boundary line at ground floor level, 2 metres at first floor level and 0.8 metres at second floor level.

There is considered to be sufficient separation distances to properties to the rear of the site as to not raise any substantial concerns in terms of loss of light and outlook. Five metres of rear garden space is retained beyond the building line and the additional bulk would be viewed in the context of the host property, the ridge line is not raised and the extent of rear projection not increased.

In respect of the flats at the rear in Cochrane Close, the applicant's Daylight and Sunlight Analysis identifies that a number of ground floor windows will just in excess of 20% of the Annual Probable Sunlight Hours (APSH) in the winter months, but existing levels are low, therefore any loss will be expressed as a high percentage figure. However, it is not considered that the loss of sunlight will be so great to warrant refusal of permission. There will be an increased sense of enclosure, but again it is not felt to be harmful.

The property to the south of the site is 20 Wellington Road. At ground floor level 20 Wellington Road is entirely covered by additions with no amenity space. Rooflights appear to serve the



ground floor level of this unit, but the proposal is set away from the largest rooflight so is unlikely to result in significant loss of light. There are windows serving a bedroom at first floor level, but these windows are set back from the rear building line and as such are unlikely to be significantly impacted upon by the modest increase in depth of building line at first floor level.

No. 24 Wellington Road to the north of the site has the potential to suggest the greatest impact as a result of the scheme. Objections have been raised that the scheme would result in loss of light and enclosure on this side. Acknowledging the existing building the increased bulk of the proposal would be limited to the additions that sit on the boundary of the property resulting in a 3.2 metre deeper building line at ground floor level, 2 metres at first floor level and 0.8 metres at second floor level. Number 24 has recently been extended and altered and itself has a 2 storey side extension that projects to the rear of the site restricting available amenity space to the southern side of the plot. At ground floor level the property has a set of rear facing bi-fold doors that appear to serve an open plan dining/ living and kitchen room while there are two rear facing windows at first floor level that appear to serve a master bedroom close to the boundary line.

In terms of loss of daylight, the losses are within the BRE guidelines, and the most affect rooms at ground floor level are well served by a set of bi-fold doors to the rear while the open plan internal rooms are also served by light from a front bay and side facing windows. The projection of the additions at first floor level are relatively modest and the room that would be most impacted on is a bedroom that is served by two rear facing windows and appears to receive light from a front bay. As such the impact on light is considered not to provide sustainable ground for refusing the application.

In terms of enclosure it would be difficult to sustain concerns on these grounds given the scale of additions proposed. The bi fold doors at ground floor level are set off the boundary line and are significant in width so the enclosure of internal space would be limited at ground floor level. The 2 metre projection at first floor level would have little impact on first floor windows. The enclosure of amenity space would be greater and it is acknowledged that the amount of rear amenity space is relatively modest on number 24, though it has been restricted to the southern side of the plot by virtue of extensions on the property itself. At ground floor level the extension would project approximately 70cm above the existing boundary treatment and has a relatively modest projection. There is a section of additions that projects over three storeys, but the projection at upper floor levels is modest and would always be viewed in the context of the existing three storey projection on the host plot.

Concerns have been raised that the proposal would result in loss of privacy to neighbouring properties. However no new side facing windows are proposed and though there are additional rear facing windows proposed these are unlikely to have significant additional impact over existing rear facing windows, which currently include a Juliette Balcony, which offer similar views.

#### **6.4 Transportation/Highways**

The City Council's Highways Planning Manager has recommended that the application be refused on transportation grounds as the vicinity is above the 80% threshold level in terms of off street parking pressure and only two on site spaces are provided meaning that the proposal is 5 spaces short of what is required by TRANS23. However it has been recommended that if permission is granted a legal agreement should be made to secure the two car parking spaces as unallocated and to secure lifetime Car Club Membership. In this case the number of units has increased by only three (from four existing units to seven proposed) and it is considered that if Lifetime Car Club Membership and unallocated car parking spaces are secured this could address this issue. A legal agreement could secure this. A draft legal agreement has already been discussed with the applicants.

Transport for London considers two on site car parking spaces excessive and suggests the Council considers a car free scheme. This would be contrary to Council policy for the reasons set out above. They have also stated that Wellington Road must not be blocked during construction and that no skips are kept on it. The submitted Construction Traffic Management Plan shows skips are to be stored on site and not on the highway and in any case licenses would need to be approved for use of the public highway. They have requested that a Construction Logistics Plan and this can be secured via condition.

#### **6.5 Equalities and Diversities**

Level access is being provided to the entrance to the new building with lift access to all floors.

#### **6.6 Economic Considerations**

Not relevant in the determination of this application.

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

##### **London Underground**

There are underground tunnels and infrastructure beneath the site. London Underground have no objection in principle to the proposal but request a pre commencement condition to ensure that the development shall not be commenced until detailed design and method statements for all foundations, basement and ground floor structures have been approved .

##### **Noise /Plant**

The residents' concerns about the impact of the construction works on their amenities are well understood. The applicant's framework Construction Management Plan (CMP) does not contain a detailed construction programme or emergency contact details. It is recommended that conditions be imposed regarding hours of building works and to require a more detailed CMP.

The proposal includes seven heat recovery units and two external condensers. The applicant's noise report confirms that the plant will comply with the Council's standard noise conditions. Environmental Health raises no objections subject to standard noise/vibration conditions being attached to any permission.

#### **6.8 The London Plan**

This proposal raises no strategic issues.

#### **6.9 Central Government Advice**

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**

As set out section 6.4 of this report it is recommended to grant permission subject to the completion of a legal agreement to ensure that the two car parking spaces are provided on an unallocated basis and car club membership for the seven flats.

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

The applicant has submitted a Code for Sustainable Homes pre-assessment which shows that the new building will meet Code 4. Following a fundamental review of technical housing standards, the government has withdrawn the Code for Sustainable Homes. It is recommended to add a condition to secure the provision of PV panels

#### **Biodiversity**

The removal of three lime trees (T4, T 5, and T6) which are subject to Tree Preservation Orders at the front of the property is proposed as part of the development. Although they provide useful screening and greening, they have been rather brutally reduced in height in the past, and the presence of basal decay means that it would be imprudent to allow them to regain a stature much greater than existing. It also means they have a limited safe life expectancy, estimated at 10-20 years. As such the Arboricultural Officer considers it unreasonable to insist on their retention, subject to the provision of adequate replacements.

The proposal also involves the loss of a Chinese Privet tree in the rear garden which is considered to be of low value. The applicant is proposing 4 replacement trees and landscaping will be secured by condition. Subject to adequate tree protection for the retained trees and the Arboricultural Officer is of the opinion it should be possible to construct the basement without significant harm to the remaining existing trees.

### **6.12 Other Matters**

#### **Basement Excavation**

In terms of the progression of our policy towards basements, the City Council recently adopted its Supplementary Planning Document (SPD) 'Basement Development in Westminster' on 24 October 2014. The SPD provides detailed advice and clarification on how current policy is implemented in relation to basement development. It does not introduce any additional restrictions on basement development above and beyond the precautionary approach that the City Council had already adopted in response to such development.

The Draft Basements Policy remains the subject of consultation and has not yet been adopted. It is this document which will provide a specific basement policy and it will form part of the local plan (replacing the UDP) in due course. It has some, but only very limited, legal weight (known as material weight or a material consideration). It will not gain more legal weight until after consultation and amendment and will need to be tested at an independent examination before formal legal adoption.

The new basements policy may introduce restrictions on basement excavations provided there is a valid planning reason for doing so, but, as explained above, it has to go through a formal process including an examination in public by an independent Inspector and then legal adoption and it is not, therefore, likely to be formally adopted until early 2016.



In this case concern has been raised by residential occupiers of neighbouring properties over the potential impact of the basement excavation on the structure and foundations on adjoining Grade II listed properties in this terrace. While the Building Regulations determine whether the detailed design of buildings and their foundations will allow the buildings to be constructed and used safely, the National Planning Policy Framework (NPPF) March 2012 states that the planning system should contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by land instability.

Studies have been undertaken which advise that subterranean development in a dense urban environment, especially basements built under existing vulnerable structures, is a challenging engineering endeavour and that in particular it carries a potential risk of damage to both the existing and neighbouring structures and infrastructure if the subterranean development is ill-planned, poorly constructed and does not properly consider geology and hydrology.

While the Building Regulations determine whether the detailed design of buildings and their foundations will allow the buildings to be constructed and used safely, the NPPF March 2012 states that the planning system should contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by land instability.

The NPPF goes on to state that in order to prevent unacceptable risks from land instability, planning decisions should ensure that new development is appropriate for its location. It advises that where a site is affected by land stability issues, responsibility for securing a safe development rests with the developer and/or landowner.

The NPPF advises that planning decisions should ensure that a site is suitable for its new use taking account of ground conditions and land instability and any proposals for mitigation, and that adequate site investigation information, prepared by a competent person, is presented.

Officers consider that in the light of the above it would be justifiable to adopt a precautionary approach to these types of development where there is a potential to cause damage to adjoining structures, particularly where the buildings in question are heritage assets, as is the case with this site. To seek to address this, the applicant has provided a structural engineer's report explaining the likely methodology of excavation. Any report by a member of the relevant professional institution carries a duty of care which should be sufficient to demonstrate that the matter has been properly considered at this early stage.

The purpose of such a report at the planning application stage is to demonstrate that a subterranean development can be constructed on the particular site having regard to the site, existing structural conditions and geology. It does not prescribe the engineering techniques that must be used during construction which may need to be altered once the excavation has occurred. The structural integrity of the development during the construction is not controlled through the planning system but through Building Regulations and the Party Wall Act.

Objections have been received from neighbours concerned that the submitted structural information is not sufficiently detailed however Building Control advise that the structural approach for the construction of the proposed basement is acceptable and of sufficient detail and the likelihood of flooding and adverse effects on the water table are negligible.

We are not approving this report or conditioning that the works shall necessarily be carried out in accordance with the report. Its purpose is to show, with the integral professional duty of care, that there is no reasonable impediment foreseeable at this stage to the scheme satisfying the Building Regulations in due course. This report will be attached for information purposes to the decision letter. It is considered that this is as far as we can reasonably take this matter under the planning considerations of the proposal as matters of detailed

engineering techniques and whether they secure the structural integrity of the development and neighbouring buildings during construction is not controlled through the planning regime but through other statutory codes and regulations as cited above. To go further would be to act beyond the bounds of planning control.

## **BACKGROUND PAPERS**

1. Application forms.
2. Memorandum from St John's Wood Society dated 16.01.2015
3. Letter from London Underground dated 3.03.15
4. Email from Transport for London dated 9.03.15
5. Letter from English Heritage dated 24.12.14
6. Memorandum from Highways Planning Manager dated 13.01.14.
7. Memorandum from Environmental Health dated 12.01.2014
8. Memorandum from Cleansing Manager dated 5.01.15
9. Email from Building Control dated 23.12.2014.
10. Memorandum from Arboricultural Officer dated 12.06.15
11. Letter from Owner/Occupier of Flat 24 Cochrane Close London NW8
12. Letter from Attwaters Jameson Hill Solicitors on behalf of owners of 24 Wellington Road London NW8 dated 26.1.2015.
13. Letter from Owner/Occupier of 24 Wellington Road London NW8 dated 26.01.2015
14. Email from Thames Water dated 24.12.2015.

IF YOU HAVE ANY QUERIES ABOUT THIS REPORT OR WISH TO INSPECT ANY OF THE BACKGROUND PAPERS PLEASE CONTACT AMANDA COULSON ON 020 7641 2875 OR BY E-MAIL – [acoulson@westminster.gov.uk](mailto:acoulson@westminster.gov.uk)

**DRAFT DECISION LETTER**

**Address:** 22 Wellington Road, London, NW8 9SP

**Proposal:** Demolition of existing building and replacement with four storey building plus new basement level, to provide seven residential units (1x1 bedroom, 3x2 bedroom and 3x3 bedroom units) and installation of plant.

**Plan Nos:** 0855\_EX101; 0855\_EX102; 0855\_EX103; 0855\_EX104; 0855\_EX105; 0855\_EX200; 0855\_EX201; 0855\_EX300; 0855\_EX301; 0855\_PL.SLPRRevE; 0855\_PL.100RevE; 0855\_PL.101RevG; 0855\_PL102RevB; 0855\_PL103RevB; 0855\_PL104RevB; 0855\_PL105RevD; 0855\_PL200RevE; 0855\_PL201RevC; 0855\_PL202RevA; 0855\_PL300; 0855\_301RevE; 0855\_PL.PL302RevD; 0855\_PL.PL400; Tree Survey and Arboricultural Method Statement; Planning, Design and Access Statement; Code for Sustainable Homes Pre-Assessment Report; Framework Construction Traffic Management Plan; Energy Strategy Report; Daylight & Sunlight Report; Structural Engineers Structural Methodology Statement for Planning (for information only); Transport and Highways Technical Note.

**Case Officer:** Richard Langston

**Direct Tel. No.** 020 7641 7923

**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 Except for basement excavation work, 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.

You must carry out basement excavation work only:

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

Noisy work must not take place outside these hours. (C11BA)

**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 this part of the St John's Wood Conservation Area. This is as set out in S25 and S28 of Westminster's City Plan: Strategic Policies adopted November 2013 and



DES 1 and DES 5 or DES 6 or both and paras 10.108 to 10.128 of our Unitary Development Plan that we adopted in January 2007. (R26BE)

- 4 The render to the external elevations shall be a smooth render. You must apply to us for approval of a colour sample for the new render. You must not start any work on the application of render before we have approved the sample. You must then carry out the work according to the colour sample, and maintain it as such thereafter. (C26DB)

Reason:

To make sure that the appearance of the building is suitable and that it contributes to the character and appearance of this part of the St John's Wood Conservation Area. This is as set out in S25 and S28 of Westminster's City Plan: Strategic Policies adopted November 2013 and DES 1 and DES 5 or DES 6 or both and paras 10.108 to 10.128 of our Unitary Development Plan that we adopted in January 2007. (R26BE)

- 5 You must apply to us for approval of detailed elevation and section drawings to show the size, projection and design of the window surrounds, and the design of the new windows (including the relationship of their glazing bars to the glazing). 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 drawings.

Reason:

To make sure that the appearance of the building is suitable and that it contributes to the character and appearance of this part of the St John's Wood Conservation Area. This is as set out in S25 and S28 of Westminster's City Plan: Strategic Policies adopted November 2013 and DES 1 and DES 5 or DES 6 or both and paras 10.108 to 10.128 of our Unitary Development Plan that we adopted in January 2007. (R26BE)

- 6 The windows shall be formed of glazing with timber framing, and the window framing and window surrounds shall be painted and retained in a white colour.

Reason:

To make sure that the appearance of the building is suitable and that it contributes to the character and appearance of this part of the St John's Wood Conservation Area. This is as set out in S25 and S28 of Westminster's City Plan: Strategic Policies adopted November 2013 and DES 1 and DES 5 or DES 6 or both and paras 10.108 to 10.128 of our Unitary Development Plan that we adopted in January 2007. (R26BE)

- 7 You must apply to us for approval of a sample of natural slate for use on the main pitched roofs of the building. 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 this part of the St John's Wood Conservation Area. This is as set out in S25 and S28 of Westminster's City Plan: Strategic Policies adopted November 2013 and DES 1 and DES 5 or DES 6 or both and paras 10.108 to 10.128 of our Unitary Development Plan that we adopted in January 2007. (R26BE)

- 8 You must apply to us for approval of a sample of the material(s) you propose to use to pave the front and rear gardens. 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 this part of the St John's Wood Conservation Area. This is as set out in S25 and S28 of Westminster's City Plan: Strategic Policies adopted November 2013 and DES 1 and DES 5 or DES 6 or both and paras 10.108 to 10.128 of our Unitary Development Plan that we adopted in January 2007. (R26BE)

- 9 You must apply to us for approval of detailed elevation and section drawings (as appropriate) of the new cycle rack structure within the front garden, and including confirmation of materials to be used. 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 drawings. (C26DB)

## Reason:

To make sure that the appearance of the building is suitable and that it contributes to the character and appearance of this part of the St John's Wood Conservation Area. This is as set out in S25 and S28 of Westminster's City Plan: Strategic Policies adopted November 2013 and DES 1 and DES 5 or DES 6 or both and paras 10.108 to 10.128 of our Unitary Development Plan that we adopted in January 2007. (R26BE)

- 10 The enclosure around the plant equipment within the rear garden shall be erected prior to the equipment being brought into use and shall be retained in position thereafter

## Reason:

To make sure that the appearance of the building is suitable and that it contributes to the character and appearance of this part of the St John's Wood Conservation Area. This is as set out in S25 and S28 of Westminster's City Plan: Strategic Policies adopted November 2013 and DES 1 and DES 5 or DES 6 or both and paras 10.108 to 10.128 of our Unitary Development Plan that we adopted in January 2007. (R26BE)

- 11 You must not carry out demolition work unless it is part of the complete development of the site. You must carry out the demolition and development without interruption and according to the drawings we have approved. (C29BB)

## Reason:

To make sure that the appearance of the building is suitable and that it contributes to the character and appearance of this part of the St John's Wood Conservation Area. This is as set out in S25 and S28 of Westminster's City Plan: Strategic Policies adopted November 2013 and DES 1 and DES 5 or DES 6 or both and paras 10.108 to 10.128 of our Unitary Development Plan that we adopted in January 2007. (R26BE)

- 12 You must plant new trees to replace the trees which you propose to remove as part of this development (tree numbers 3, 4, 5, and 6 in your tree report) in the first planting season after you complete the development. You must apply to us for our approval of the position, size and species of the replacement trees. You must also replace any replacement tree which dies, is removed or becomes seriously damaged or diseased within five years of the date we give our approval for the replacement trees, in the next planting season with another of the same size and species to the one originally planted.

## Reason:

To improve the appearance of the development, to make sure that it contributes to the character and appearance of this part of the St Johns Wood Conservation Area, and to improve its contribution to biodiversity and the local environment. This is as set out in S25, S28 and S38

of Westminster's City Plan: Strategic Policies adopted November 2013 and ENV 16, ENV 17, DES 1 (A) and paras 10.108 to 10.128 of our Unitary Development Plan that we adopted in January 2007. (R30CD)

**13 Pre Commencement Condition**

The development hereby permitted shall not be commenced until detailed design and method statements (in consultation with London Underground) for all of the foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent), have been submitted to and approved in writing by the local planning authority which:

- provide details on all structures
- accommodate the location of the existing London Underground structures and tunnels
- accommodate ground movement arising from the construction thereof
- and mitigate the effects of noise and vibration arising from the adjoining operations within the structures and tunnels.

The development shall thereafter be carried out in all respects in accordance with the approved design and method statements, and all structures and works comprised within the development hereby permitted which are required by the approved design statements in order to procure the matters mentioned in paragraphs of this condition shall be completed, in their entirety, before any part of the building hereby permitted is occupied.

Reason:

To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with London Plan 2011 Table 6.1 and 'Land for Industry and Transport' Supplementary Planning Guidance 2012

**14 Pre Commencement Condition. No development shall take place, including any works of demolition, until a construction management plan for the proposed development has been submitted to and approved in writing by the City Council as local planning authority. The plan shall provide the following details:**

- (i) a construction programme including a 24 hour emergency contact number;
- (ii) parking of vehicles of site operatives and visitors (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction);
- (iii) locations for loading/unloading and storage of plant and materials used in constructing the development;
- (iv) erection and maintenance of security hoardings (including decorative displays and facilities for public viewing, where appropriate);
- (v) wheel washing facilities and measures to control the emission of dust and dirt during construction; and
- (vi) a scheme for recycling/disposing of waste resulting from demolition and construction works.

You must not start work until we have approved what you have sent us. You must then carry out the development in accordance with the approved details.

Reason:

To protect the environment of residents and the area generally as set out in S29 of Westminster's City Plan: Strategic Policies adopted November 2013 and STRA 25, TRANS 23, ENV 5 and ENV 6 of our Unitary Development Plan that we adopted in January 2007.

**15 (1) Where noise emitted from the proposed plant and machinery will not contain tones or will not be intermittent, the 'A' weighted sound pressure level from the plant and machinery (including non-emergency auxiliary plant and generators) hereby permitted, when operating at its noisiest, shall not at any time exceed a value of 10 dB below the minimum external background noise, at a point 1 metre outside any window of any residential and other noise sensitive property, unless and until a fixed maximum noise level is approved by the City Council. The background level**



should be expressed in terms of the lowest LA90, 15 mins during the proposed hours of operation. The plant-specific noise level should be expressed as LAeqTm, and shall be representative of the plant operating at its maximum.

(2) Where noise emitted from the proposed plant and machinery will contain tones or will be intermittent, the 'A' weighted sound pressure level from the plant and machinery (including non-emergency auxiliary plant and generators) hereby permitted, when operating at its noisiest, shall not at any time exceed a value of 15 dB below the minimum external background noise, at a point 1 metre outside any window of any residential and other noise sensitive property, unless and until a fixed maximum noise level is approved by the City Council. The background level should be expressed in terms of the lowest LA90, 15 mins during the proposed hours of operation. The plant-specific noise level should be expressed as LAeqTm, and shall be representative of the plant operating at its maximum.

(3) Following installation of the plant and equipment, you may apply in writing to the City Council for a fixed maximum noise level to be approved. This is to be done by submitting a further noise report confirming previous details and subsequent measurement data of the installed plant, including a proposed fixed noise level for approval by the City Council. Your submission of a noise report must include:

- (a) A schedule of all plant and equipment that formed part of this application;
- (b) Locations of the plant and machinery and associated: ducting; attenuation and damping equipment;
- (c) Manufacturer specifications of sound emissions in octave or third octave detail;
- (d) The location of most affected noise sensitive receptor location and the most affected window of it;
- (e) Distances between plant & equipment and receptor location/s and any mitigating features that may attenuate the sound level received at the most affected receptor location;
- (f) Measurements of existing LA90, 15 mins levels recorded one metre outside and in front of the window referred to in (d) above (or a suitable representative position), at times when background noise is at its lowest during hours when the plant and equipment will operate. This acoustic survey to be conducted in conformity to BS 7445 in respect of measurement methodology and procedures;
- (g) The lowest existing L A90, 15 mins measurement recorded under (f) above;
- (h) Measurement evidence and any calculations demonstrating that plant and equipment complies with the planning condition;
- (i) The proposed maximum noise level to be emitted by the plant and equipment.

**Reason:**

Because existing external ambient noise levels exceed WHO Guideline Levels, and as set out in ENV 6 (1), (6) and (8) and ENV 7 (A)(1) of our Unitary Development Plan that we adopted in January 2007, so that the noise environment of people in noise sensitive properties is protected, including the intrusiveness of tonal and impulsive sounds; and as set out in S32 of Westminster's City Plan: Strategic Policies adopted November 2013, by contributing to reducing excessive ambient noise levels. Part (3) is included so that applicants may ask subsequently for a fixed maximum noise level to be approved in case ambient noise levels reduce at any time after implementation of the planning permission.

- 16 No vibration shall be transmitted to adjoining or other premises and structures through the building structure and fabric of this development as to cause a vibration dose value of greater than 0.4m/s (1.75) 16 hour day-time nor 0.26 m/s (1.75) 8 hour night-time as defined by BS 6472 (2008) in any part of a residential and other noise sensitive property.

**Reason:**

As set out in ENV6 (2) and (6) of our Unitary Development Plan that we adopted in January 2007, to ensure that the development is designed to prevent structural transmission of noise or vibration.

- 17 You must provide the waste store shown on drawing 0855\_PL.101RevG before anyone moves into the property. You must clearly mark it and make it available at all times to everyone using the flats. 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 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. (R14BD)

- 18 You must provide each cycle parking space shown on the approved drawings prior to occupation. Thereafter the cycle spaces must be retained and the space used for no other purpose without the prior written consent of the local planning authority.

Reason:

To provide cycle parking spaces for people using the development as set out in TRANS 10 of our Unitary Development Plan that we adopted in January 2007.

- 19 You must hang all doors or gates so that they do not open over or across the road or pavement. (C24AA)

Reason:

In the interests of public safety and to avoid blocking the road as set out in S41 of Westminster's City Plan: Strategic Policies adopted November 2013 and TRANS 2 and TRANS 3 of our Unitary Development Plan that we adopted in January 2007. (R24AC)

- 20 Notwithstanding that shown on the submitted drawings you must apply to us for approval of detailed drawings of a hard and soft landscaping scheme which includes the number, size, species and position of trees and shrubs. You must not start work on the relevant part of the development until we have approved what you have sent us. You must then carry out the landscaping and planting within 1 year of completing the development (or within any other time limit we agree to in writing).

If you remove any trees or find that they are dying, severely damaged or diseased within 5 years of planting them, you must replace them with trees of a similar size and species.

Reason:

To improve the appearance of the development, to make sure that it contributes to the character and appearance of this part of the St John's Wood Conservation Area, and to improve its contribution to biodiversity and the local environment. This is as set out in S25, S28 and S38 of Westminster's City Plan: Strategic Policies adopted November 2013 and ENV 16, ENV 17, DES 1 (A) and paras 10.108 to 10.128 of our Unitary Development Plan that we adopted in January 2007. (R30CD)

- 21 You must provide each car parking space shown on the approved drawings and each car parking space shall only be used for the parking of vehicles of people living in the residential part of this development, and be provided on an unallocated basis.

Reason:

To provide parking spaces for people living in the residential part of the development as set out in STRA 25 and TRANS 23 of our Unitary Development Plan that we adopted in January 2007. (R22BB)

- 22 Pre-Commencement Condition. Before any development (including demolition) takes place on site, you will need to submit a Construction Logistics Plan (CLP) for approval by the City Council in consultation with Transport for London (TfL). The development shall be carried out in accordance with the agreed Plan.

Reason:

In order to safeguard the impact on Transport for London's Road network.

- 23 You must provide the following environmental sustainability features (environmentally friendly features) before you start to use any part of the development, as set out in your application.

pv panels on the roof

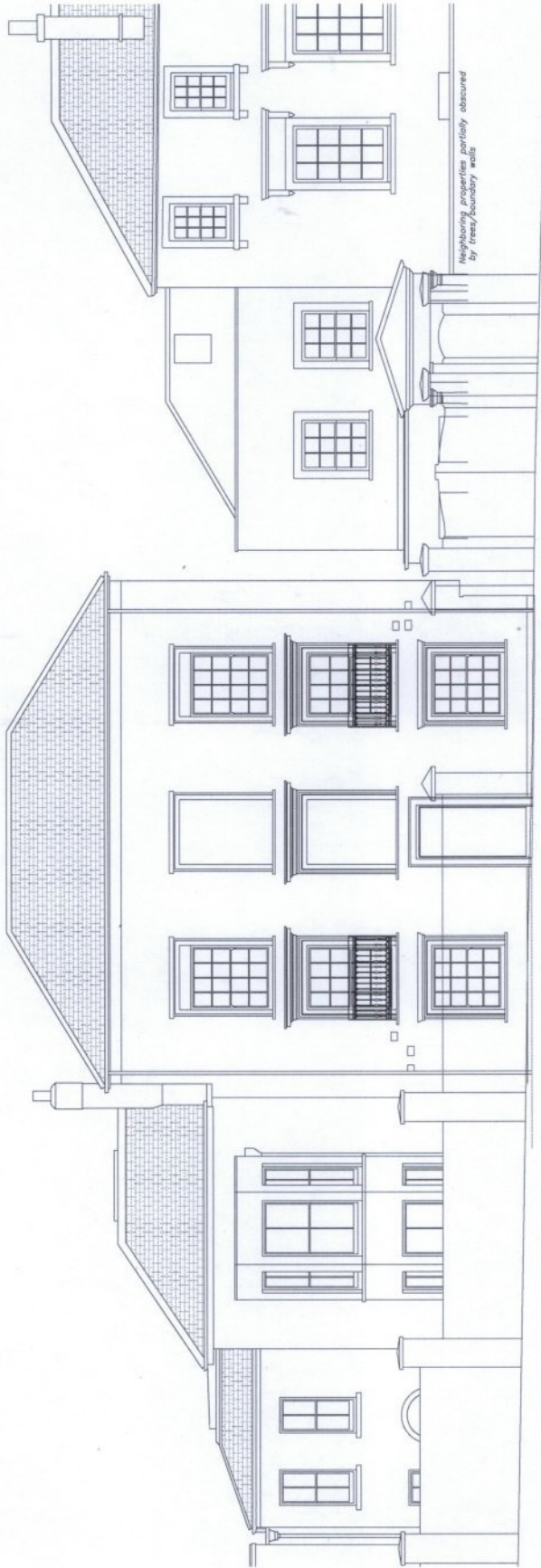
You must not remove any of these features. (C44AA)

Reason:

To make sure that the development provides the environmental sustainability features included in your application as set out in S28 or S40, or both, of Westminster's City Plan: Strategic Policies adopted November 2013. (R44AC)

#### **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 In reference to condition 13 you are advised to contact London Underground Infrastructure Protection in advance of preparation of final design and associated method statements, in particular with regard to: demolition; excavation and construction methods;
- 3 You are advised that in respect of Condition 22 Transport for London have requested a condition to secure a Construction Logistics Plan given that Wellington Road forms part of the Transport for London Road Network (TLRN).
- 4 This permission is governed by a legal agreement between the applicant and us under Section 106 of the Town and Country Planning Act 1990. The agreement relates to
  - i) free lifetime (25 years) car club membership for residents of the development and.
  - ii) provision of 2 off street residential car parking spaces on an unallocated basis.



01 EXISTING FRONT ELEVATION

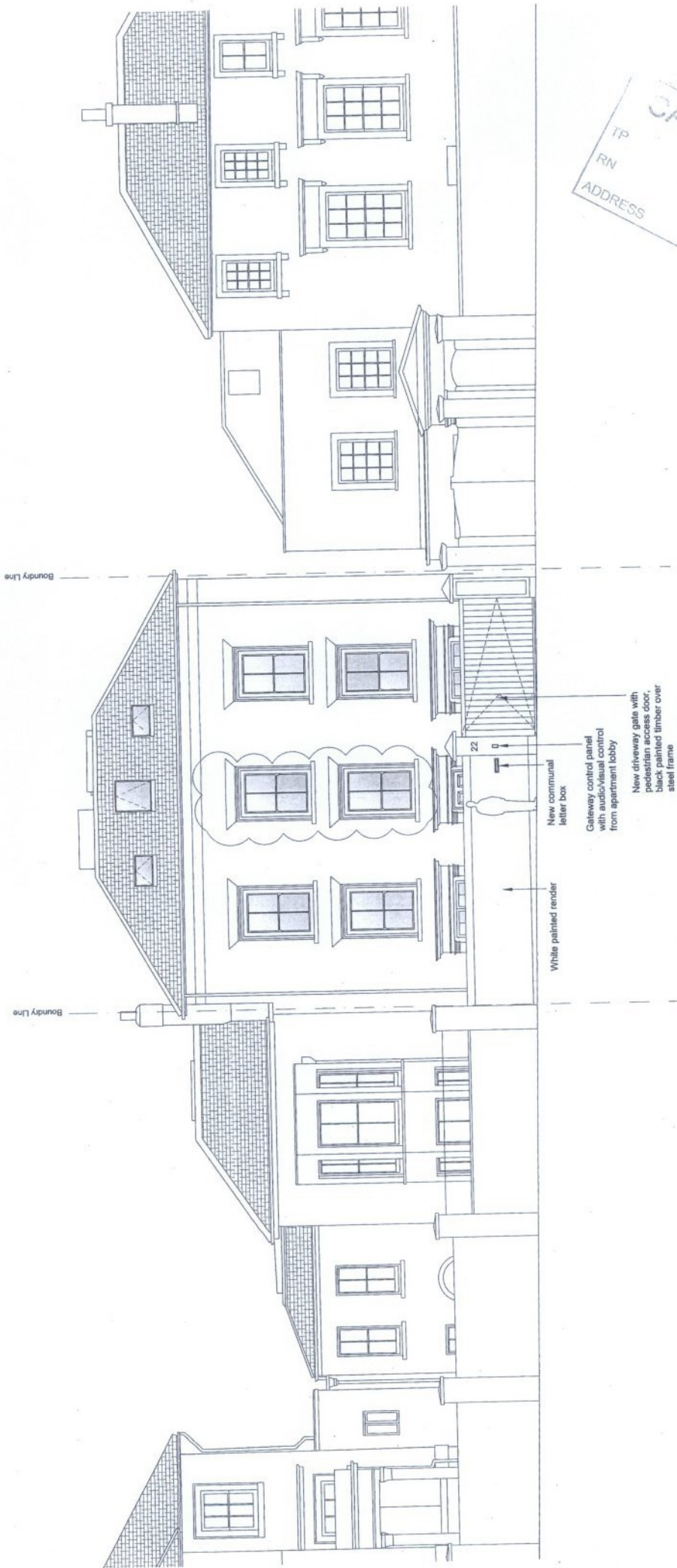
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REVISIONS:  
 / 17.11.2014 General Arrangements

Project No.	RDV0855	Client	Wellington Land LTD	Project	22 Wellington Road	Architect	RODICI DAVIDSON ARCHITECTS
Scale	1:50 @ A1 / 1:100 @ A3	Drawn By	PG	Issue No.	EXISTING FRONT ELEVATION	Address	1 Plead Bull Yard London WC1A 2JR T: +44 (0)207 043 8551 F: +44 (0)207 043 8552 www.rodiciandavidson.co.uk
Date	May 2014	Checked By	ID	Issue No.	0855_EX_200	Issue	/ /

RODICI DAVIDSON ARCHITECTS & THE TRADING NAME OF RDA/A1



TP  
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ADDRESS

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01 PROPOSED STREET ELEVATION

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**REVISIONS:**  
 / 01.12.2014 General Arrangements  
 A 15.02.2015 Minor Amendments

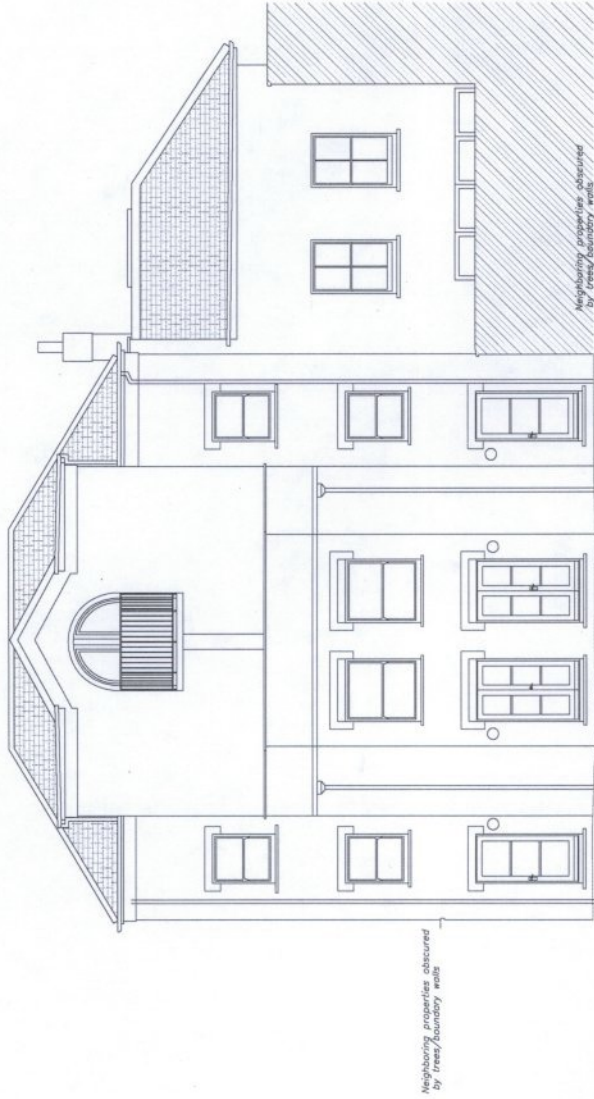
RODÍC DAVIDSON ARCHITECTS is the trading name of Rodic & Davidson Architects Ltd

Project	22 Wellington Road	Client	Wellington Land LTD
Drawn by	PG	Scale	1:50 @ A1 / 1:100 @ A3
Checked by	ID	Date	November 2014
Project No.	0855_PL_002	Page No.	RD0855
Issue No.	A		

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EXISTING



01 EXISTING REAR ELEVATION

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Project	22 Wellington Road	Client	Wellington Land LTD	Architect	RODICI DAVIDSON ARCHITECTS
Drawn By	EXISTING REAR ELEVATION	Scale	1:50 @ A1 / 1:100 @ A3	Address	1 Pied Bull Yard London WC1A 2BR T: +44 (0)20 743 3552 F: +44 (0)20 743 3552 www.rodiciandavidson.co.uk
Checked By	ID	Date	May 2014	Project No.	RD/0855
Drawing No.	0855_EX.201				



01 PROPOSED REAR ELEVATION  
E - E and F - F

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REVISIONS:  
A 11.12.14 General Arrangements  
B 03.03.15 Revision to door of ground floor  
C 16.05.15 Minor Amendments

PROJECT NO: RD0855  
DATE: November 2014

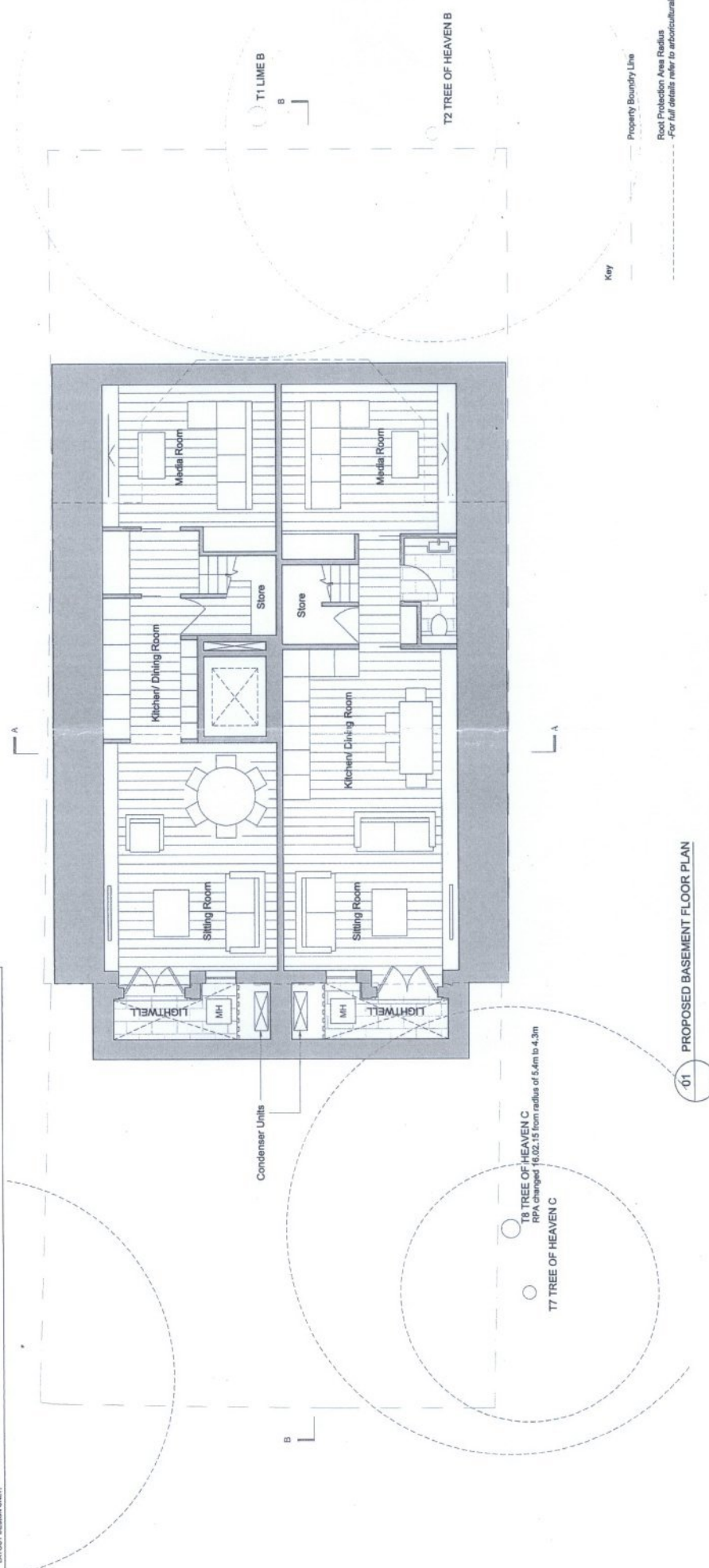
CLIENT: Wellington Land LTD  
SCALE: 1:50 @ A1 / 1:100 @ A3  
DATE: November 2014

PROJECT: 22 Wellington Road  
DRAWN BY: PG  
CHECKED BY: ID  
PROJECT TITLE: PROPOSED REAR ELEVATION  
DRAWING NO: 0855\_PL\_201

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Schedule of Accommodation									
EXISTING	PROPOSED			EXISTING			PROPOSED		
	Apartment	GIA (sqm)	Bedrooms	Floor	GIA (sqm)	Floor	GIA (sqm)	Basement	GIA (sqm)
1	113.8	1	3B/5P	Basement	118.5	Ground	130.2	152.1	118.5
2	113	2	3B/5P	Ground	124.5	First	132.6	142.9	152.1
3	98.7	3	2B/3P	Second	65.4	Third	125.5	138.6	142.9
4	97.9	4	2B/3P	Third	59.5		104.9	118.4	138.6
		5	2B/3P		57.4				118.4
		6	3B/5P		100.9				
		7	1B/2P		63.0				
<b>TOTAL APARTMENT AREA</b>		<b>423.4</b>		<b>TOTAL FLOOR AREA</b>	<b>589</b>		<b>493.2</b>		<b>670</b>

IMPORTANT NOTE: ALL AREAS ARE APPROXIMATE AND BASED UPON SURVEY BY OTHERS AND INITIAL LAYOUT DESIGN ONLY.



01 PROPOSED BASEMENT FLOOR PLAN

**NOTES:**  
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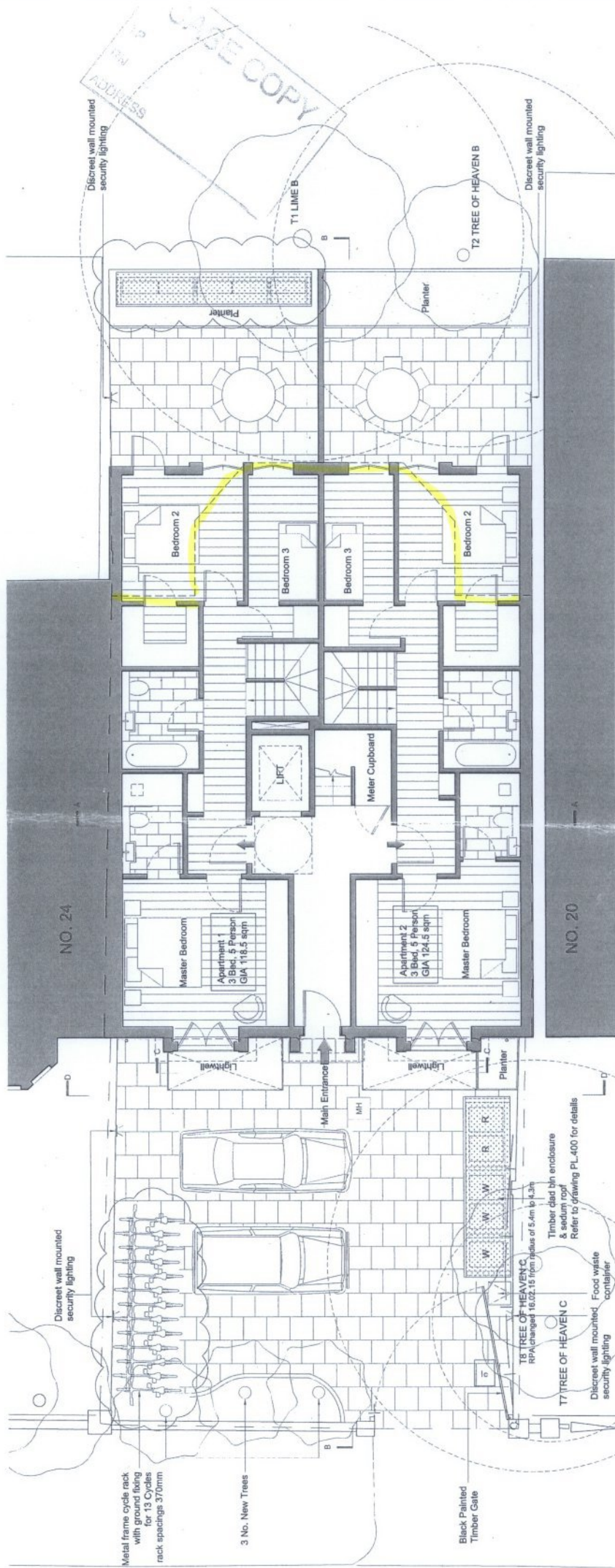
**REVISIONS:**

Rev	Date	Description
A	12.13.2014	Ground Annotations
B	01.12.2014	Minor amendments to layout
C	19.02.2015	Reduction in size of 87mm
D	19.02.2015	TR (RPA) changed
E	12.03.2015	Minor amendments

**Project:** 22 Wellington Road  
**Client:** Wellington Land LTD  
**Drawn by:** PG  
**Scale:** 1:50 @ A1 / 1:100 @ A3  
**Date:** November 2014  
**Project ID:** RD0855  
**Quantity:** 0855\_PL100  
**Author:** E  
**Check:** E

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01 PROPOSED GROUND FLOOR PLAN

Key  
 --- Property Boundary Line  
 --- Existing Building Footprint  
 --- Roof Protection Area Radius  
 --- For full details refer to arboricultural report

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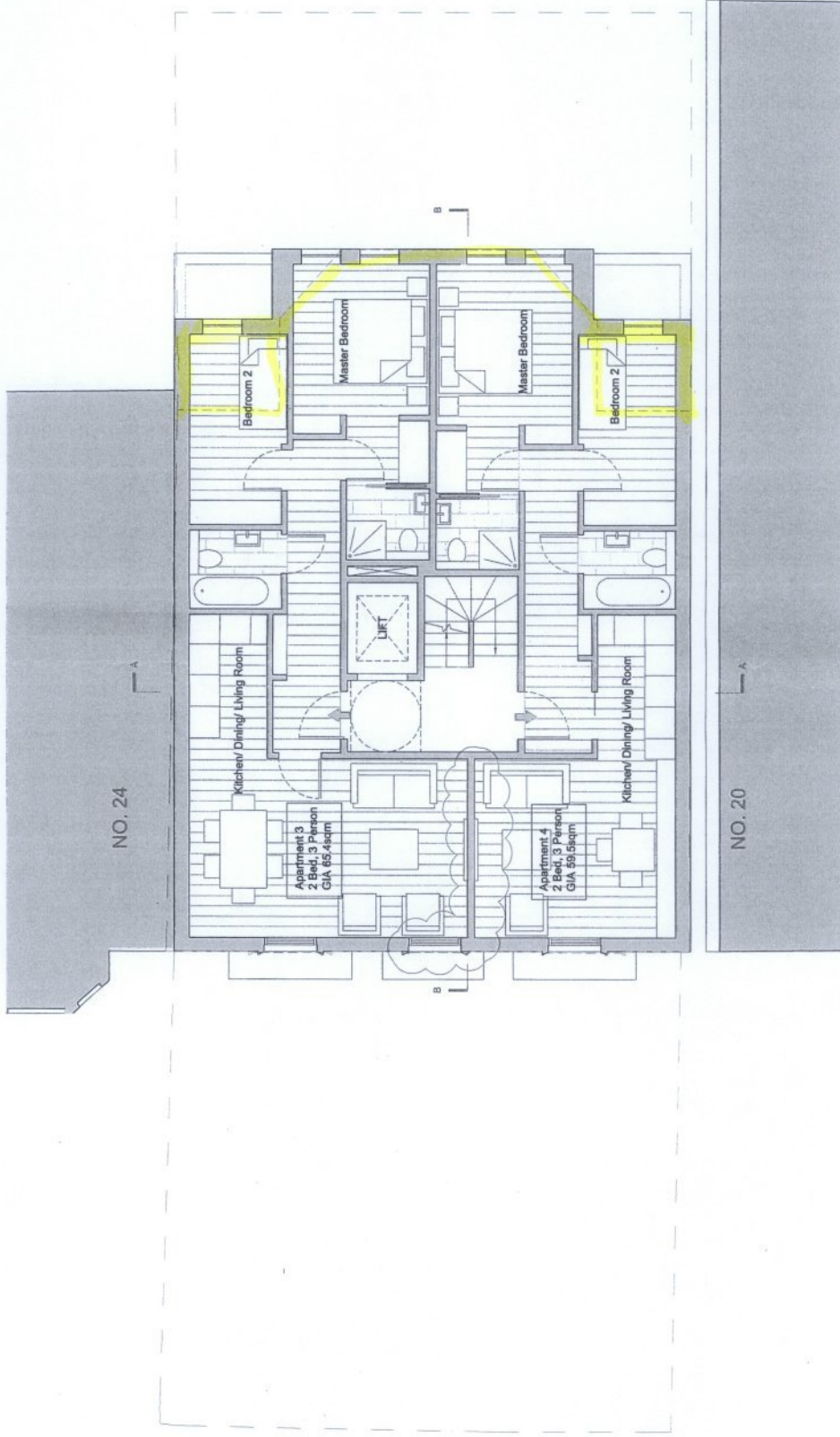
Project: 22 Wellington Road  
 Drawing No: **PROPOSED GROUND FLOOR PLAN**  
 Drawn by: PG  
 Checked by: ID  
 Date: 0855\_PL\_101  
 Scale: A1

Client: Wellington Land LTD  
 Date: 15/0 @ A1 / 1:100 @ A3  
 Issue: November 2014  
 Project No: RD/0855  
 Drawing No: 0855\_PL\_101

**REVISIONS:**  
 I 12.11.2014 General Annotation  
 A 19.11.2014 Amendments to walls, cycle and stair enclosures  
 B 01.12.2014 Minor amendments to bay window  
 C 06.12.2014 Amendments to cycle enclosures  
 D 10.02.2015 To RPA changed  
 E 24.04.2015 Removal of new ghywhs  
 F 24.04.2015 Removal of new ghywhs  
 RODICI DAVIDSON ARCHITECTS. It is the working name of the firm.

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01 PROPOSED FIRST FLOOR PLAN

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REVISIONS:  
 1. 11.12.2014 Created Amendments  
 A. 01.12.2014 Additional detail shown to roof fabricator  
 B. 18.05.2015 Minor Amendments

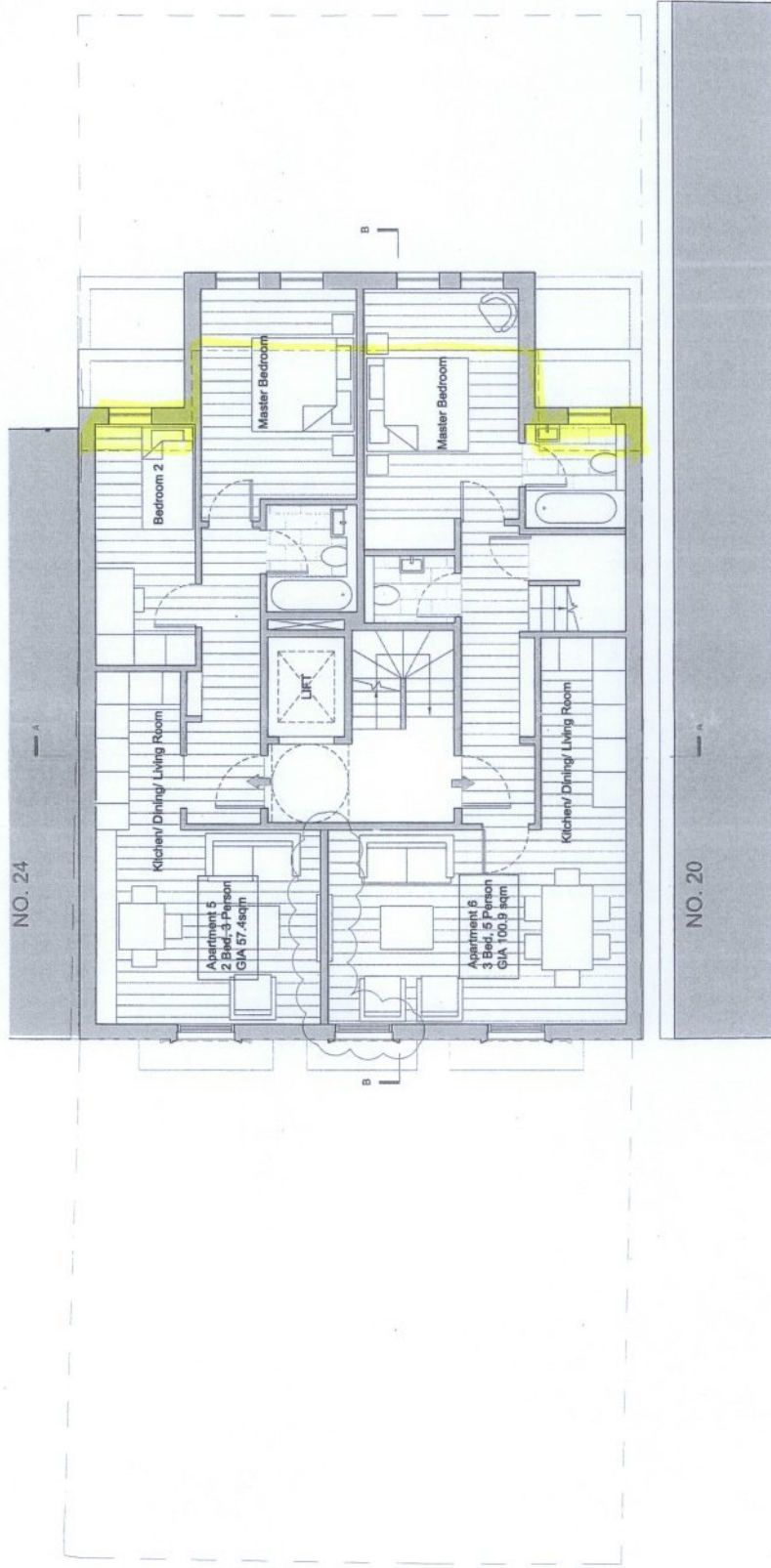
PROJECT NO: RD/0855  
 PROJECT NAME: Wellington Land LTD  
 DATE: 15.09.2014 @ A1 / 1:100 @ A3  
 DRAWN BY: PG  
 CHECKED BY: ID  
 DATE: November 2014



PROJECT: 22 Wellington Road  
 DRAWING NO: PROPOSED FIRST FLOOR PLAN  
 DRAWING NO: 0855\_PL-102

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Key  
 - - - - - Property Boundary Line  
 - - - - - Existing Building Footprint

01 PROPOSED SECOND FLOOR PLAN

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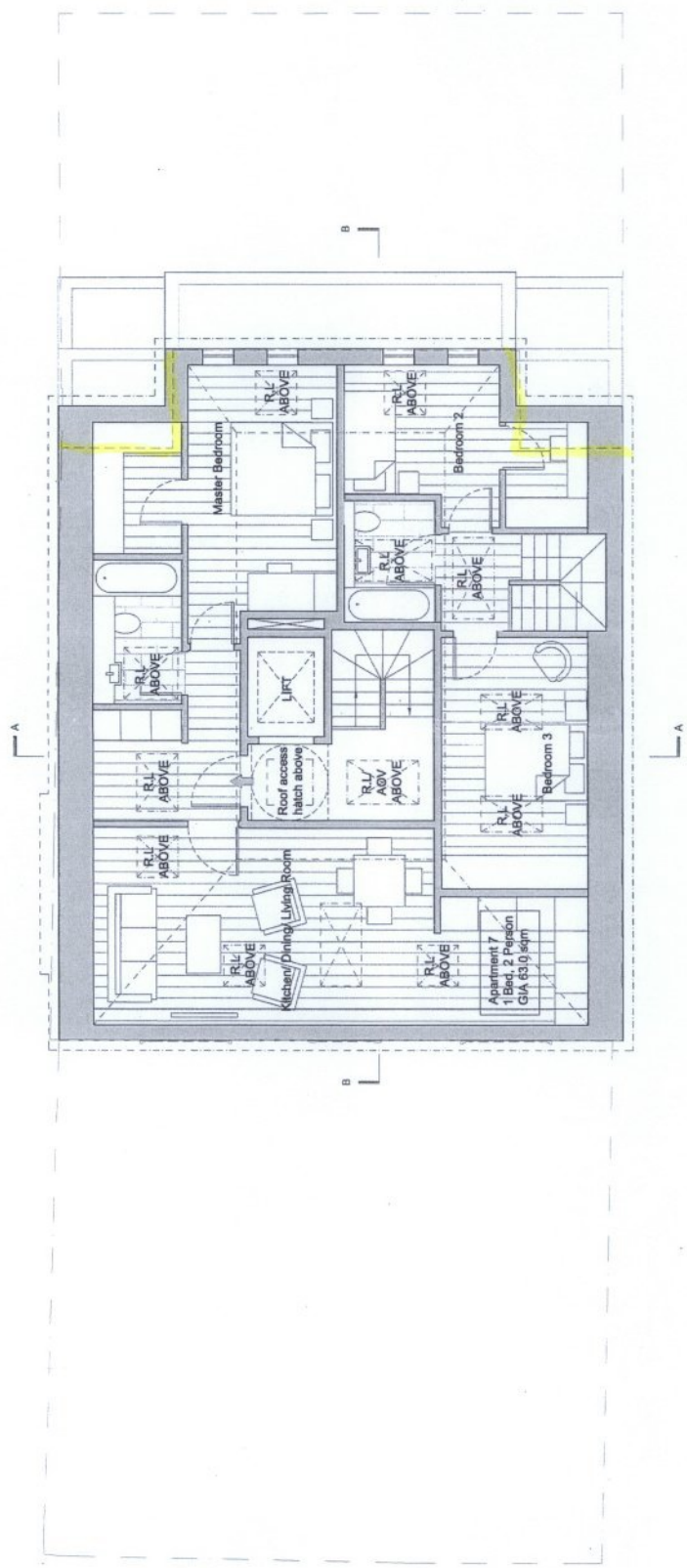


REVISIONS:  
 A 01.12.2014 Ground Amendments  
 B 15.05.2015 Additional detail drawn to roof level  
 C 15.05.2015 Minor Amendments

Client: Wellington Land LTD  
 Date: 1:50 @ A1 / 1:100 @ A3  
 Project No: RDV0855  
 Date: November 2014

Project: 22 Wellington Road  
 Name: PG  
 Drawing No: 0855\_PL\_103  
 Date: B

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Key  
 --- Property Boundary Line  
 --- Existing Building Footprint

01 PROPOSED THIRD FLOOR PLAN

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 DO NOT SCALE - ALL DIMENSIONS TO BE CHECKED ON SITE



REVISIONS:  
 7 17/11/2014 General Amendments  
 8 18/11/2014 Amend to reflect client's requirements  
 9 18/11/2014 Amend Amendments

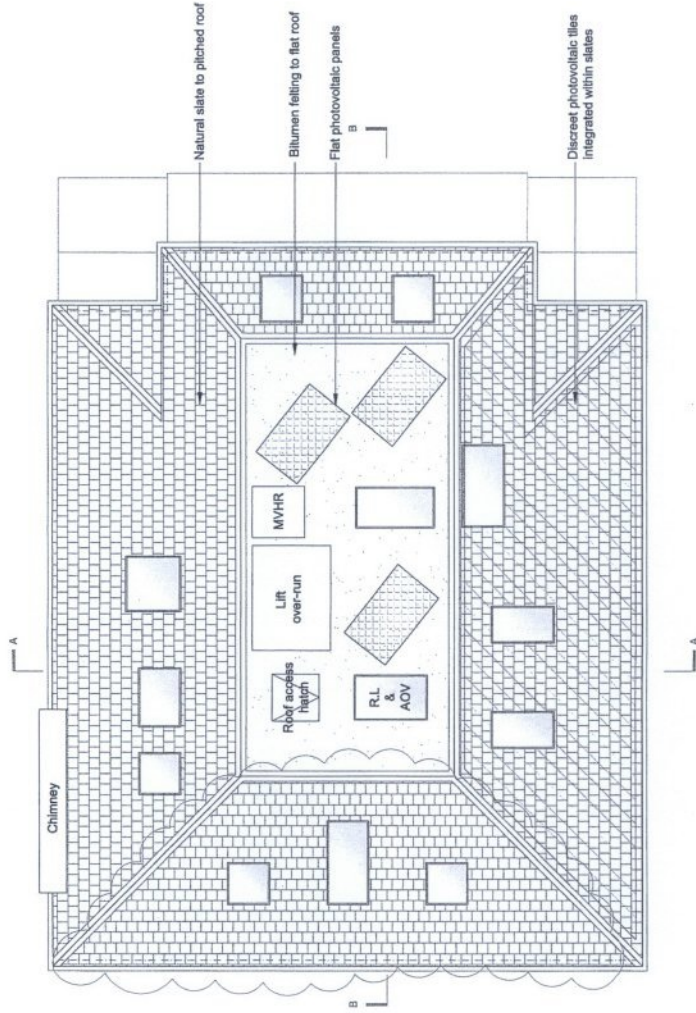
RODICI DAVIDSON ARCHITECTS is the trading name of Rodici Ltd

Wellington Land LTD  
 Date: 15th November 2014  
 Time: 1:50 @ A1 / 1:100 @ A3  
 Project No: RD10855  
 ID: November 2014

Drawn By: PG  
 Checked By: ID

Project: 22 Wellington Road  
 Drawing No: PROPOSED THIRD FLOOR PLAN  
 Drawing No: 0855\_PL\_104  
 Rev: B

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01 PROPOSED ROOF PLAN

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- REVISIONS:
- F 11.11.2014 Council Amendments
  - A 21.12.2014 Additional detail doors to roof ladder
  - B 20.12.2014 Address of PV panels
  - C 18.02.2015 Minor Amendments
  - D 20.02.2015 PV tiles removed from front roof

RODICI DAVIDSON ARCHITECTS is the leading concern of Rodici Ltd

Client: Wellington Land LTD  
 Date: 15.09.2014 @ A1 / 1:100 @ A3  
 Issue: November 2014  
 Project No: RD00855  
 Drawing No: 0855\_PL\_105

Project: 22 Wellington Road  
 Drawing No: PROPOSED ROOF PLAN  
 Issue: PG  
 Check No: ID

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