

CITY OF WESTMINSTER			
PLANNING APPLICATIONS COMMITTEE	Date 17 November 2015	Classification For General Release	
Addendum Report of Director of Planning		Wards involved Bryanston And Dorset Square	
Subject of Report	206-216 Marylebone Road, London, NW1 5LA		
Proposal	Redevelopment of the site behind a part retained facade to provide an eight level (plus basement) mixed use development containing up to 64 residential units (Class C3), office floorspace (Class B1) and retail floorspace (Class A1), together with car and cycle parking, plant and other associated works.		
Agent	Gerald Eve		
On behalf of	Gerald Eve		
Registered Number	15/05254/FULL	TP / PP No	TP/2478
Date of Application	03.06.2015	Date amended/ completed	03.06.2015
Category of Application	Major		
Historic Building Grade	Unlisted		
Conservation Area	Dorset Square		
Development Plan Context - London Plan July 2011 - Westminster's City Plan: Strategic Policies 2013 - Unitary Development Plan (UDP) January 2007	Within London Plan Central Activities Zone Within Central Activities Zone		
Stress Area	Outside Stress Area		
Current Licensing Position	Not Applicable		

1. RECOMMENDATION

1. Grant conditional permission, subject to a S106 legal agreement to secure the following:

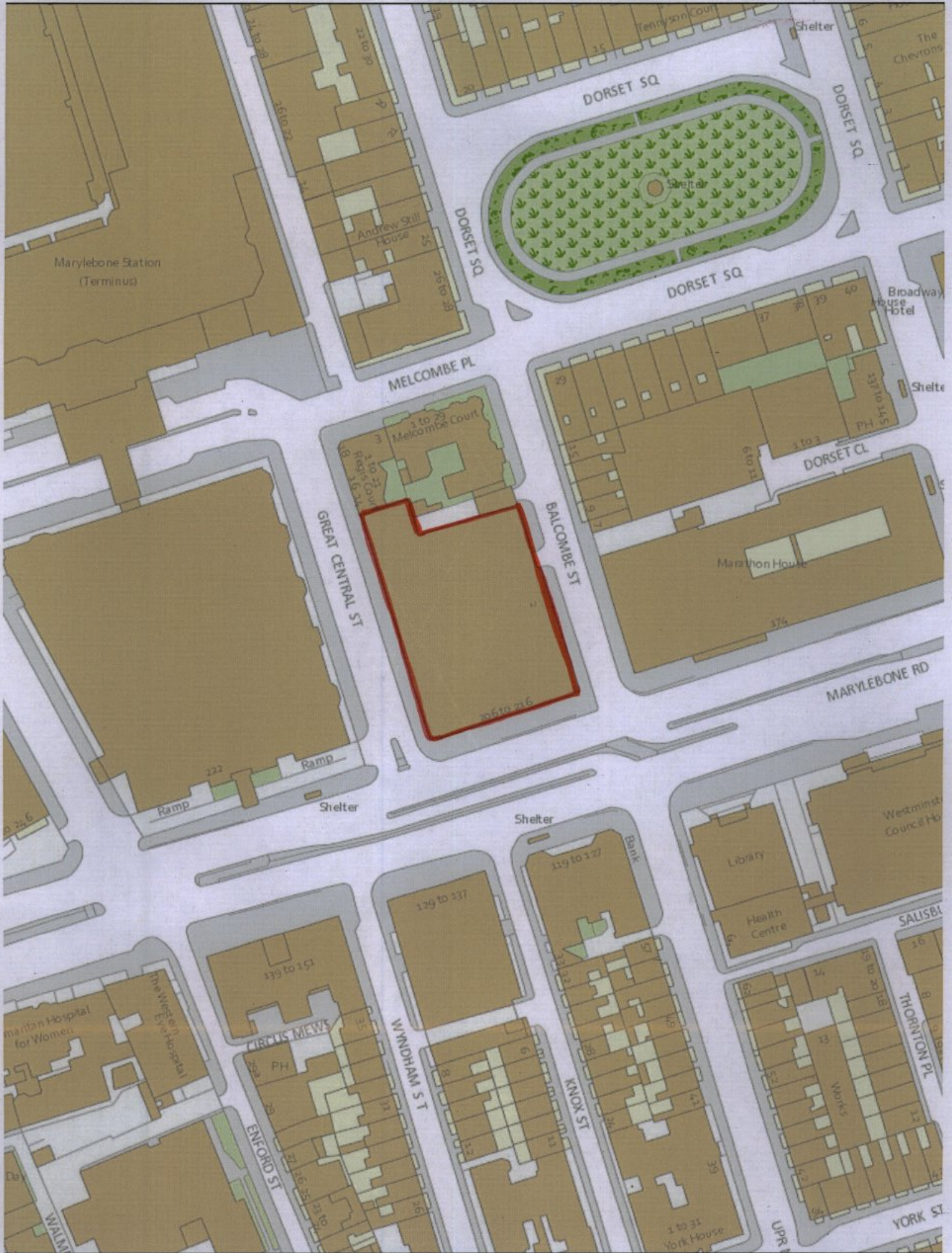
- a) 16 affordable units on-site comprising seven intermediate rented units and nine affordable rented units. Three (2x1 bed and 1x2 bed) of the intermediate units to be let at sub-market rents;
- b) Provision of £1,338,138 towards the City Council's affordable housing fund (index linked and payable upon commencement of development);
- c) Highways works associated with the development;
- d) Provision of lifetime car club membership (minimum 25 years) for all 64 flats;
- e) On-site parking spaces to be unallocated;
- f) Provision of £36,000 per annum (index linked) towards monitoring the construction project by the City Council's Environmental Inspectorate and Environmental Health officers; and
- g) The costs of monitoring the S106 agreement.

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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.





206-216 MARYLEBONE ROAD, NW1

2. SUMMARY

The proposed redevelopment scheme was considered by the Planning Applications Committee on 20 October 2015. The Committee resolved to defer its decision to allow for a site visit to take place. That site visit took place on 13 November 2015. Accordingly, this application is referred back to the Committee for its consideration.

3. CONSULTATIONS

No further representations have been received since the Committee meeting on 20 October 2015.

BACKGROUND PAPERS

RESOLUTION OF AND REPORT TO PLANNING APPLICATIONS COMMITTEE DATED 20 OCTOBER 2015.

REPRESENTATIONS INCLUDED IN REPORT TO COMMITTEE ON 20 OCTOBER 2015:

1. Application form.
2. Emails from TfL dated 27 July and 2 October 2015.
3. Letter from London Underground dated 12 August 2015.
4. Letter from Historic England dated 5 August 2015.
5. Email from National Rail dated 25 August 2015.
6. Email from Thames Water dated 27 July 2015.
7. Memorandum from Head of Affordable and Private Sector Housing dated 6 October 2015.
8. Memorandum from Environmental Sciences dated 6 October 2015.
9. Memorandum from Highways Planning Manager dated 3 September 2015.
10. Memorandum from Arboricultural Manager dated 2 September 2015.
11. Memorandum from Environmental Health dated 19 August 2015.
12. Representation from the St Marylebone Society (undated).
13. Representation from owner/occupier of The Mews House, 33 Knox Street dated 1 September 2015.
14. Representation from owner/occupier of 8 Knox Street dated 24 August 2015.
15. Representations from owner/occupier of 19 Regis Court, Melcombe Place dated 19 August 2015 (4x), 10 August 2015, 9 August 2015 and 7 August 2015 (2x).
16. Representation from owner/occupier of 16 Regis Court, Melcombe Place dated 19 August 2015.
17. Representation from Marathon House Residents' Association dated 18 August 2015.
18. Representation from owner/occupier of 83 Marathon House dated 17 August 2015.
19. Representation from owner/occupier of Top Flat, 34 Dorset Square dated 14 August 2015.
20. Representation from owner/occupier of 34 Dorset Square dated 13 August 2015.
21. Representation from owner/occupier of 34 Dorset Square dated 13 August 2015.
22. Representation from owner/occupier of 26 Melcombe Court, Dorset Square dated 12 August 2015.

- 23. Representation from owner/occupier of 18 Melcombe Court, Dorset Square dated 13 August 2015.
- 24. Representation from Mahdi Monfared dated 2 August 2015.
- 25. Representation from owner/occupier of Flat 1, Regis Court, Balcombe Street dated 13 August 2015.

NO FURTHER REPRESENTATIONS HAVE BEEN RECEIVED.

<p>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</p>

APPENDIX

Item No.
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CITY OF WESTMINSTER			
PLANNING APPLICATIONS COMMITTEE	Date 20 October 2015	Classification For General Release	
Report of Director of Planning		Wards involved Bryanston And Dorset Square	
Subject of Report	206-216 Marylebone Road, London, NW1 5LA		
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1. RECOMMENDATION

1. Grant conditional permission, subject to a S106 legal agreement to secure the following:

- a) 16 affordable units onsite comprising seven intermediate rented units and nine affordable rented units. Three (2x1 bed and 1x2 bed) of the intermediate units to be let at sub-market rents;
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- c) Highways works associated with the development;
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- (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.

2. SUMMARY

Permission is sought for redevelopment of the site to create a mixed use development made up largely of residential flats (Use Class C3) with offices (Use Class B1) and retail (Use Class A1). The buildings on-site would be largely demolished, leaving the 1930's facades to Marylebone Road, Balcombe Street and Great Central Street. To the rear of the retained facades, an eight storey block containing 48 open market flats and two retail premises would be constructed. The block fronting Marylebone Road would be connected to two further blocks to the rear by a ground floor level podium. Above first floor level, these blocks are separated from the block fronting Marylebone Road by an outdoor amenity space with a cross shaped floor plan.

The western block would be six storey's high and would contain seven intermediate rent nine affordable rent. It would be constructed in a contemporary architectural style with charcoal coloured brick cladding and balconies fronting Great Central Street above ground floor level. The eastern block would contain 1585 square metres of office floorspace. It would also be constructed in a similar contemporary style with charcoal coloured brick cladding.

A basement car park would be located beneath the entire application site. This car park would be accessed from a new crossover on Balcombe Street. The car park would contain 62 parking spaces. Cycle parking for 101 bicycles would be provided at ground floor level within a room accessed off Great Central Street.

The key issues are:

- Demolition of an unlisted building of merit within the Dorset Square Conservation Area;
- The impact of the proposed replacement building on the character and appearance of the Dorset Square Conservation Area and the setting of adjacent listed buildings and unlisted buildings of merit;
- The standard of residential accommodation;
- The impact of the proposed development on the amenities of surrounding residents in terms of their daylight, sunlight, outlook and privacy; and
- The amount of on-site parking and the absence of on-site servicing.

The proposed development would provide an appropriate mix of uses within the Central Activities Zone. The building proposed would also preserve the significance of the existing unlisted building of merit and the character and appearance of the Dorset Square Conservation Area. It would also preserve the setting of nearby listed buildings and Unlisted Buildings of Merit. The proposal would also not result in unacceptable harm to the amenity of local residents and the surrounding transport network. Subject to conditions and completion of a satisfactory legal agreement, the proposed development is recommended for approval.

3. CONSULTATIONS

ST MARYLEBONE SOCIETY (SMS)

SMS attended an exhibition at Marylebone Station in May. Note that developers leafleted an area around the site including Melcombe Court and Regis Court. However it is difficult to access these buildings and get leaflets to individual flats, and some residents of these blocks have had no knowledge of the proposals. Several of these flats directly face the application site. Request that the Residents Associations of both buildings be contacted and that regular Community Liaison Committee meetings be arranged with them and one of the local councillors. A newsletter would not be adequate in the early stages of the project. Many people in this area work from home, and this is very difficult when adjacent to a demolition site. In another large local project the developer provided extra glazing for those people most severely affected.



Note that residents are worried about having heavy vehicles moving up Balcombe St, along Melcombe Place, and down Great Central St. These streets are already heavily used by traffic. A new rail line to Oxford from Marylebone is also due to open shortly, and at rush hour there is already a large stream of pedestrians moving between Marylebone and Baker St Stations along Melcombe Street. The narrowness of Melcombe Place is cause for concern about accidents involving pedestrians at these times.

The ground floor flats on Great Central Street would have windows opening directly onto the pavement, which would result in poor privacy. They would rather see shops along this stretch of Great Central Street, which has almost no interesting activity along it.

Restoration of the NCR facade is welcomed.

Support mixed use development as this is beneficial to the area.

Use of the main ground floor central entranceway on Marylebone Road is appropriate.

The two corner shops are about 200 square metres, which would preclude large supermarket chains. Likely that these would be used as cafes.

Welcome active frontages from the inclusion of shops at ground floor level. Request additional retail below the affordable units as the street level experience could do with as much enriching as possible this location. Also query whether any part of the basement could be given to the retail units within the retained 1930s facades to increase size and make them more viable. Also note that servicing has the potential for conflict with the red route and bus stops.

No objection to loss of post-war commercial buildings. The rationale behind the arrangement of new parts is plausible and this idea was welcomed as it allowed the NCR building to be restored and stand-alone/dominate the composition.

The character of the area is varied, with buildings ranging from around 1820 to the modern day. This site is on the fringe of the Conservation Area. Consider the modern idiom for the extension appropriate as they prefer high quality modern replacements in preference to pastiche.

The use of black bricks to clad both new buildings divided opinion within the SMS. Some like the idea of the black bricks though thought that the white cills and lintels are distracting. The narrow black bricks could also be elegant if detailed well and create an interesting contrast to the white NCR building. Some suggest that the black 'boxes' should be plainer and not have the white lintels, and queried the busy-ness of the silhouettes of the Balcombe Street and Great Central Street replacements. Some considered the new black building disharmonious with the buildings on either side, that the black brick will date the building and that it would be oppressive.

The bronze and decorative motifs are supported.

The residential balconies are a good idea in principle, but without careful management these spaces can become outdoor store rooms and present a cluttered view to the street. Query whether this could be controlled by lease. Balconies in Marylebone are usually decorative or for planting only. This is a highly polluted area and outdoor living space is not appropriate at the front of the buildings. Glass balconies should be opaque or tinted glass. The residential balconies opposite the Landmark Hotel and noise control could be a potential future problem.

Traffic problems may arise in Balcombe Street from loading for retail. Note that there could be potential conflicts with TfL proposals and the Baker Street two-way project and new cycle grid.

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THAMES WATER

Request that applicant incorporate backflow prevention devices as the sewerage network may surcharge to ground level during storm conditions.

With regards to surface water drainage, it is the responsibility of a developer to make proper provision to ground, water courses or a suitable sewer. It is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off-site storage. Where a connection is proposed to a public sewer, prior approval from Thames Water Developer Services will be required.

Should the proposed building work fall within three metres of pipes within Thames Waters ownership, then agreement with Thames Water may be necessary to build over or near them.

Advise that sufficient sewerage water infrastructure capacity exists.

Should application be approved, request condition requiring the Council's prior approval of piling methodology to avoid damage to subsurface water and waste water infrastructure.

Thames Water expect the developer to demonstrate that measures will be undertaken to minimise ground water discharge to public sewers.

Thames Water advise that there is sufficient water infrastructure capacity for the development. Also request attachment of an informative to any planning permission with regards to water pressure levels.

TRANSPORT FOR LONDON (TFL)

Whilst the level of car parking accords with London Plan (2015) standards, TfL would support a car free development at this location (except blue badge parking provision). TfL expects that car parking is equipped with electric vehicle charge points to accord with London Plan standards.

Access to the car parking/delivery and servicing yard is proposed from Balcombe Place. The site also has frontage to Marylebone Road which forms part of the TfL Road Network (TLRN). Whilst no changes are proposed to the TLRN, the applicant is reminded that no physical works can occur on the TLRN without the prior approval of TfL in the form of a Section 278 agreement (Highways Act 1980). During construction, none of the trees on the TLRN should be removed or damaged, and appropriate protection measures should be introduced during construction if required, in consultation with TfL's arboriculturalist.

A Construction Logistics Plan and Delivery and Service Plan should be secured as part of the planning application. TfL should be consulted prior to any discharge of these planning conditions.

The level of cycle parking proposed fails to accord with London Plan standards. To accord with London Plan standards, 77 cycle spaces must be provided for the residential component (including 1 short stay) and 35 spaces (20 long stay; 15 short stay) should be provided for the commercial component (B1 and A1 uses). Cycle changing facilities (such as showering facilities) should also be secured by condition for the commercial uses proposed.

LONDON UNDERGROUND

No objection in principle to development. Request that a condition be attached to any permission requiring their approval of foundation and basement structures as these may impact transport infrastructure.

HISTORIC ENGLAND

This application should be determined in accordance with national and local policy guidance and on the basis of your specialist conservation advice.

NETWORK RAIL

No objection, subject to the inclusion of conditions controlling the following to be attached to any permission:

- Submission of a risk assessment and method statement (RAMS) for the proposal to the Network Rail Asset Protection Engineer before development commences.
- Submission of details of proposed scaffolding works to the Network Rail Asset Protection Engineer for review before development commences.
- If vibro-compaction machinery / piling machinery or piling and ground treatment works are to be undertaken as part of the development, details of the use of such machinery and a method statement should be submitted to the Network Rail Asset Protection Engineer.
- Details of the use of tower cranes that have the potential to oversail railway infrastructure.
- Alterations to ground levels, earthworks and excavations to be carried out near Marylebone Railway Station.

Network Rail also wish to know the arrangements for ensuring unblocked access to the Marylebone Railway Station.

BUILDING CONTROL

No response received at the time of writing. Any response to be reported verbally.

CLEANSING MANAGER

No response received at the time of writing. Any response to be reported verbally.

GO GREEN MANAGER

No response received at the time of writing. Any response to be reported verbally.

ENVIRONMENTAL HEALTH

No objection to the proposal on noise or nuisance grounds, subject to standard conditions requiring submission of a supplementary acoustic report with respect to internal noise levels, as well as details of plant and machinery noise and vibration. Have also requested contribution toward monitoring of Construction Environmental Management Plan.

Note that an Air Quality Assessment has not accompanied this application. Recommend refusal of the application unless adequate mitigation measures are adopted to reduce the air quality impact or exposure to acceptable levels.

HEAD OF AFFORDABLE AND PRIVATE SECTOR HOUSING

No objection, subject to section 106 agreement that secures the affordability of the intermediate units proposed.

HIGHWAYS PLANNING MANAGER

No objection, subject to conditions and section 106 agreement.

Parking space provision for residential use is adequate and unallocated operation would be supported. Absence of car parking for non-residential uses also supported.

Canopy height is acceptable as it provides sufficient clearance for pedestrians and traffic.

A Travel Plan is not required for the proposed uses.

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No off-street servicing is proposed. Given the uses, the servicing proposals would be broadly acceptable. Recommend a condition requiring that a Servicing Management Plan is secured by condition to minimise the impact on the highway.

Recommend a condition requiring that details of waste storage are approved to ensure that it is not stored on the highway where it would become an obstruction.

Recommend a condition requiring that details of cycle parking for the residential and non-residential uses are approved to ensure that they meet the requirements of The London Plan (FALP - March 2015) ("London Plan")

Recommend a condition requiring that at least 20% of parking spaces have access to Electric Vehicle charging points to meet the requirements of the London Plan.

Recommend a condition requiring the provision of adequate visibility splays for vehicles exiting the car park and the provision of the car parking ramp details to ensure that it provides a satisfactory gradient.

Recommend a condition requiring that doors not open over the highway.

Query whether light well on Great Central Street projects forward of the existing building line. If it does, it is unlikely that the Highway Authority would agree to a stopping up order to allow a lightwell in this position.

Request that requirements for unallocated residential car parking, lifetime car club membership and highways works around the site are secured by condition.

ARBORICULTURAL MANAGER

The submitted tree report is generic and provides no definite or practical assurance that the trees would be protected during development.

The report does not properly address the likely impact of the proposal on the trees, in particular the London planes. It has not considered the proposed structural methodology, the need for substantial supports to the retained façade, the arrangement of the supports as proposed in the structural methodology, the extra loading on the root protection areas of trees, the proposed installation of a crash deck, the potential need to divert services or create new services, or the proposed bike rack locations. The report also confuses the construction exclusion zone and the root protection areas of trees as defined by the British Standard (BS5837:2012).

Subject to the advice in the structural methodology being correct, namely that the existing basement retaining walls to both the 1930's and 1960's structures will be retained in the new development, it should be possible to carry out the basement works without harm to the trees. However, the tree report does not consider this.

A garden / amenity space is proposed to be created at first floor level. A stormwater attenuation system is proposed, but it is not clear if run off from the roof will be directed into this. The two sections on plan 120 P1 show two different soil depths. Adequate soil depth and irrigation will be critical to the successful establishment and longevity of the proposed planting scheme. More details of landscaping are required to ensure suitable and sustainable soil depths and water management.

ADJOINING OWNERS/OCCUPIERS AND OTHER REPRESENTATIONS

No. Consulted: 704; Total No. of Replies: 13.

Thirteen (includes 10 representations from one party).

13 representations opposed to the development were received. In summary, the issues raised include the following:

- Demolition and construction would take three years to complete. This would result in noise, stress, loss of health and disruption for local residents, particularly for those working at home. Request mitigation measures, including additional glazing for affected properties;
- The proposed construction hours (10 hours per day weekdays and five hours on Saturdays) are too long;
- Request creation of a liaison committee and regular liaison meetings between the developers, local residents, local businesses and the local councillors;
- Support and reiterate some or all of the objections raised by the St Marylebone Society (see above);
- The proposal includes creation of three separate entrances - one for the affordable housing block, one for the market housing block and one for the offices. The market housing block also has exclusive access to the outdoor amenity space. The proposed development will therefore result in segregation and is likely to result in gentrification, disparity and social exclusion;
- The proposed two way traffic on Gloucester Road and Baker Street have not been factored into the proposed Construction Management Plans;
- Removal of the existing façade on Great Central Street and Balcombe Street and their replacement will detract from the character and appearance of the area;
- The new blocks proposed will impair views for residents in Regis and Melcombe Courts;
- The proposal would harm the special interest of the listed Landmark Hotel;
- The proposal would harm the character of Melcombe Court and the wider character and appearance of the Marylebone area, contrary to Council policy;
- The proposed development would result in light loss for the occupiers of neighbouring properties;
- The proposed development may have further utilities added to the roof height;
- The proposed development will set a precedent for other buildings;
- The application documents incorrectly refer to Marathon House as being in office use;
- The proposed first floor amenity space and balconies would increase overlooking and the potential to cause noise disturbance;
- The additional storey proposed would result in increased sense for enclosure;
- Refuse storage is proposed on the east side of the ground floor on Balcombe Street. This may cause nuisance to residents of Marathon House through noise and odour;
- The electrical substation and plant on Balcombe Street will create an area of inactive frontage;
- The proposal does not provide an assessment of potential noise on neighbouring residential properties;
- The light assessment does not include consideration of any impact on the residential windows of Marathon House. The proposal may also infringe Rights of Light to Marathon House;
- Local residents will be unable to sell or let their properties during works and should be compensated;
- The proposal will increase pollution in this area;
- Object to loss of the existing building;
- The loss of office space is excessive and contrary to the City Council's policies;
- Request that the City Council delay deciding the application until leaseholders and residents have time to consider the proposal in its entirety and seek professional advice; and
- The proposal would result in further parking and traffic congestion in the area.

ADVERTISEMENT/SITE NOTICE: Yes

4. BACKGROUND INFORMATION

4.1 The Application Site

The application site has an area of approximately 0.25 of a hectare and is located on the north side of Marylebone Road. It occupies most of the block of land bound by Marylebone Road, Great Central Street (west side) Melcombe Place (north side) and Balcombe Street (east side). The remainder of this block is occupied by Melcombe and Regis Courts, which are seven and nine storey's high, respectively. The ground floors of Melcombe and Regis Court contain retail uses with residential flats on the upper floors.

The application site contains a building with a U-shaped plan. The southern part of the building was constructed in the mid-1930s and is up to eight storeys in height, including rooftop plant rooms. Two later wings were added to the rear of the building in the 1960's. The western wing, fronting Great Central Street, is five storey's high whilst the eastern wing, fronting Balcombe Street is four storey's high. The entire building contains approximately 13,809 square metres of office floorspace (Use Class B1(a)). A basement parking level, accessed off Balcombe Street, is located beneath the entire building.

The application site is located within the Dorset Square Conservation Area, within the Central Activities Zone (CAZ) and within the CAZ frontages (Marylebone Road). This building is also designated as an Unlisted Building of Merit within the Dorset Square Conservation Area Audit (adopted 2008).

The surrounding area contains a mixture of uses and building typology. The Grade II listed Landmark Hotel is located opposite the application site to the west, whilst a modern high-rise building containing flats (Marathon House) is located opposite to the east. Smaller, Georgian terrace buildings containing flats or dwellinghouses are located to the rear of Marathon House, opposite the application site. Marylebone Station and a cluster of office uses surrounding it are located approximately 30 metres to the north-west of the application site.

4.2 Relevant Planning History

There have been a number of permissions for minor works on the application site, such as the installation of satellite dishes, refurbishment and the introduction of rooftop plant. A Lawful Development Certificate (ref: 94/03285/CLUED) was also issued in 2004 that confirmed the use of this premise as an office. However, none of these permissions are directly relevant to this application.

5. THE PROPOSAL

Permission is sought for redevelopment of the site to create a mixed use development made up largely of residential flats (Use Class C3) with offices (Use Class B1) and retail (Use Class A1).

The buildings on-site would be largely demolished, leaving the 1930s facades to Marylebone Road, Balcombe Street and Great Central Street. To the rear of the retained facades, an eight storey block containing 48 open market flats would be constructed. Two retail premises would be located within the ground floor of this building, on the corners of the building.

The block fronting Marylebone Road would be connected to two further blocks to the rear by a ground floor level podium clad in rusticated Portland Stone to connect it to the retained facade. Above first floor level, these blocks are separated from the block fronting Marylebone

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Road by an outdoor amenity space with a cross shaped floor plan. The western block would be six storey's high and would contain 16 affordable units seven intermediate rent nine affordable rent. It would be constructed in a contemporary architectural style with charcoal coloured brick cladding and balconies fronting Great Central Street above ground floor level. The eastern block would contain 1585m2 of office floorspace. It would also be constructed in a similar contemporary style with charcoal coloured brick cladding.

A basement car park would be located beneath the entire application site. This car park would be accessed from a new crossover on Balcombe Street. The car park would contain 62 parking spaces. Cycle parking for 101 bicycles would be provided at ground floor level within a room accessed off Great Central Street.

The table below sets out a comparison between the existing and proposed uses/floorspace.

Table 1: Floorspace figures

Use	Existing Areas (GEA m2)	Proposed Areas (GEA m2)
Office	13,809	1,585
Retail	0	497
Residential	0	9504
Area of Residential Floorspace that is Affordable Housing	0	2066
Total	13,809	13,652

6. DETAILED CONSIDERATIONS

6.1 Land Use

6.1.1 Office

As noted within paragraph 4.26 of the City Plan, there are no policies within the operative development plan that protect office floorspace within the City due to the unique market pressures for office floorspace within the City and long term stability in provision. As the proposal does not increase office floorspace on-site, it is also not subject to mixed use Policies S1 of the City Plan and CENT 3 of the UDP. The proposal would also provide a mix of uses within the CAZ, consistent with Policy 4.3 of the London Plan.

It is noted that the City Council are currently revising its policies on office to residential conversion's within the CAZ and this would apply to the application site as it is on a Named Street. The revised policy would make the loss of office floorspace in sites such as this unacceptable in principle. However, and as set out in the Deputy Leaders statement of 22 July 2015, this policy only applies to applications made after 1 September 2015. As the subject application was made before this date, the revised policy does not apply to this application.

6.1.2 Residential Provision

Policies H3 of the Unitary Development Plan (adopted 2007) ("the UDP") and S14 of Westminster's City Plan: Strategic Policies (adopted 2013) ("the City Plan") also seek to encourage the provision of more residential floorspace including the creation of new residential units and encourage changes of use from non-residential uses to residential use. Accordingly, the provision of residential flats on this site is supported in principle.

Other relevant residential use considerations are set out below.

Density

The density of the proposed scheme is 902 hr/ha, which is within the appropriate density range set out within The London Plan (FALP – March 2015) (“the London Plan”).

This density does exceed that specified in Policy H11 of the UDP for this location (Zone 1 – 400-850 hr/ha). However, and as set out in Policy H11, density is a useful starting point for protecting local character but is not definitive. Development densities that exceed the limits contained within Policy H11 will be expected to meet complementary policies on townscape and design; residential amenity; provision of off-street parking; mix of housing units; affordable housing; garden space; and the desirability of maintaining any special feature of the urban fabric of the area. These matters are considered further later in this report.

Affordable Housing

The proposal would result in new residential floorspace exceeding 1,000m² of Gross External Area (GEA). As such, Policy S16 of the City Plan expects a proportion of the floorspace to be provided as affordable housing.

In this instance, based on the total residential floorspace of approximately 9,504m² GEA and the City Council's Interim Guidance Note on Affordable Housing (November 2013), there is a requirement for 2,376m² (i.e. 25%) of affordable floorspace to be provided.

Policy S16 requires this affordable floorspace to be provided on-site. Only where the Council considers that this is not practical or viable, affordable housing should be provided off-site in the vicinity. Off-site provision beyond the vicinity will only be acceptable where the Council considers that the affordable housing being offered is greater and of a higher quality than would be possible on or off-site. A financial contribution in lieu will only be acceptable where the above options are not possible.

In this instance, the applicant proposes 16 affordable units on-site, with a total floor area of approximately 2066m² or approximately 22% of the residential floorspace proposed. The applicant indicates that it would not be possible to provide any more than this on-site due to daylight/sunlight limitations on the proposed affordable housing block. Were the additional housing to be provided in the market housing block, it would require an additional entrance and lift core to be provided for it to be suitable for a registered provider. This would reduce the overall quantum of residential units that could be provided on-site. The applicant also does not have any other properties in the vicinity or within the City on which to provide the additional affordable housing. Accordingly, it is accepted that the on-site affordable housing is the maximum possible in the circumstance and that physical provision off-site is not possible.

To account for this shortfall in physical affordable housing provision, the applicant is willing to make a payment in lieu of £1,338,138.00. This equates to a full financial payment in lieu for the outstanding affordable housing provision, consistent with the City Council's Interim Guidance Note on Affordable Housing (November 2013).

Seven of the affordable housing units would be provided as intermediate rented housing with the remaining nine units provided as affordable rented housing. This tenure split would be consistent with the GLA guidance of 60:40.

The Head of Affordable and Private Sector Housing has concerns about the future affordability of the intermediate units proposed. The current income threshold for eligible intermediate households in London as determined by the GLA is £71,000 for one and two bedroom intermediate homes. However, the income profile of households registered for intermediate housing opportunities in Westminster evidences that household incomes are more moderate;

the median household income for registrants requiring one bed intermediate homes in Westminster is £33,000 while two bed median household incomes are £38,000.

The Head of Affordable and Private Sector Housing wishes to ensure that the intermediate homes proposed can be made affordable to a range of Westminster intermediate household income cohorts. To achieve this, it is recommended that two of the one bed, and one of the two bed intermediate homes should be let at sub-market rents that are affordable to households registered for intermediate housing opportunities in Westminster whose household income does not exceed Westminster's median intermediate household incomes for one and two bedroom units

The remaining one and two bed intermediate units should be made affordable to a range of other Westminster intermediate household incomes, ranging from Westminster upper quartile income levels to the mid-point income between Westminster upper quartile intermediate incomes and the maximum GLA income for intermediate housing.

Subject to a legal agreement to secure the above, the proposed affordable housing offer is considered acceptable.

Residential Mix

The proposed mix is set out in the table below:

Table 2: Residential Mix

Bedrooms	Total	%
1 bed (incl. Studio)	20	31
2 bed	28	44
3 bed	16	25
TOTAL	64	100

'One third' of the units proposed are not family sized units (i.e. 3 bedroom or more), as specified in policy H5 of the UDP. However, and as noted in paragraph 3.74 of the supporting text to this policy, this requirement will be applied with some flexibility. For example, a lower level of family sized accommodation may be appropriate in very busy, noisy environments. The application site is located in just such an environment, being located on Marylebone Road and on the main thoroughfare between it and Marylebone Station. Accordingly, this shortfall would be consistent with Policy H5 of the UDP in this instance.

Standard of Residential Accommodation

All of the flats meet the size requirements set out within the Governments Nationally Prescribed Space Standard (March 2015). The majority of the units are also dual aspect. All the units would be Lifetime Homes compliant and 10% of the units would be wheelchair accessible or easily adaptable, consistent with Policy H8 of the UDP.

The majority of the flats would also meet the standards set out in BRE's 'Site Layout Planning for Daylight and Sunlight' (Second Edition) (published 2011) ("the BRE Guide"), as referred to in the supporting text for Policy ENV 13 of the UDP. However, there are a small number of windows which fall short of the guidelines. These shortfalls arise largely from retaining the façade of the Unlisted Building of Merit on-site and the close proximity of neighbouring buildings. Overall, it is considered that the levels of light are not so substandard to warrant refusal of permission.

It is recognised that the constraints of retaining the façade of this unlisted building of merit prevent the inclusion of balconies and terraces for most of the units in the southern block.

Despite this, terraces have been provided for the upper floor flats and balconies to the rear for flats facing the amenity space in the centre of the site. This amenity shared amenity space is also accessible for the flats in the southern block. Private outdoor amenity space has also been provided for the affordable units facing Great Central Street in the form of inset balconies on the western façade. Accordingly, an acceptable level of outdoor amenity space is proposed when the constraints of retaining the façade of this unlisted building of merit and this sites central location are considered, having regard to policy H10 of the UDP and the GLA's Housing Design Guide.

The Environmental Health Officer has objected to this development, noting that the proposal introduces a residential use into an area with poor air quality. Accordingly, they have requested an Air Quality Assessment. However, Policy S31 of the City Plan specifies that development "will minimise the impact of poor air quality on occupants through the design of the building and appropriate technology". Accordingly, the requirements of Policy S31 can be addressed through an appropriate ventilation/filtration strategy and building specification, rather than prohibition of a residential use on this site. This could be secured by condition and a condition to this effect is recommended. Subject to this condition, the proposal would minimise the impact of poor air quality on the occupants of this building, consistent with Policy S31 of the City Plan.

6.1.3 Retail

It is acknowledged that Policy S21 of the City Plan directs new retail floorspace to the designated Shopping Centres and the application site is not located within one of these shopping centres. However, the retail units are relatively small and are not the larger types of retail unit that Policy S21 is intended to control. Furthermore, the introduction of retail premises of the size proposed would be consistent with Policy SS4 of the UDP on this site, which encourages retail provision within the CAZ frontages. Given this and the active frontage and associated townscape benefit that these units would create, the provision of these retail units would be appropriate in this instance. A condition is recommended that restricts permitted changes of use to these retail units to ensure that these benefits are secured.

The proposal would also comply with Policy S1 of the City Plan in that it provides more than 497m² of residential floorspace commensurate with the 497m² of retail floorspace provided.

6.2 Townscape and Design, including Impact on Dorset Square Conservation Area and Setting of Landmark Hotel.

The application site is located within the Dorset Square Conservation Area and contains an Unlisted Building of Merit (NCR Building), as set out in the Dorset Square Conservation Area Audit (2008) (the Audit"). The Landmark Hotel to the west and 9-15 Balcombe Street and 29-40 Dorset Square to the east are Grade II listed, as is the St Marylebone Library to the south east, across Marylebone Road. Marathon House, Regis Court and Melcombe Court are all Unlisted Buildings of Merit. Accordingly, the application site and its surrounds are sensitive in conservation terms, containing heritage assets of varying significance.

Demolition of the Existing Building

Policy DES 9 of the UDP contains a presumption against demolition of buildings identified as having local architectural, historical or topographical interest in conservation area audits. Policy DES9 does specify that the demolition of unlisted buildings may be permitted where the existing building makes either a negative or insignificant contribution to the area and/or the design quality of the proposed development would result in an enhancement to the character and appearance of the conservation area.

The Audit designates the original 1930s block and the 1960s block to Great Central Street as Unlisted Buildings of Merit. The 1960s block to Balcombe Street has not been designated. The Audit notes that the value of post-Georgian buildings such as this to the conservation area derives from their being representative of different periods and the evolution of the area. With regards to the application building in particular, the Audit describes it as "an attractive inter-war building constructed in Portland Stone with classical detailing's".

The significance of this building derives from its classically detailed, monumental and attractive Portland Stone façade. It is an attractive example of the large scale buildings that are prevalent in this part of the conservation area and that were constructed predominantly in the inter-war period. The 1960's additions are of little significance, being mediocre examples of the post-war evolution of the conservation area. Despite being constructed of Portland Stone, they lack the classical detailing and monumental quality of the original 1930's block. The inclusion of the Great Central Street 1960's block and the exclusion of its counterpart to Balcombe Street indicates that the inclusion of the former in the Unlisted Building of Merit status may be an error.

The proposal would retain almost all of the 1930s façade. The retained façade would ensure that the monumental quality and classical detailing of this building are retained in the redevelopment of this site and that this building's significance as an attractive example of inter-war architecture in the conservation area is preserved. The applicant also proposes reinstating the sixth floor wing details and original flagpoles to the Marylebone Road corners. Accordingly, those aspects of the existing building that are of significance to the conservation area would be retained.

It is noted that a section three bays wide on the Balcombe Street façade would be removed, as would the sixth floor of the original building. Whilst these losses are regrettable, these parts of the original 1930s building are relatively small in comparison to the areas of façade that would be retained and do not contain any particularly important details, with the exception of the wing details and flagpoles that would be reinstated. Accordingly, their loss would not harm the significance of this unlisted building of merit and would preserve the character and appearance of the conservation area.

With regards to demolition of the 1960s wings, these make a neutral contribution to the character and appearance of the conservation area and are not features of the application building that contribute to the significance of this unlisted building of merit. Accordingly, their demolition would not harm the significance of this unlisted building of merit and would preserve the character and appearance of the conservation area.

Subject to the replacement building being acceptable, the extent of demolition proposed would therefore accord with Policy DES 9 of the UDP. Conditions are recommended that would prevent demolition of the existing building much in advance of construction of its replacement and that require the City Council's approval of a scheme to retain the façade.

New Build

The sixth floor proposed above the retained façade would replicate the existing sixth floor, complete with reinstatement of the wing details and flagpoles. However, the windows/doors proposed would not align with those of the floors below and they would not be critical style like those on the retained façade. As this level is intended to replicate the existing sixth floor and the character of the retained façade, a condition is attached requiring amendments to these windows.

With regards to the seventh floor proposed, the Audit notes that the existing building has modern roof extensions but does not indicate that it is either acceptable or unacceptable for

further extensions. Up to sixth floor level, this building is a complete composition constructed in the 1930's with further plant rooms apparently added as part of the 1960's extensions. The proposal would consolidate the visually piecemeal nature of these plant room extensions into a more coherent mansard roof extension. This extension is set back sufficient distance from the perimeter of the sixth floor below to ensure that it does not dominate the retained façade below or appear visually intrusive in long views of the site. It is made more recessive by the use of grey zinc cladding. Accordingly, the proposed roof extensions would preserve the character and appearance of the conservation area.

The rear extensions to the retained façade would be of a contemporary design. Whilst it is regrettable that the centre parts of the rear extension rise sheer to seventh floor level, they are set back from the Great Central and Balcombe Street elevations by the return elevations of the new sixth and seventh floors, thereby ensuring that it does not dominate the retained façade. The use of white brick would also tie it visually to the lighter tone of the Portland stone on the retained facades. The additional height of this rear extension would also be separated from Melcombe and Regis Courts by the lower new blocks, which would partially screen it whilst also providing ample separation distance to ensure that their setting is preserved.

The new blocks would share a ground floor level podium with the retained 1930's façade but would be separated from it above by a gap, approximately seven metres wide. It is also proposed to set the podium level and new blocks back from the retained façade. The new blocks would also be several storeys lower than the retained façade. These features of the proposed building ensure that the monumental nature of the original 1930's façade is reinforced and that the new building would be subordinate to it. This would also be an enhancement in comparison to the existing 1960's blocks, which share the same building line and Portland stone as the 1930's facades and therefore lack sufficient contrast to reinforce the significance of the latter.

The use of Portland Stone on the ground level facades is welcomed as it forms a coherent link to the original facade. The introduction of large glazed areas to the Great Central Street and Balcombe Street ground floor facades would also create active frontages in parts of the streetscape that are largely devoid of activity at present. The railings at ground floor level on the Great Central Street frontage would also create an area of semi-public space that would provide sufficient separation distance between the residential units and the pedestrian footway, thereby ensuring that the privacy of these units and an active frontage are simultaneously created. The addition of a canopy on the Marylebone Road frontage would also create a legible pedestrian entrance to this building, something that is lacking at present and would also be an enhancement. A condition is recommended that would prohibit the use of obscure glazing on the ground floor facades so that the active frontage is retained and to secure further details of the proposed canopy.

The creation of plant and refuse storage rooms at ground floor level are regrettable as they create areas of inactive frontage on the Great Central and Balcombe Street elevations. However, the proposal does result in a net increase in activity on the ground floor level facades. Further interest is also added through the use of ornately detailed 1930's style bronze doors, grilles and railings on these parts of the façade. Accordingly, an objection to the scheme on this basis could not be sustained. A condition is recommended requiring that further details of the doors and railings are submitted to the City Council for approval.

The Balcombe Street block would have a clearly defined bottom, middle and top, demarcated by the Portland Stone ground floor, black brick clad middle floors and setback fourth floor, respectively. The two forward projecting bays would also add vertical emphasis to this block. These aspects of the design would be consistent with the Georgian terrace opposite and would contrast with the horizontal emphasis of the retained façade. Whilst it is regrettable that this block sits forward of Melcombe Court, its lower height, bulk and massing ensures that it

remains subordinate to and reinforces the prominence of the retained façade and Melcombe Court. With regards to the Great Central Street block, and for these same reasons, its bulk and height and the introduction of vertical emphasis would ensure that it remains subordinate to the retained façade and Regis Court.

The balconies proposed on the façade of this building have been the subject of several objections. The objectors note that these balconies provide an opportunity for items to be stored outside and that these items would harm the overall composition of this building. A condition is recommended that would prevent this from occurring. The proposed balconies would also add articulation to this block that would make it appear more recessive and secondary to the comparatively solid facades of the retained 1930's façade and Regis Court. Accordingly, and subject to the recommended condition, the proposed balconies and terraces are supported.

The dark brick cladding to the new blocks have also been the subject of objections to the scheme and some support. Brick is the prevailing building material in the conservation area, with a variety of types and tones evident in the immediate surroundings of the application site. In this context, the use of brick is acceptable in principle. The dark brick proposed would also give these buildings a relatively recessive appearance in comparison to the lighter Portland Stone and red brick cladding of the retained 1930's façade and Melcombe and Regis Courts, respectively. Accordingly, the use of this dark brick would ensure that the prominence of these Unlisted Buildings of Merit in the conservation area are enhanced. At the same time, the dark bricks proposed would highlight the contemporary nature of these blocks, in contrast to the older Unlisted Buildings of Merit to either side. Accordingly, the bricks proposed are supported.

With regards to the setting of listed buildings and other Unlisted Buildings of Merit near the application site, including the Landmark Hotel, the relatively modest additional bulk proposed is not considered sufficient to cause harm to their setting. Similarly, the relatively recessive design of the proposed extensions would also not cause harm to their setting.

Overall, and subject to recommended conditions, the proposed development would preserve the character and appearance of the Dorset Square Conservation Area and the setting of nearby listed buildings and Unlisted Buildings of Merit. Accordingly, the proposed development would be consistent with Policies S25 and S28 of the City Plan and Policies DES 1, DES 5, DES 6, DES 9 and DES 10 of the UDP.

6.3 Amenity (Daylight and Sunlight/Sense of Enclosure/Privacy/Noise and Disturbance)

Several objections have been received in relation to potential loss of light, sense of enclosure and privacy.

UDP Policy ENV13 seeks to protect existing premises, particularly residential from a loss of daylight and sunlight as a result of new development. Permission would not normally be granted where developments result in a material loss of daylight or sunlight.

Regard is to be had to the BRE Guide as noted above. The BRE stress that the numerical values are not intended to be prescriptive in every case and are intended to be interpreted flexibly depending on the circumstances since natural lighting is only one of many factors in site layout design. For example, in an area with modern high rise buildings, a higher degree of obstruction may be unavoidable if new developments are to match the height and proportions of existing buildings.

The applicant has submitted a Daylight and Sunlight Report by Point Surveyors Limited (May 2015) ("the Light Study") to demonstrate compliance with the BRE Guide. In response to concerns raised by local residents, a Supplementary Assessment (14 September 2014) ("Supplementary Assessment") has also been submitted by Point Surveyors Limited. The Light Study and Supplementary Assessment consider the properties below:

- 9-15 Balcombe Street;
- 29 Dorset Square;
- Melcombe Court;
- Regis Court; and
- Marathon House (174 Marylebone Road).

Residential properties beyond these are considered too distant from the subject property to result potentially unacceptable light loss.

The Light Study and Supplementary Assessment do not assess light levels in relation to the Landmark Hotel, located opposite the site to the west. However, this hotel is not a dwellinghouse or form of residential accommodation that the provisions of Policy S29 of the City Plan and Policy ENV 13 of the UDP are intended to protect. Furthermore, the proposed development would result in relatively modest increases in height and bulk in some places in comparison to the existing buildings on the application site and when seen from the Landmark Hotel. Some parts of the proposed development would also result in decreases in height and bulk in comparison to the existing buildings on-site and when seen from the Landmark Hotel. Accordingly, the proposed development would not result in unacceptable light loss to the Landmark Hotel.

6.3.1 Daylight

In assessing daylight levels, the Vertical Sky Component (VSC) is the most commonly used method. It is a measure of the amount of light reaching the outside face of a window. If the VSC achieves 27% or more, the BRE advise that the window will have the potential to provide good levels of daylight. The BRE guide also recommends consideration of the distribution of light within rooms served by these windows. Known as the No Sky Line (NSL) method, this is a measurement of the area of working plane within these rooms that will receive direct daylight from those that cannot. With both methods, the BRE guide also suggests that reductions from existing values of more than 20% should be avoided as occupiers are likely to notice the change.

The use of the affected rooms has a major bearing on the weight accorded to the effect on residents' amenity as a result of material losses of daylight. For example, loss of light to living rooms, dining rooms, bedrooms, studies and large kitchens (if they include dining space and are more than 12.6 square metres) are of more concern than loss of light to non-habitable rooms such as stairwells, bathrooms, small kitchens and hallways.

In terms of loss of daylight, the BRE guidelines advise that diffuse daylighting to an existing building may be adversely affected if the vertical sky component (VSC) measured from the centre of the window is less than 27% and less than 0.8 times its former value.

Of the properties noted above, the Light Study and Supplementary Assessment confirm that no window or room will result in VSC or NSL losses that exceed the guidelines set out within the BRE Guide. This is unsurprising as the building envelope proposed is similar to the existing buildings on-site. In some instances, particularly to Marathon House, Regis Court and Melcombe Court, light levels would increase due to gaps between the proposed blocks for example. Given the central London location of the application site, the resulting light levels would be acceptable and consistent with policy S29 of the City Plan and ENV 13 of the UDP.

6.3.2 Sunlight

The BRE guidelines state that rooms will appear reasonably sunlit provided that they receive 25% of annual probable sunlight hours, including at least 5% of annual winter sunlight hours. A room will be adversely affected if the resulting sunlight level is less than the recommended standards and reduced by more than 20% of its former values and if it has a reduction in sunlight received over the whole year greater than 4% of annual probable sunlight hours.

The Light Study indicates that only one window on the ground floor of Regis Court would result in loss of sunlight exceeding BRE guidelines. The level of sunlight admission would however be consistent with average sunlight hours in this locality for similar windows. Given the central London location of this site, the relatively modest level of sunlight loss would be acceptable.

Accordingly, the proposal would be acceptable and consistent with policies ENV13 of the UDP and policy S29 of the City Plan.

6.3.3 Sense of Enclosure

With regards to Regis and Melcombe Courts, the proposed development would occupy a building envelope similar to that existing on-site at present. The market housing block is also considered too far from Regis and Melcombe Courts to result in a significant sense of enclosure for the occupants of those properties.

The new affordable housing and office blocks would be largely screened from Regis and Melcombe Courts by the flank walls of those properties although there would be a noticeable increase in bulk at first and second floor level to the rear of both the office and affordable housing blocks. However, the nearest east and west facing windows in Regis and Melcombe Courts would have oblique views of these additional areas of bulk. The south facing windows in Regis Court are also considered too far from these areas of bulk to experience a significant sense of enclosure for their occupants.

The nearest south facing windows in Melcombe Court would be located approximately five metres from the area of increased bulk on the office block. This would be approximately two metres closer than the existing building in this location and would result in an increased sense of enclosure. However, in the context of the building to be replaced and the central London location of this site and when it is considered that some areas of bulk from the existing building would be removed (including a double level pedestrian walkway connecting the two 1960s additions), this increase in bulk would not be significantly increased when viewed from these windows.

With regards to those properties located opposite the site to the west, south and east, the proposed building would occupy a similar building envelope to the existing buildings. Furthermore, the width of Great Central Street, Marylebone Road and Balcombe Street would provide a large separation distance between the proposed development and the occupiers of those properties. Accordingly, the proposed development would not result in a significant sense of enclosure for the occupants of those properties.

Given the above, the proposed development would not result in a significant increase in sense of enclosure, consistent with Policy ENV13 of the UDP and policy S29 of the City Plan.

6.3.4 Privacy

The proposed affordable housing and office blocks have been designed so that they do not have windows or balconies facing Regis and Melcombe Courts. A condition is also recommended requiring the provision of privacy screening on the northern ends of the external walkways on the affordable housing block, to prevent overlooking of Regis and Melcombe Courts from persons using these walkways. It is also noted that the existing 1960's wings currently have a number of windows that overlook Regis and Melcombe Courts that would be removed as a result of the proposed development. Accordingly, these office and affordable housing blocks would not result in significant overlooking of the occupants of Regis and Melcombe Courts.

With regards to those properties located opposite the site to the west, south and east, the width of Great Central Street, Marylebone Road and Balcombe Street would provide sufficient separation distance between the proposed development and the occupiers of those properties to safeguard their privacy. Accordingly, the proposed development would not result in a significant increase in overlooking for the occupants of those properties.

The Environmental Health Officer has also reviewed the proposal and raises no objection to it, subject to conditions requiring the submission of supplementary acoustic reports in relation to internal noise levels, as well as details of plant and machinery noise and vibration.

Subject to recommended conditions, the proposed development would provide acceptable levels of privacy for the occupants of neighbouring properties, in accordance with Policies ENV 7 and ENV13 of the UDP and Policy S29 of the City Plan.

6.4 Transportation /Car Parking

6.4.1 Trip Generation

Concerns have been raised with additional traffic from the development and its impact on the surrounding road network.

The Highways Planning Manager and TFL have not objected to traffic generation from the proposed development or its construction. To mitigate the impact of construction traffic on the surrounding road network, TFL have requested a condition requiring their approval of a Construction Logistics Plan and Delivery and Service Plan before works commence. Conditions to secure this have been recommended.

6.4.2 Car Parking

The proposed development would provide 62 spaces for the 64 residential units proposed. The applicant confirms that these would be on a first-come first served basis, with a right to park system in operation. To ensure that low car ownership enables a right to park system to operate efficiently for the life of the development, it is recommended that lifetime car club membership also be provided for the proposed flats to reduce car ownership of the future residential occupiers. Should permission be granted, it is recommended that the right to park system and lifetime car club membership be secured via a section 106 agreement. No car parking is proposed for the office and retail uses, although given the sites location, this is welcomed.

The ramp gradient is proposed to be altered. If this ramp is steeper than the minimum 1:7 gradient usually accepted by the City Council, this may affect the long term usability of the ramp. Given no cross-section detail of the ramp is provided, a condition is recommended to secure further details of the ramp design to ensure it is satisfactory.

Details of Electric Vehicle Charging Points (EVCP) have not been shown. The provision of EVCP's is a requirement of Policy 6.13 of the London Plan. A condition is recommended to secure details of these EVCP's.

A revised crossover layout is proposed. It is recommended that the cost of carrying out this and other highways works related to the development should be secured via a section 106 agreement.

The Highways Planning Manager also requested a condition requiring the installation of visibility splays at the entrance to the car park ramp. However, these visibility splays would compromise the architectural integrity of the columns either side of the proposed access ramp on the Balcombe Street elevation. Furthermore, the existing and much narrower ramp access exists in a similar position at present without these splays and without any apparent safety concerns. Accordingly this condition is considered unnecessary.

Subject to the conditions and legal agreement recommended, the proposal would be consistent with Policies TRANS 21, TRANS 22 and TRANS 23 of the UDP and Policy 6.13 of the London Plan.

6.4.6 Cycle Parking

Policy 6.9 of the London Plan requires one cycle parking space for a 1 bedroom residential unit and two spaces per residential unit of two or more bedrooms. This would equate to a requirement for a minimum of 108 cycle parking spaces. However, only 101 cycle parking spaces are proposed for the proposed flats.

With regards to the non-residential uses, Policy 6.9 of the London Plan requires the provision of a minimum of three cycle parking spaces for the retail units and a minimum of 18 cycle parking spaces (i.e. a total of 21 spaces). However, the applicant has indicated only 18 spaces for the non-residential uses.

A condition is recommended requiring that the applicant provide and the City Council approve further cycle parking details, including the provision of ten additional spaces.

The provision of showering and changing facilities for cyclists travelling to and from the office is noted. This would be consistent with Policy 6.9 of the London Plan.

6.4.7 Servicing

Policy S42 of the City Plan and TRANS 20 of the UDP require adequate off-street servicing provision. In this instance, no off-street servicing is provided.

The applicant maintains that servicing could occur on-street given the existing on-street restrictions. Given the application is proposing to remove the on-site servicing, it is disappointing that access points have not been rationalised to allow more efficient use of the kerb space.

Given the existing uses of the site, servicing proposals are broadly acceptable. In order for the applicant to demonstrate that the site servicing is to be closely managed, a condition requiring submission of a Delivery and Servicing Plan (DSP) is recommended. This is particularly

important as Marylebone Road, Balcombe Street and Great Central Street all have high traffic levels (both pedestrian and vehicle) and it is unfortunate that such a plan has not been included with the submission documents.

The DSP should identify process, storage locations, scheduling of deliveries and staffing arrangements; as well as how delivery vehicle size will be managed and how the time the delivered items spend on the highway will be minimised, in this case. It should also clearly outline how servicing will occur on a day to day basis, almost as an instruction manual or good practice guide for the occupants. A basic flow chart mapping the process may be the easiest way to communicate the process, accompanied by a plan highlighting activity locations. The idea of the DSP is to ensure that goods and delivery vehicles spend the least amount of time on the highway as possible and do not cause an obstruction to other highway users.

Subject to the recommended DSP condition, servicing arrangements would be acceptable.

6.4.8 Waste Provision

Internal waste stores are shown on the proposed drawings for all uses. Within the waste stores, it is unclear if there is sufficient storage for the various waste streams (residual, recyclable and organic). Given the quantum of units and non-residential floor space, organic waste storage should be allowed for to future proof the scheme, in accordance with the requirements of the Westminster Recycling and Waste Storage Requirements.

A condition is recommended to secure satisfactory waste storage details. Subject to this condition, the proposed development would be should be consistent with policies S41 and S44 of the City Plan and policies ENV 12 and TRANS 3 of the UDP.

The submitted drawings indicate that doors at ground level would open outwards, over the public highway. This would be contrary to Policy TRANS 3 of the UDP. A condition is recommended to secure an alternative design where these doors open inward.

6.4.9 Impact on Public Transport Infrastructure

TFL, London Underground and Network Rail have reviewed the proposed development and raised no objection to it, subject to conditions safeguarding public transport infrastructure. Where relevant to the proposed development, these conditions have been recommended.

Network Rail have also requested a suite of conditions relating to works within 10 metres of rail infrastructure and preventing tower cranes oversailing rail infrastructure. However, the application site is located over 50 metres from Marylebone Rail Station and associated rail lines. Accordingly, these conditions are not relevant and have not been recommended.

6.5 Economic Considerations

Whilst the loss of the office floorspace from this site is regrettable, the City Council has no policy at the present time that would allow its retention, as set out above.

Construction of the proposed development would create opportunities for employment in the short term and benefit local service businesses. The future residential population of the development will also bring local economic benefits to the area.

6.6 Equalities and Diversities

As noted above, the proposed flats have been designed to meet Lifetime Home Standards.

6.7 National Planning Policy Framework (NPPF)

Relevant considerations have been referred to above.

6.8 The London Plan

Relevant considerations have been referred to above.

6.9 Planning Obligations

The City Council's approach to and priorities for planning obligations are set out in our Supplementary Planning Guidance on Planning Obligations adopted July 2008. Planning obligations can serve to mitigate the land use impacts arising from a development either on the site, in the wider locality or where the development will increase local demands for facilities and services or where it is important to integrate the new development into the new community and environment so that it is more sustainable.

On 06 April 2010 the Community Infrastructure Levy (CIL) Regulations came into force which make it unlawful for a planning obligation to be taken into account as a reason for granting planning permission for a development, or any part of a development, whether there is a local CIL in operation or not, if the obligation does not meet all of the following three tests:

- (a) necessary to make the development acceptable in planning terms;
- (b) directly related to the development;
- (c) fairly and reasonably related in scale and kind to the development.

Policy S33 of the City Plan relates to planning obligations. It states that the Council will require mitigation of the directly related impacts of the development; ensure the development complies with policy requirements within the development plan; and if appropriate, seek contributions for supporting infrastructure. Planning obligations and any Community Infrastructure Levy contributions will be sought at a level that ensures that the overall delivery of appropriate development is not compromised.

From 06 April 2015, the Community Infrastructure Levy Regulations (2010 as amended) impose restrictions on the use of planning obligations requiring the funding or provision of a type of infrastructure or a particular infrastructure project. Where five or more obligations relating to planning permissions granted by the City Council have been entered into since 06 April 2010 which provide for the funding or provision of the same infrastructure types or projects, it is unlawful to take further obligations for their funding or provision into account as a reason for granting planning permission. These restrictions do not apply to funding or provision of non-infrastructure items (such as affordable housing) or to requirements for developers to enter into agreements under section 278 of the Highways Act 1980 dealing with highway works. The recommendations and detailed considerations underpinning them in this report have taken these restrictions into account.

The City Council has consulted on the setting of its own Community Infrastructure Levy, which is likely to be introduced later in 2015. In the interim period, the City Council has issued interim guidance on how to ensure its policies continue to be implemented and undue delay to development avoided. This includes using the full range of statutory powers available to the council and working pro-actively with applicants to continue to secure infrastructure projects by other means, such as through incorporating infrastructure into the design of schemes and co-ordinating joint approaches with developers.

For reasons outlined elsewhere in this report, a S106 legal agreement will be required to secure the following:

- a) 16 Affordable Units on-site comprising seven intermediate rented units and nine affordable rented units. Three (2x1 bed and 1x2 bed) of the intermediate units to be let at sub-market rents;
- b) Provision of £1,338,138.00 towards the City Council's affordable housing fund (index linked and payable upon commencement of development);
- c) Highways works associated with the development;
- d) Provision of lifetime car club membership (minimum 25 years) for all 64 flats;
- e) On-site parking spaces to be unallocated;
- f) Provision of £36,000 per annum (index linked) towards monitoring the construction project by the City Council's Environmental Inspectorate and Environmental Health Officers ; and
- g) The costs of monitoring the S106 agreement.

It is considered that the 'Heads of Terms' listed above satisfactorily address City Council policies. The planning obligations to be secured, as outlined in this report, are in accordance with the City Council's adopted City Plan and London Plan policies and they do not conflict with the Community Infrastructure Levy Regulations (2010 as amended).

6.10 Environmental Assessment including Sustainability and Biodiversity Issues

6.10.1 Sustainability

Policy 5.2 of the London Plan refers to minimising carbon dioxide emissions and states that development proposals should make the fullest contribution to minimising carbon dioxide emissions in accordance with the following energy hierarchy:

1. Be Lean-Use less energy.
2. Be Clean-Supply energy efficiently.
3. Be Green-Use renewable energy.

Policy 5.2 E of the London Plan states that where specific targets cannot be fully achieved on-site, any shortfall may be provided off-site or through a cash in lieu contribution to secure delivery of carbon dioxide savings elsewhere.

Policy S28 of the City Plan requires developments to incorporate exemplary standards of sustainable and inclusive urban design and architecture.

Policy S39 of the City Plan states that major development should be designed to link to and extend existing heat and energy networks in the vicinity, except where the City Council considers that it is not practical or viable to do so. Policy S40 requires all major development to maximise on-site renewable energy generation to achieve at least a 20% reduction in carbon dioxide emissions, and where feasible, towards zero carbon emissions, except where the Council considered it not appropriate or practical due to site-specific considerations. However, it should be noted that the London Plan now seeks 40% carbon reductions over the 2010 Building Regulations.

The applicant has submitted an Energy Strategy (ES) setting out how the proposal will minimise energy use. The ES notes that the development will achieve carbon reductions of 37.6% above 2013 Building Regulations. This will be achieved through a number of measures, including use of energy efficient building fabric and rooftop photovoltaic panels. As such, the proposal is consistent with Policy 5.2 of the London Plan.

The applicant has indicated that the proposed offices will achieve a BREEAM Excellent rating. A condition to secure this is recommended. The applicant has also indicated that the residential units will achieve Code for Sustainable Homes Level 4, although recent changes introduced by central government prohibit the City Council from requiring this by condition.

6.10.2 Sustainable Urban Drainage

Policy 5.13 of the London Plan specifies that development should utilise Sustainable Urban Drainage Systems (SUDS) unless there are practical reasons for not doing so, should aim to achieve greenfield run-off rates, and ensure that surface water run-off is managed as close as possible to its source.

The application site is entirely covered in hard surfaces and buildings at present and provides no run-off attenuation. The amenity area proposed at first floor level would include a stormwater retention crate system and tree planting that would provide 68 cubic metres of run-off storage. Whilst this would not achieve greenfield run-off rates, it would significantly reduce run-off rates in comparison to the existing building. It would also be inappropriate to provide further attenuation measures, such as green roofs, as this would compromise the character and appearance of the proposed building, particularly the retained 1930's facade. The Lead Local Flood Authority has also been consulted and any comments received will be reported verbally. Accordingly, the proposed drainage system proposed is considered acceptable.

6.10.3 Biodiversity, including Trees

The proposal would not result in removal of any protected trees. The Arboricultural Manager has indicated that the submitted tree report does not fully consider the impact of the proposed development on two Council owned and managed Liquidambar trees on Balcombe Street but does acknowledge that it is unlikely that these trees will be rooting beneath the application site due to the presence of the existing basement. Furthermore, these trees can be safeguarded by the recommended condition requiring submission of an Arboricultural Method Statement.

Two mature London Plane trees on Marylebone Road are owned and managed by Transport for London who have indicated that appropriate protection measures can be introduced during construction, in consultation with TfL's arboriculturalist. This could be considered as part of the Arboricultural Method Statement required by the condition recommended above.

Subject to the recommended condition, the proposed development would be consistent with policy ENV 16 of the UDP.

A condition is also recommended requiring further details of hard and soft landscaping to ensure that it provides suitable and sustainable soil depths, water management and associated biodiversity enhancements, consistent with Policy S38 of the City Plan and ENV 17 of the UDP.

6.10.4 Construction Impacts

Objections have been received from neighbouring properties regarding the impact of construction noise and traffic.

It is a long standing principle that planning permission cannot be refused due to the impact of construction. This is due to its temporary nature and the ability to control it by condition. Accordingly, conditions are recommended that limit the hours of construction and require the City Council's approval of a Construction Management Plan, Construction Logistics Plan and Delivery and Service Plan to minimise harm to the amenity of local residents and traffic flow. The applicant has also indicated a willingness to enter into a section 106 legal agreement to

allow the City Council's monitoring of a Construction Environmental Management Plan which would manage noise, dust and other potential adverse effects on residential amenity arising from construction.

6.11 Other UDP/Westminster Policy Considerations

6.11.1 Basement Excavation

The proposal includes some excavation to lower the floor of the existing basement level.

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.

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.

In respect of Westminster City Council's progression of policy towards basements, the City Council recently adopted its Supplementary Planning Document (SPD) 'Basement Development in Westminster' in October 2014. The SPD provides detailed advice 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 adopted SPD prescribes a precautionary approach to basements, requiring a Construction Methodology Statement (CMS) prepared by a suitably qualified professional, explaining the likely methodology of excavation. The applicant has submitted a CMS. Provided it is constructed in accordance with the Building Regulations, it should not compromise the structural integrity of neighbouring structures.

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.

It is considered that this is as far as this matter can reasonably be taken as part of the consideration of the planning application. Detailed matters of engineering techniques, and

whether these secure the structural integrity of the development and neighbouring buildings during the course of construction, are controlled through other statutory codes and regulations, as cited above. To go further would be to act beyond the bounds of planning control.

6.11.2 Other Matters

It is a long established principle that potential loss of property value or rental income are not material planning considerations.

An objector contends that the proposal will breach their Right to Light. This is not a material planning consideration.

Objectors contend that the construction management arrangements proposed do not factor in the Baker Street Two Way arrangements currently being consulted on. However, the streets around the application site are not affected by this proposal. Accordingly, any impact arising from the two-way system proposed is unlikely to have a significant impact on construction arrangements around the application site.

7. CONCLUSIONS

The proposed development would provide an appropriate mix of uses within the CAZ. The building proposed would also preserve the significance of the existing Unlisted Building of Merit and the character and appearance of the Dorset Square Conservation Area. It would also preserve the setting of nearby listed buildings and Unlisted Buildings of Merit. The proposal would also not result in unacceptable harm to the amenity of local residents and the surrounding transport network. Subject to conditions and completion of a satisfactory legal agreement, the proposed development is recommended for approval.

BACKGROUND PAPERS

1. Application form.
2. Emails from TfL dated 27 July and 2 October 2015.
3. Letter from London Underground dated 12 August 2015.
4. Letter from Historic England dated 5 August 2015.
5. Email from National Rail dated 25 August 2015.
6. Email from Thames Water dated 27 July 2015.
7. Memorandum from Head of Affordable and Private Sector Housing dated 6 October 2015.
8. Memorandum from Environmental Sciences dated 6 October 2015.
9. Memorandum from Highways Planning Manager dated 3 September 2015.
10. Memorandum from Arboricultural Manager dated 2 September 2015.
11. Memorandum from Environmental Health dated 19 August 2015.
12. Representation from the St Marylebone Society (Undated).
13. Representation from owner/occupier of The Mews House, 33 Knox Street, dated 1 September 2015.
14. Representation from owner/occupier of 8 Knox Street, dated 24 August 2015.
15. Representations from owner/occupier of 19 Regis Court, Melcombe Place, dated 19 August 2015 (4x), 10 August 2015, 9 August 2015 and 7 August 2015 (2x).
16. Representation from owner/occupier of 16 Regis Court, Melcombe Place, dated 19 August 2015.
17. Representation from Marathon House Residents' Association, dated 18 August 2015.
18. Representation from owner/occupier of 83 Marathon House dated 17 August 2015.
19. Representation from owner/occupier of Top Flat, 34 Dorset Square, dated 14 August 2015.
20. Representation from owner/occupier of 34 Dorset Square, dated 13 August 2015.

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21. Representation from owner/occupier of 34 Dorset Square, dated 13 August 2015.
22. Representation from owner/occupier of 26 Melcombe Court, Dorset Square, dated 12 August 2015.
23. Representation from owner/occupier of 18 Melcombe Court, Dorset Square, dated 13 August 2015.
24. Representation from Mahdi Monfared, dated 2 August 2015.
25. Representation from owner/occupier of Flat 1, Regis Court, Balcombe Street, dated 13 August 2015.

IF YOU HAVE ANY QUERIES ABOUT THIS REPORT OR WISH TO INSPECT ANY OF THE BACKGROUND PAPERS PLEASE CONTACT NATHAN BARRETT ON 020 7641 5943 OR BY E-MAIL – nbarrett@westminster.gov.uk

DRAFT DECISION LETTER

- Address:** 206-216 Marylebone Road, London, NW1 5LA,
- Proposal:** Redevelopment of the site behind a part retained facade to provide an eight level (plus basement) mixed use development containing up to 64 residential units (Use Class C3), office floorspace (Use Class B1) and retail floorspace (use Class A1), together with car and cycle parking, plant and other associated works.
- Plan Nos:** Drawing no's 001 Revision P1, 002 Revision P1, 003 Revision P1, 004 Revision P1, 010 Revision P1, 011 Revision P1, 012 Revision P1, 013 Revision P1, 014 Revision P1, 020 Revision P1, 030 Revision P1, 031 Revision P1, 050 Revision P1, 051 Revision P1, 100 Revision P1, 101 Revision P1, 102 Revision P1, 103 Revision P1, 104 Revision P1, 105 Revision P1, 106 Revision P1, 107 Revision P1, 108 Revision P1, 109 Revision P1, 120 Revision P1, 200 Revision P1, 201 Revision P1, 300 Revision P1, 301 Revision P1, 302 Revision P1, 303 Revision P1, 304 Revision P1, 305 Revision P1, 306 Revision P1, 307 Revision P1; Visual representation no's 6003 Revision P1, 6004 Revision P1, 6005 Revision P1, 6006 Revision P1, 6007 Revision P1, 6008 Revision P1, 6009 Revision P1, 6010 Revision P1; Town Planning Statement by Gerald Eve (May 2015); Heritage Statement by Montagu Evans (May 2015); Design and Access Statement by KSS (May 2015); Energy Statement by WSP (May 2015); Sustainability Statement by WSP (May 2015); Transport Assessment by WSP (22/05/2015); Acoustic Planning Report by WSP (27/05/2015); Daylight and Sunlight Report by Point Surveyors (May 2015); Letter from Point Surveyors to Penny Ager of Gerald Eve (14 September 2015); Tree Protection Plan by Barrell Tree Consultancy (ref: 15264-BT1); Arboricultural Impact Appraisal and Method Statement by Barrell Tree Consultancy (ref: 15264-AIA-PB); Accommodation Schedule by KSS (ref: SCHED 5000 Revision P1); Letter from Point Surveyors to Penny Ager of Gerald Eve (07 October 2015).

FOR INFORMATION ONLY: Preliminary Construction and Environmental Management Plan (July 2015); Structural Methodology Statement by WSP (June 2015).

Case Officer: Nathan Barrett

Direct Tel. No. 020 7641 5943

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 Pre-Commencement Condition:** You must apply to the City Council (in consultation with Transport for London) for approval of a Construction Logistics Plan, which identifies efficiency and sustainability measures to be carried out while the development is being built. You must not carry out the development until the plan has been approved. You must then carry out the development in accordance with the approved plan.

Reason:

To ensure that the construction logistics for the development minimise nuisance and disturbance in the interests of the amenities of neighbouring occupiers and of the area generally, and to avoid hazard and obstruction to the public highway. This is as set out in S29 of Westminster's City Plan: Strategic Policies adopted November 2013 and TRANS 2 and ENV 5 of our Unitary Development Plan that we adopted in January 2007.

- 4 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.

- 5 Pre Commencement Condition.** You must not start any demolition work on site until we have approved either:

- (a) a construction contract with the builder to complete the redevelopment work for which we have given planning permission on the same date as this consent, or
- (b) an alternative means of ensuring we are satisfied that demolition on the site will only occur immediately prior to development of the new building.

You must only carry out the demolition and development according to the approved arrangements. (C29AC)

Reason:

To maintain the character of the Dorset Square Conservation Area as set out in S25 and S28 of

Westminster's City Plan: Strategic Policies adopted November 2013 and DES 1 and DES 9 (B) of our Unitary Development Plan that we adopted in January 2007 and Section 74(3) of the Planning (Listed Buildings and Conservation Areas) Act 1990. (R29AC)

- 6 **Pre Commencement Condition.** No impact piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the Local Planning Authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason:

The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure.

- 7 **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 policy 6.2 of The London Plan (FALP - March 2015) and 'Land for Industry and Transport' Supplementary Planning Guidance 2012

- 8 **Pre-Commencement Condition:** You must apply to us, in consultation with Transport for London, for approval of a method statement explaining the measures you will take to protect the trees on and close to the site. You must not start any demolition, site clearance or building work, and you must not take any equipment, machinery or materials for the development onto the site, until we have approved what you have sent us. You must then carry out the work according to the approved details.

Reason:

To protect the trees and the character and appearance of this part of the Dorset Square Conservation Area. 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. (R31DC)

- 9 You must apply to us for approval of details of secure cycle storage for the uses hereby approved, including the provision of ten spaces in addition to those shown on the approved drawings. You must not start any work on this part of the development until we have approved

what you have sent us. You must then provide the cycle storage in line with the approved details prior to occupation and make it available at all times to everyone using the development. You must not use the cycle storage for any other purpose.

Reason:

To provide cycle parking spaces for people using the development, as set out in policy 6.9 of The London Plan (FALP - March 2015).

- 10 You must apply to us for approval of details of how waste is to be stored on site. You must not start work on the relevant part of the development until we have approved what you have sent us. You must then provide the waste store in line with the approved details and clearly mark it and make it available at all times to everyone using the development. You must not use the waste store for any other purpose.

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.

- 11 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 this part of the Dorset Square 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 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 this part of the Dorset Square 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)

- 13 You must apply to us for approval of a sample panels of the brickwork to the new buildings 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 samples.

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 Dorset Square 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)

- 14 You must apply to us for approval of detailed drawings showing the following alteration(s) to the scheme:

- installation of privacy screens on the northern end of the walkways on the eastern elevation of the affordable housing block, to a height of 1.8 m above finished floor level; and
- doors at ground level opening inwards, rather than outwards over the footway.

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

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.

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

- a) All windows and doors (scale 1:20);
- b) The ornate bronze detail to the roller shutters and steel doors (scale 1:20);
- c) The black louvre door proposed at ground floor level on the Balcombe Street elevation (scale 1:20);
- d) The canopy proposed at ground floor level on the Marylebone Road elevation (scale 1:20);
- e) All railings (scale 1:20);
- f) The stone artwork to the Balcombe Street elevation (scale 1:20); and
- g) Integration of the PV panels into the roof structure (scale 1:20).

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 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 Dorset Square 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)

- 16 You must apply to us for approval of the following parts of the development:

- the location of 12 Electric Vehicle Charging Points within the basement parking level.

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 detailed drawings.

Reason:

To encourage sustainable transport, in accordance with policy 6.13 of The London Plan (FALP - March 2015).

- 17 You must apply to us for approval of the following parts of the development:

- the ramp to the basement parking level, showing a gradient no steeper than 1:7.

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 detailed drawings.

Reason:

To ensure that the ramp provides a satisfactory means of access to the parking spaces for people living in the residential part of the development as set out in TRANS 23 of our Unitary Development Plan that we adopted in January 2007.

- 18 (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.

- 19 You must apply to us for approval of sound insulation measures and a Noise Assessment Report to demonstrate that the residential units will comply with the Council's noise criteria set out in Condition 18 of this permission. 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 details approved before the residential units are occupied and thereafter retain and maintain.

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.

- 20 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.

- 21 You must apply to us for approval of an Air Quality Assessment demonstrating how acceptable air quality will be achieved for the residential units. 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 details approved before the residential units are occupied and thereafter retain and maintain.

Reason:

To safeguard the living conditions of the occupiers of the residential units as set out in S31 of Westminster's City Plan: Strategic Policies adopted November 2013.

- 22 The development hereby approved shall not be occupied until a Delivery and Servicing Plan (DSP) has been submitted to and approved in writing by the City Council, in consultation with Transport for London. You must then carry out the development in accordance with the approved details.

Reason:

To avoid blocking the surrounding streets and to protect the environment of people in neighbouring properties as set out in S42 of Westminster's City Plan: Strategic Policies adopted November 2013 and TRANS 20 and TRANS 21 of our Unitary Development Plan that we adopted in January 2007.

- 23 The three bedroom residential units shown on the approved drawings must be provided and thereafter shall be permanently retained as accommodation which (in addition to the living space) provides three separate rooms capable of being occupied as bedrooms.

Reason:

To protect family accommodation as set out in S15 of Westminster's City Plan: Strategic Policies adopted November 2013 and H 5 of our Unitary Development Plan that we adopted in January 2007. (R07DC)

- 24 You must not paint or apply vinyl films or obscure the window glass of the ground floor windows of the Great Central Street facade or the retained 1930's facade or block them in any other way. The windows must be clear glazed and must be maintained as such.

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 Dorset Square 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)

- 25 The retail units hereby approved shall only accommodate uses within Use Class A1 of the Town and Country Planning (Use Classes) Order 1987 (as amended). You must not use it for any other purpose, including any change of use permitted by The Town and Country Planning (Use (General Permitted Development) (England) Order 2015 (or any order that may replace it).

Reason:

To ensure that the retail use secured and its associated benefit to the CAZ frontage and the streetscene are retained as set out in SS 4 and DES 9 of our Unitary Development Plan that we adopted in January 2007.

- 26 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. (C22BA)

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)

- 27 Before the development hereby approved is first occupied, a post-construction certificate shall be submitted to and approved in writing by the Local Planning Authority. This certificate shall demonstrate that the office block has been constructed to meet BREEAM 2014 'Excellent'. You must then ensure that this standard is maintained thereafter.

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)

- 28 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 three years 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 three years of planting them, you must replace them with trees of a similar size and species. (C30CB)

Reason:

To improve the appearance of the development, to make sure that it contributes to the character and appearance of this part of the Dorset Square 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)

- 29 You must not put any machinery or associated equipment, ducts, tanks, satellite or radio aerials on the roof, except those shown on the approved drawings. (C26PA)

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 Dorset Square 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)

- 30 You must not store items or furniture on the terraces and balconies.

Reason:

Because these would harm the appearance of the building, and would not meet S25 or S28, or both, of Westminster's City Plan: Strategic Policies adopted November 2013 and DES 1 and DES 5 of our Unitary Development Plan that we adopted in January 2007. (R26HC)

- 31 You must apply to us for approval of detailed drawings showing the following alteration(s) to the scheme;

a) Amendment of the fenestration at six floor level so that it matches the type and alignment of the windows in the retained facade below.

You must not start on these parts of the work until we have approved what you have sent us. You must then carry out the work according to the approved drawings prior to occupation of the development. (C26UB)

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 Dorset Square 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)

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 Further information on the content of Construction Logistics Plans and Delivery and Service Plans can be found on Transport for London's website at www.tfl.gov.uk/corporate/publications-and-reports/freight

- 3 No physical works can occur on the TfL Road Network (TLRN) without the prior approval of TfL in the form of a Section 278 agreement (Highways Act 1980). During construction, none of the trees on the TLRN should be removed or damaged, and appropriate protection measures should be introduced during construction if required, in consultation with TfL's arboriculturalist.
- 4 You need to speak to our Highways section about any work which will affect public roads. This includes new pavement crossovers, removal of redundant crossovers, changes in threshold levels, changes to on-street parking arrangements, and work which will affect pavement vaults. You will have to pay all administration, design, supervision and other costs of the work. We will carry out any work which affects the highway. When considering the desired timing of highway works in relation to your own development programme please bear in mind that, under the Traffic Management Act 2004, all works on the highway require a permit, and (depending on the length of the highway works) up to three months advance notice may need to be given. For more advice, please phone 020 7641 2642. However, please note that if any part of your proposals would require the removal or relocation of an on-street parking bay, this is unlikely to be approved by the City Council (as highway authority). (I09AC)
- 5 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 or visit www.ccscheme.org.uk.
- 6 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)
- 7 You must apply for a licence from our Highways Licensing Team if you plan to block the road or pavement during structural work to support the building. Your application will need to show why you cannot support the building from private land. For more advice, please phone 020 7641 2560. (I36AA)
- 8 When carrying out building work you must do all you can to reduce noise emission and take suitable steps to prevent nuisance from dust and smoke. Please speak to our Environmental Health Service to make sure that you meet all requirements before you draw up the contracts for demolition and building work.

Your main contractor should also speak to our Environmental Health Service before starting work. They can do this formally by applying to the following address for consent to work on construction sites under Section 61 of the Control of Pollution Act 1974.

24 Hour Noise Team
Environmental Health Service
Westminster City Hall
64 Victoria Street
London
SW1E 6QP

Phone: 020 7641 2000

Our Environmental Health Service may change the hours of working we have set out in this permission if your work is particularly noisy. Deliveries to and from the site should not take place outside the permitted hours unless you have our written approval. (I50AA)

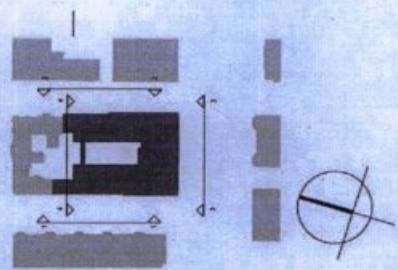
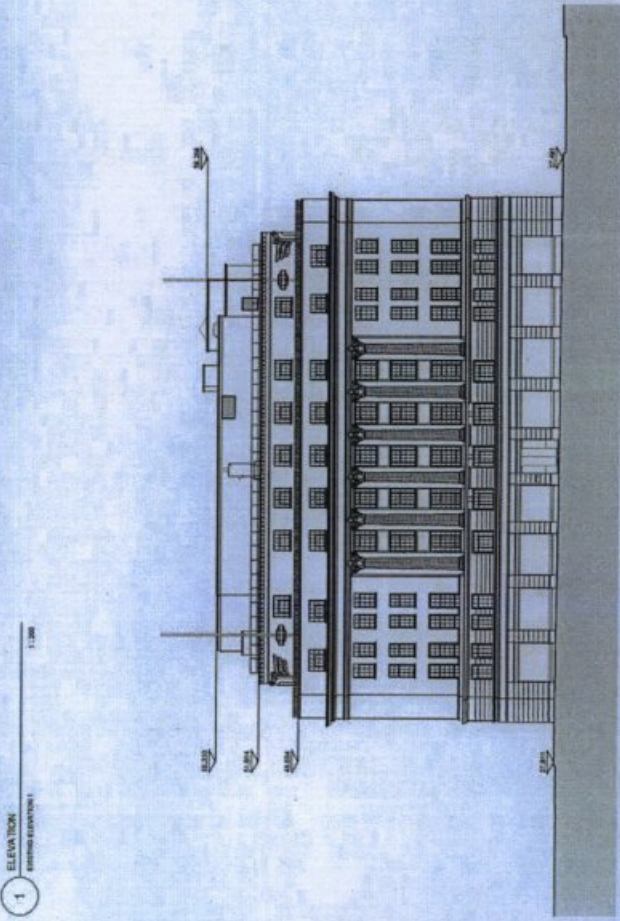
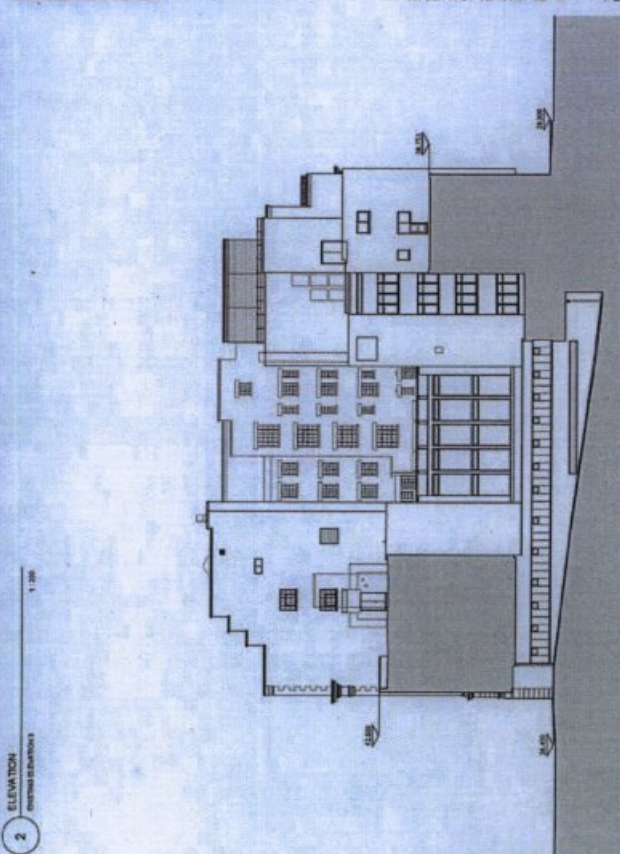
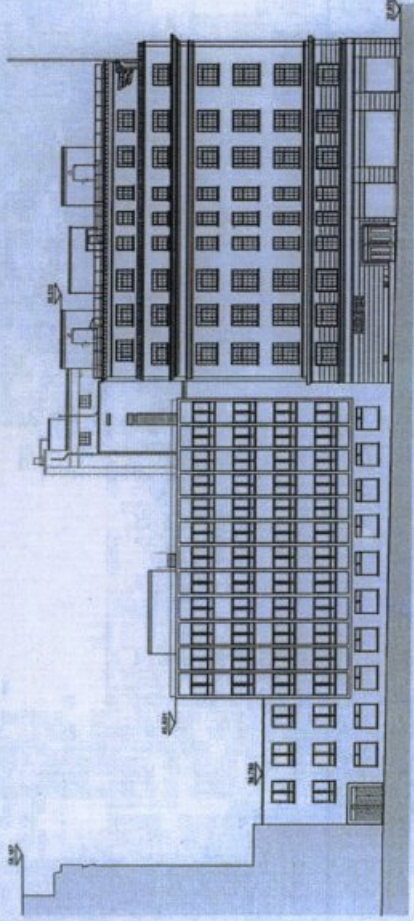
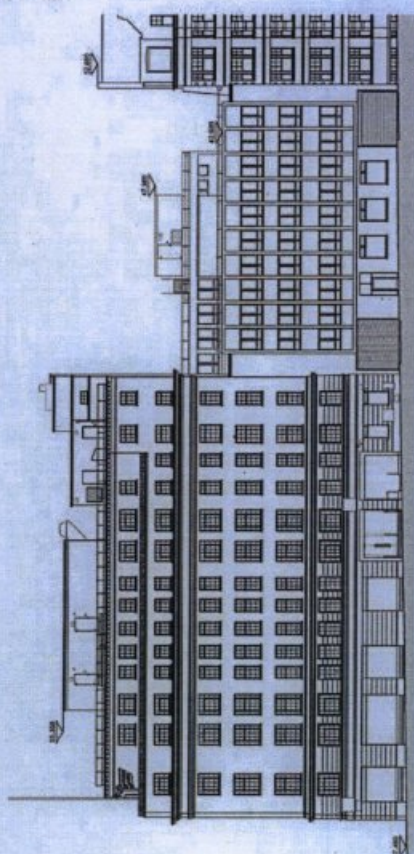
- 9 This permission is governed by a legal agreement between the applicant and us under Section 106 of the Town and Country Planning Act 1990. The agreement relates to:
- a) 16 Affordable Units on-site comprising seven intermediate rented units and nine affordable rented units. Three (2x1 bed and 1x2 bed) of the intermediate units to be let at sub-market rents;
 - b) Provision of £1,338,138.00 towards the City Council's affordable housing fund (index linked and payable upon commencement of development);
 - c) Highways works associated with the development;
 - d) Provision of lifetime car club membership (minimum 25 years) for all 64 flats;
 - e) On-site parking spaces to be unallocated;
 - f) Provision of £36,000 per annum (index linked) towards monitoring the construction project by the City Council's Environmental Inspectorate and Environmental Health Officers ; and
 - g) The costs of monitoring the S106 agreement.
- 10 You are advised to permanently mark the plant/ machinery hereby approved with the details of this permission (date of grant, registered number). This will assist in future monitoring of the equipment by the City Council if and when complaints are received.
- 11 You may need to get separate permission under the Town and Country Planning (Control of Advertisements) (England) Regulations 2007 if you want to put up an advertisement at the property. (I03AA)

All drawings shall be prepared in accordance with the British Standards Institution (BSI) standards for architectural drawings. The drawings shall be prepared in accordance with the British Standards Institution (BSI) standards for architectural drawings. The drawings shall be prepared in accordance with the British Standards Institution (BSI) standards for architectural drawings.

Health and Safety Information
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Date: 15.05.15
 Drawn by: [Name]
 Checked by: [Name]

Measurements (if any) to be taken on site.
 No. of sheets: 030
 No. of drawings: 030

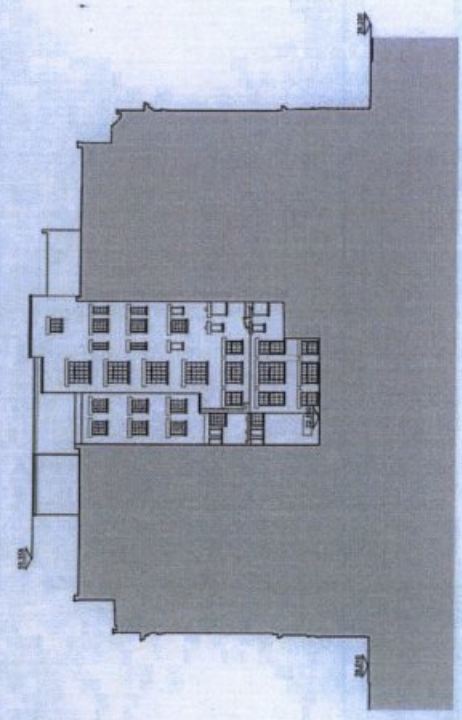


PLANNING
 MARKLEBOE PROPERTIES LIMITED
 9, Lancer Property Asset Management Ltd
 208 MARYLEBONE ROAD - MIXED USE
 PROPOSAL
 SHEET NO. 030

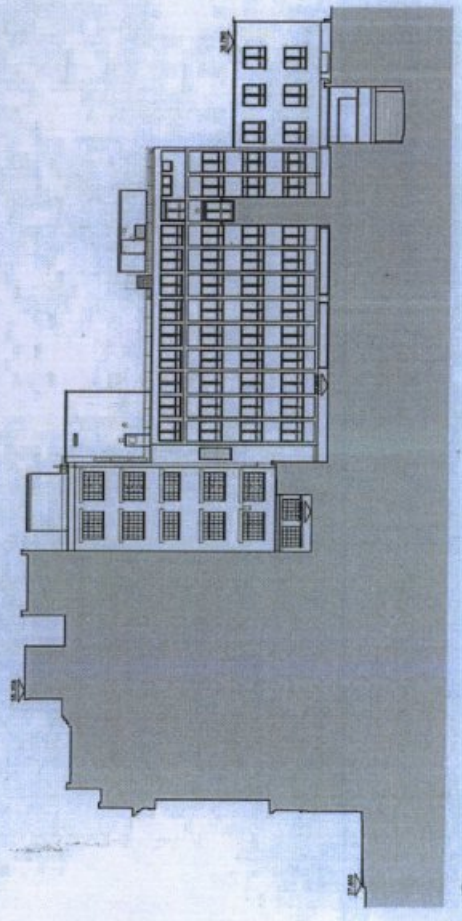
KSS
 KSS ARCHITECTS
 15, GERRARD STREET WEST
 LONDON, W1D 6PF
 TEL: 020 7437 5000
 FAX: 020 7437 5001
 WWW.KSSARCHITECTS.CO.UK

15.05.15
 030
 P 1

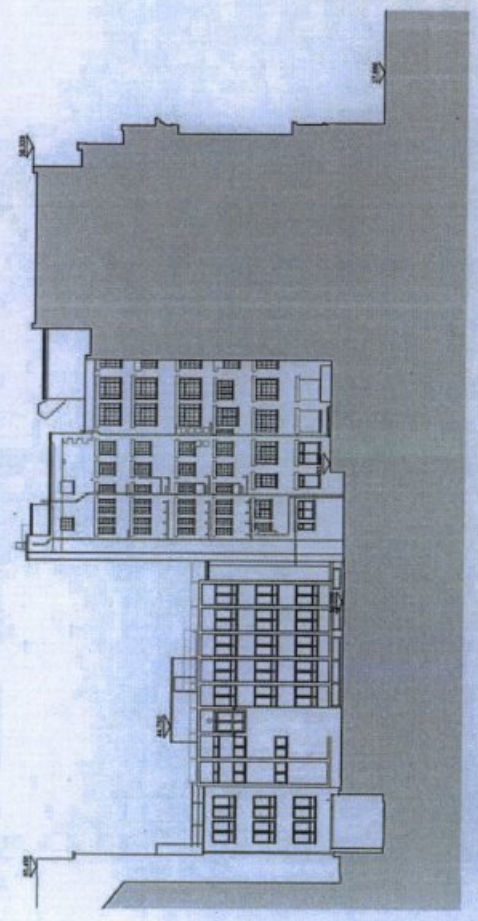
1. HEALTH AND SAFETY INFORMATION
 2. MEASUREMENTS (CLEANING OPERATIONS)
 3. MATERIALS
 4. FINISHES
 5. CONSTRUCTION
 6. UTILITIES
 7. STRUCTURAL
 8. ENVIRONMENTAL
 9. ACCESSIBILITY
 10. SECURITY
 11. ENERGY EFFICIENCY
 12. SUSTAINABILITY
 13. ARCHITECTURAL QUALITY
 14. COMMUNITY INTEGRATION
 15. FLEXIBILITY
 16. COST EFFICIENCY
 17. RISK MANAGEMENT
 18. PROJECT MANAGEMENT
 19. COMMUNICATION
 20. LEGAL COMPLIANCE



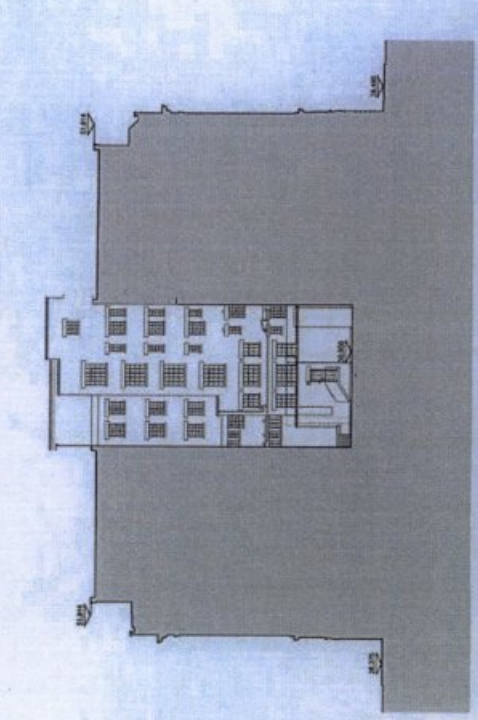
2 ELEVATION
WESTERN ELEVATION 4



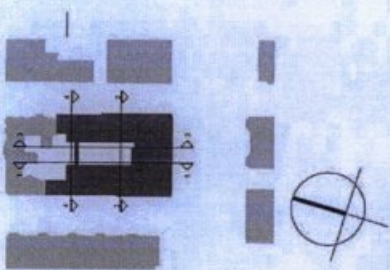
1 ELEVATION
WESTERN ELEVATION 3



3 ELEVATION
WESTERN ELEVATION 2



4 ELEVATION
WESTERN ELEVATION 1



PLANNING
 MARKLEBONE PROPERTIES LIMITED
 200 MARYLEBONE ROAD - MIXED USE
 PROPOSAL
 EXISTING INTERNAL ELEVATIONS

KSS
 CONSULTANTS
 ARCHITECTS
 15, 16 & 17
 111-113 GERRARD STREET EAST
 TORONTO, ONTARIO M5E 1B3
 TEL: (416) 929-2222
 FAX: (416) 929-2228
 PROJECT NO.: 1505-15
 DATE: 15.05.15
 DRAWING NO.: PY
 SCALE: AS SHOWN
 SHEET NO.: 031
 OF 031



ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED EXCEPT WHERE SHOWN OTHERWISE
 DATE OF DECLASSIFICATION: 01/01/2025
 AUTHORITY: 25 USC 552, 552A, 552B, 552C, 552D, 552E, 552F, 552G, 552H, 552I, 552J, 552K, 552L, 552M, 552N, 552O, 552P, 552Q, 552R, 552S, 552T, 552U, 552V, 552W, 552X, 552Y, 552Z, 552AA, 552AB, 552AC, 552AD, 552AE, 552AF, 552AG, 552AH, 552AI, 552AJ, 552AK, 552AL, 552AM, 552AN, 552AO, 552AP, 552AQ, 552AR, 552AS, 552AT, 552AU, 552AV, 552AW, 552AX, 552AY, 552AZ, 552BA, 552BB, 552BC, 552BD, 552BE, 552BF, 552BG, 552BH, 552BI, 552BJ, 552BK, 552BL, 552BM, 552BN, 552BO, 552BP, 552BQ, 552BR, 552BS, 552BT, 552BU, 552BV, 552BW, 552BX, 552BY, 552BZ, 552CA, 552CB, 552CC, 552CD, 552CE, 552CF, 552CG, 552CH, 552CI, 552CJ, 552CK, 552CL, 552CM, 552CN, 552CO, 552CP, 552CQ, 552CR, 552CS, 552CT, 552CU, 552CV, 552CW, 552CX, 552CY, 552CZ, 552DA, 552DB, 552DC, 552DD, 552DE, 552DF, 552DG, 552DH, 552DI, 552DJ, 552DK, 552DL, 552DM, 552DN, 552DO, 552DP, 552DQ, 552DR, 552DS, 552DT, 552DU, 552DV, 552DW, 552DX, 552DY, 552DZ, 552EA, 552EB, 552EC, 552ED, 552EE, 552EF, 552EG, 552EH, 552EI, 552EJ, 552EK, 552EL, 552EM, 552EN, 552EO, 552EP, 552EQ, 552ER, 552ES, 552ET, 552EU, 552EV, 552EW, 552EX, 552EY, 552EZ, 552FA, 552FB, 552FC, 552FD, 552FE, 552FF, 552FG, 552FH, 552FI, 552FJ, 552FK, 552FL, 552FM, 552FN, 552FO, 552FP, 552FQ, 552FR, 552FS, 552FT, 552FU, 552FV, 552FW, 552FX, 552FY, 552FZ, 552GA, 552GB, 552GC, 552GD, 552GE, 552GF, 552GG, 552GH, 552GI, 552GJ, 552GK, 552GL, 552GM, 552GN, 552GO, 552GP, 552GQ, 552GR, 552GS, 552GT, 552GU, 552GV, 552GW, 552GX, 552GY, 552GZ, 552HA, 552HB, 552HC, 552HD, 552HE, 552HF, 552HG, 552HH, 552HI, 552HJ, 552HK, 552HL, 552HM, 552HN, 552HO, 552HP, 552HQ, 552HR, 552HS, 552HT, 552HU, 552HV, 552HW, 552HX, 552HY, 552HZ, 552IA, 552IB, 552IC, 552ID, 552IE, 552IF, 552IG, 552IH, 552II, 552IJ, 552IK, 552IL, 552IM, 552IN, 552IO, 552IP, 552IQ, 552IR, 552IS, 552IT, 552IU, 552IV, 552IW, 552IX, 552IY, 552IZ, 552JA, 552JB, 552JC, 552JD, 552JE, 552JF, 552JG, 552JH, 552JI, 552JJ, 552JK, 552JL, 552JM, 552JN, 552JO, 552JP, 552JQ, 552JR, 552JS, 552JT, 552JU, 552JV, 552JW, 552JX, 552JY, 552JZ, 552KA, 552KB, 552KC, 552KD, 552KE, 552KF, 552KG, 552KH, 552KI, 552KJ, 552KK, 552KL, 552KM, 552KN, 552KO, 552KP, 552KQ, 552KR, 552KS, 552KT, 552KU, 552KV, 552KW, 552KX, 552KY, 552KZ, 552LA, 552LB, 552LC, 552LD, 552LE, 552LF, 552LG, 552LH, 552LI, 552LJ, 552LK, 552LL, 552LM, 552LN, 552LO, 552LP, 552LQ, 552LR, 552LS, 552LT, 552LU, 552LV, 552LW, 552LX, 552LY, 552LZ, 552MA, 552MB, 552MC, 552MD, 552ME, 552MF, 552MG, 552MH, 552MI, 552MJ, 552MK, 552ML, 552MN, 552MO, 552MP, 552MQ, 552MR, 552MS, 552MT, 552MU, 552MV, 552MW, 552MX, 552MY, 552MZ, 552NA, 552NB, 552NC, 552ND, 552NE, 552NF, 552NG, 552NH, 552NI, 552NJ, 552NK, 552NL, 552NM, 552NN, 552NO, 552NP, 552NQ, 552NR, 552NS, 552NT, 552NU, 552NV, 552NW, 552NX, 552NY, 552NZ, 552OA, 552OB, 552OC, 552OD, 552OE, 552OF, 552OG, 552OH, 552OI, 552OJ, 552OK, 552OL, 552OM, 552ON, 552OO, 552OP, 552OQ, 552OR, 552OS, 552OT, 552OU, 552OV, 552OW, 552OX, 552OY, 552OZ, 552PA, 552PB, 552PC, 552PD, 552PE, 552PF, 552PG, 552PH, 552PI, 552PJ, 552PK, 552PL, 552PM, 552PN, 552PO, 552PP, 552PQ, 552PR, 552PS, 552PT, 552PU, 552PV, 552PW, 552PX, 552PY, 552PZ, 552QA, 552QB, 552QC, 552QD, 552QE, 552QF, 552QG, 552QH, 552QI, 552QJ, 552QK, 552QL, 552QM, 552QN, 552QO, 552QP, 552QQ, 552QR, 552QS, 552QT, 552QU, 552QV, 552QW, 552QX, 552QY, 552QZ, 552RA, 552RB, 552RC, 552RD, 552RE, 552RF, 552RG, 552RH, 552RI, 552RJ, 552RK, 552RL, 552RM, 552RN, 552RO, 552RP, 552RQ, 552RR, 552RS, 552RT, 552RU, 552RV, 552RW, 552RX, 552RY, 552RZ, 552SA, 552SB, 552SC, 552SD, 552SE, 552SF, 552SG, 552SH, 552SI, 552SJ, 552SK, 552SL, 552SM, 552SN, 552SO, 552SP, 552SQ, 552SR, 552SS, 552ST, 552SU, 552SV, 552SW, 552SX, 552SY, 552SZ, 552TA, 552TB, 552TC, 552TD, 552TE, 552TF, 552TG, 552TH, 552TI, 552TJ, 552TK, 552TL, 552TM, 552TN, 552TO, 552TP, 552TQ, 552TR, 552TS, 552TT, 552TU, 552TV, 552TW, 552TX, 552TY, 552TZ, 552UA, 552UB, 552UC, 552UD, 552UE, 552UF, 552UG, 552UH, 552UI, 552UJ, 552UK, 552UL, 552UM, 552UN, 552UO, 552UP, 552UQ, 552UR, 552US, 552UT, 552UU, 552UV, 552UW, 552UX, 552UY, 552UZ, 552VA, 552VB, 552VC, 552VD, 552VE, 552VF, 552VG, 552VH, 552VI, 552VJ, 552VK, 552VL, 552VM, 552VN, 552VO, 552VP, 552VQ, 552VR, 552VS, 552VT, 552VU, 552VV, 552VW, 552VX, 552VY, 552VZ, 552WA, 552WB, 552WC, 552WD, 552WE, 552WF, 552WG, 552WH, 552WI, 552WJ, 552WK, 552WL, 552WM, 552WN, 552WO, 552WP, 552WQ, 552WR, 552WS, 552WT, 552WU, 552WV, 552WW, 552WX, 552WY, 552WZ, 552XA, 552XB, 552XC, 552XD, 552XE, 552XF, 552XG, 552XH, 552XI, 552XJ, 552XK, 552XL, 552XM, 552XN, 552XO, 552XP, 552XQ, 552XR, 552XS, 552XT, 552XU, 552XV, 552XW, 552XX, 552XY, 552XZ, 552YA, 552YB, 552YC, 552YD, 552YE, 552YF, 552YG, 552YH, 552YI, 552YJ, 552YK, 552YL, 552YM, 552YN, 552YO, 552YP, 552YQ, 552YR, 552YS, 552YT, 552YU, 552YV, 552YW, 552YX, 552YY, 552YZ, 552ZA, 552ZB, 552ZC, 552ZD, 552ZE, 552ZF, 552ZG, 552ZH, 552ZI, 552ZJ, 552ZK, 552ZL, 552ZM, 552ZN, 552ZO, 552ZP, 552ZQ, 552ZR, 552ZS, 552ZT, 552ZU, 552ZV, 552ZW, 552ZX, 552ZY, 552ZZ

Health and Safety Information
 This document contains information that may be used to identify and assess potential health and safety risks. It is intended for use by qualified personnel only.

Classification
 UNCLASSIFIED

Measurements / Quantity Operations
 All measurements are in feet and inches.

Scale
 1/8" = 1'-0"

Information Materials Key
 1. 1/8" = 1'-0"

Finish Materials
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Materials/Notes
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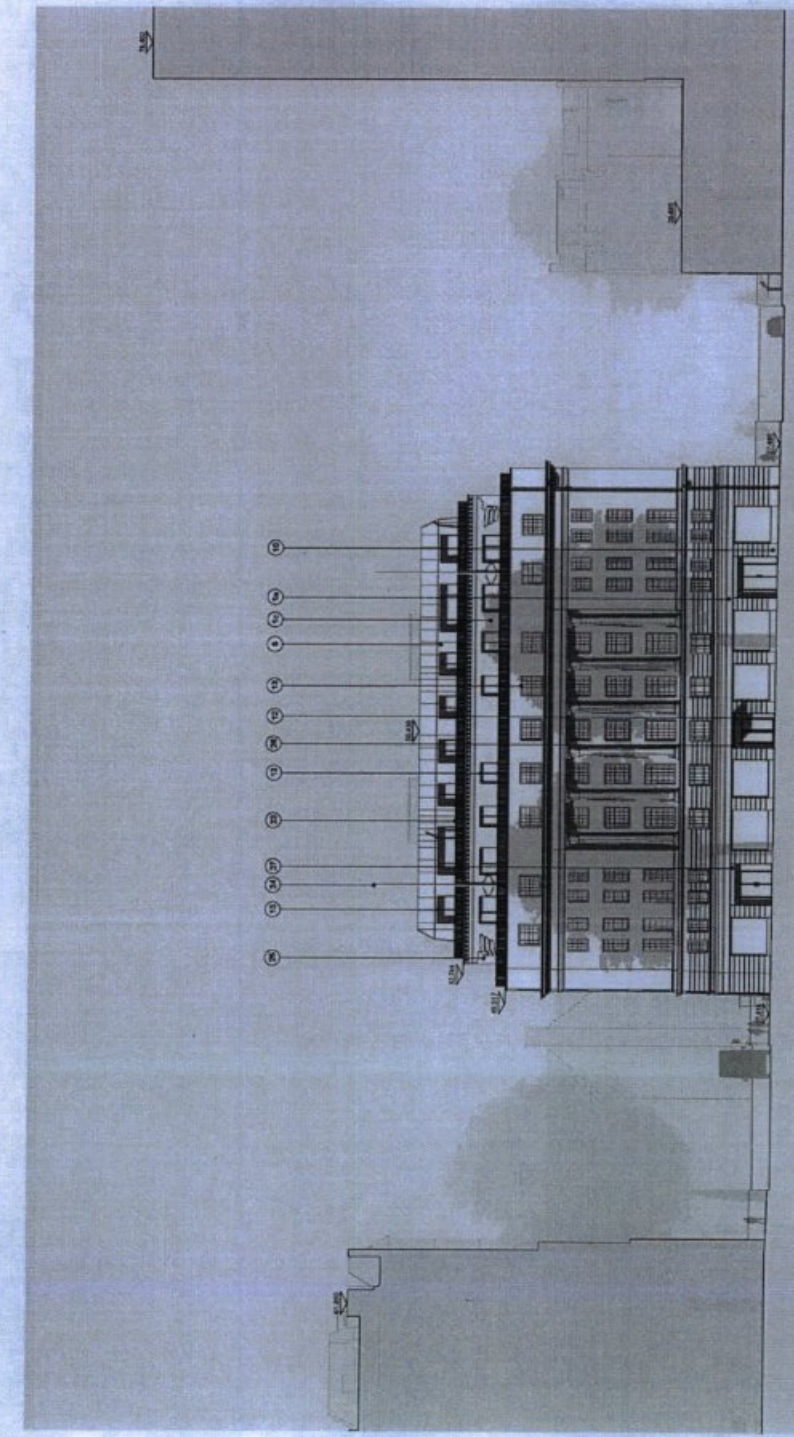
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Notes
 1. 1/8" = 1'-0"



1 ELEVATION
 PROPOSED MARYLEBONE ROAD

1/8" = 1'-0"



PLANNING
 MARYLEBONE PROPERTIES LIMITED
 1/2 Laurel Property Asset Management Ltd

205 MARYLEBONE ROAD - MIXED USE
 PROPOSAL

PROPOSED MARYLEBONE ROAD
 ELEVATION



12025 300 P 1

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Health and Safety Information
 The Client is responsible for ensuring that the design and construction of the project complies with all applicable health and safety regulations and standards. KSSM is not responsible for any health and safety issues arising from the use of this drawing.

Consent
 The Client's use of this drawing is limited to the project and site specifically identified herein.

Professional Responsibility
 KSSM is a professional services firm and is not a contractor. KSSM is not responsible for the construction of the project.

Neighbouring Properties
 The Client is responsible for ensuring that the project complies with all applicable zoning and planning regulations and standards. KSSM is not responsible for any issues arising from the use of this drawing.

REVISIONS
 1 15.05.15 PLANNING ISSUE HC, PH

Information Provided By
 Client: MARYLEBONE ROAD
 Project: PROPOSED BALCOMBE STREET ELEVATION
 Date: 15.05.15

Notes
 1. See architectural drawings for details of building structure and materials.
 2. All elevations are shown in black and white.
 3. The client is responsible for ensuring that the project complies with all applicable zoning and planning regulations and standards.
 4. KSSM is not responsible for the construction of the project.

Materials/Cladding
 1. Brickwork: Red brick with white mortar.
 2. Windows: Dark grey frames.
 3. Doors: Dark grey frames.
 4. Balconies: Dark grey metal railings.

Other Notes
 1. The client is responsible for ensuring that the project complies with all applicable zoning and planning regulations and standards.
 2. KSSM is not responsible for the construction of the project.

Scale
 1:1000

Orientation
 North arrow pointing towards the top right of the page.

Project Name
 PROPOSED BALCOMBE STREET ELEVATION

Client Name
 MARYLEBONE PROPERTIES LIMITED
 % Lancelot Property Asset Management Ltd

Address
 200 MARYLEBONE ROAD - MIXED USE PROPOSAL

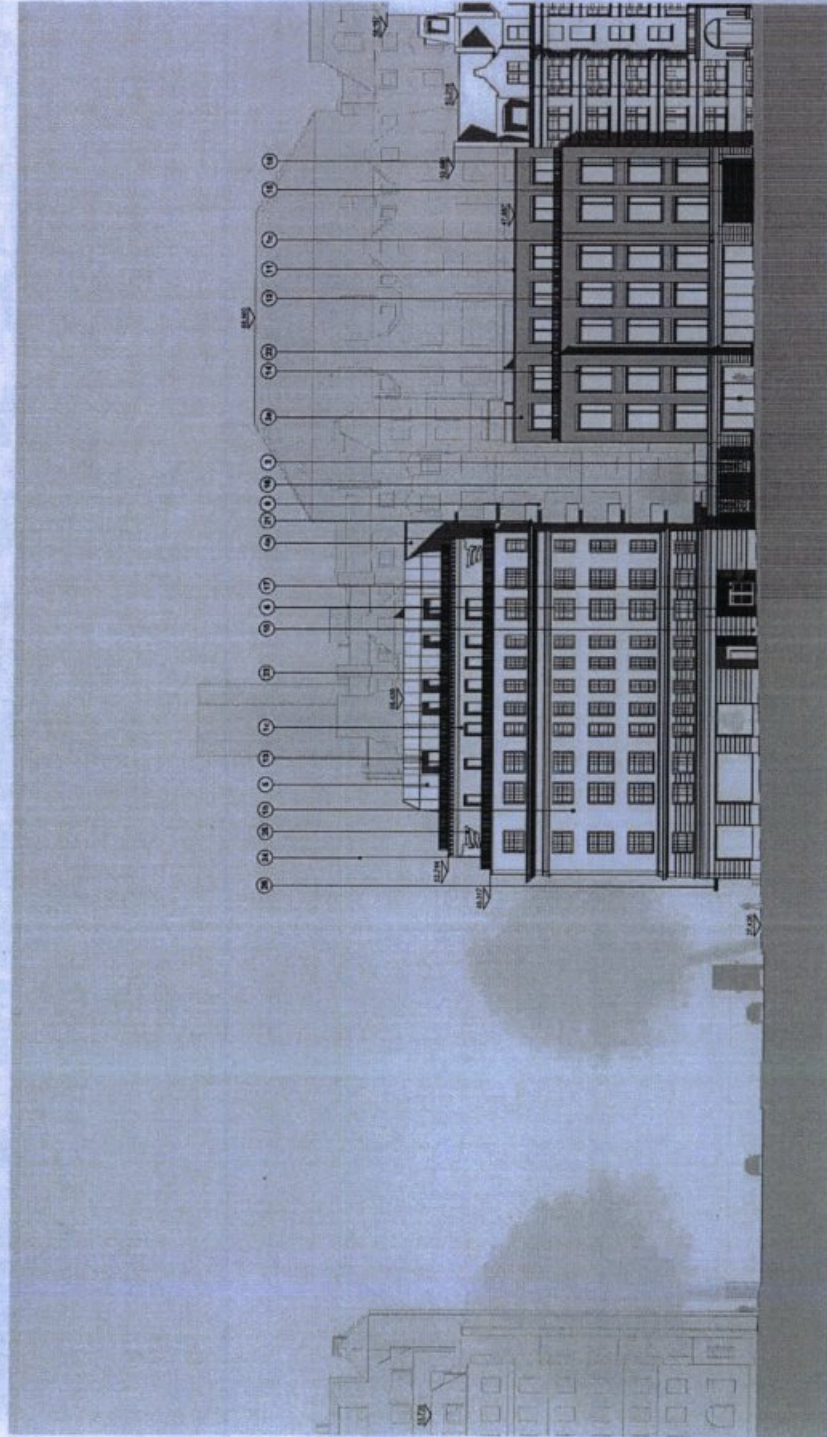
Project Location
 PROPOSED BALCOMBE STREET ELEVATION

Scale
 1:1000

Orientation
 North arrow pointing towards the top right of the page.

Project Name
 PROPOSED BALCOMBE STREET ELEVATION

Client Name
 MARYLEBONE PROPERTIES LIMITED
 % Lancelot Property Asset Management Ltd



1 ELEVATION
 PROPOSED BALCOMBE STREET ELEVATION
 1:1000

SOUTH WEST ELEVATION NORTH WEST ELEVATION NORTH EAST ELEVATION WEST ELEVATION

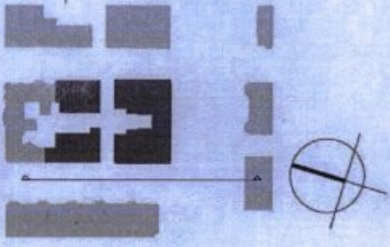


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Client: MARYLEBONE PROPERTIES LIMITED
 Project: 206 MARYLEBONE ROAD - MIXED USE PROPOSAL
 Drawing: PROPOSED GREAT CENTRAL STREET ELEVATION

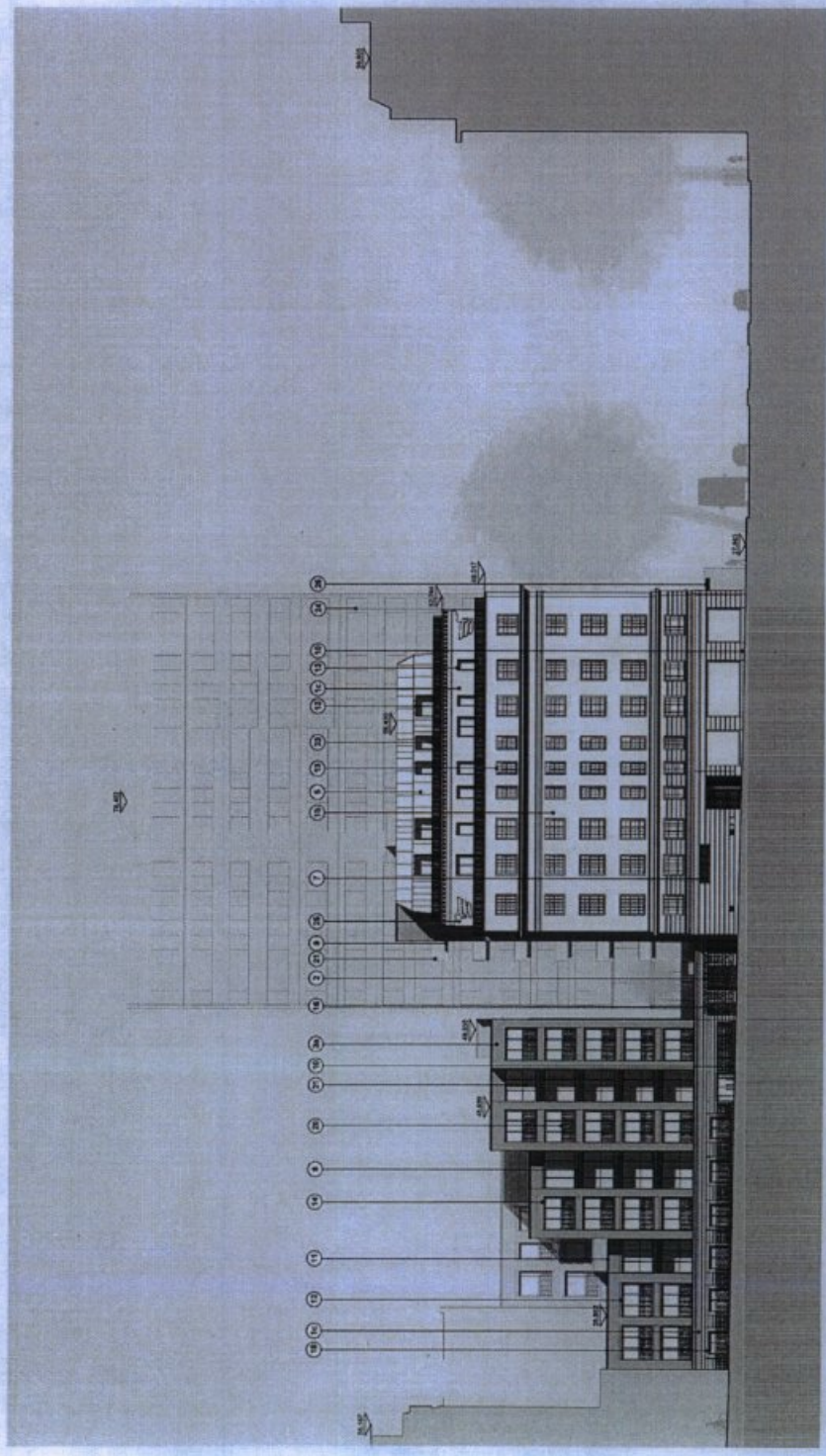
Scale: 1:500
 Date: 15.06.18
 Drawn by: [Name]
 Checked by: [Name]

- Legend**
- 1. GLASS CURTAIN WALL
 - 2. BRICK
 - 3. CONCRETE
 - 4. METAL CLADDING
 - 5. TERRAZZO
 - 6. WOOD CLADDING
 - 7. PLASTER
 - 8. STONE
 - 9. GLASS BALCONY
 - 10. METAL BALCONY
 - 11. BRICK BALCONY
 - 12. CONCRETE BALCONY
 - 13. TERRAZZO BALCONY
 - 14. WOOD BALCONY
 - 15. PLASTER BALCONY
 - 16. STONE BALCONY
 - 17. GLASS BALCONY
 - 18. METAL BALCONY
 - 19. BRICK BALCONY
 - 20. CONCRETE BALCONY
 - 21. TERRAZZO BALCONY
 - 22. WOOD BALCONY
 - 23. PLASTER BALCONY
 - 24. STONE BALCONY



PLANNING
 MARYLEBONE PROPERTIES LIMITED
 206 MARYLEBONE ROAD - MIXED USE PROPOSAL
 PROPOSED GREAT CENTRAL STREET ELEVATION

KSS
 ARCHITECTS
 15, GERRARD STREET EAST
 TORONTO, ONTARIO M5E 1B3
 TEL: 416-593-9333
 WWW.KSSARCHITECTS.COM



1 ELEVATION
 PROPOSED GREAT CENTRAL STREET ELEVATION



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Drawn by: [Name]
 Checked by: [Name]
 Date: [Date]

Project Name: [Name]
 Location: [Address]

Scale: 1:500
 Date: [Date]

North Arrow

Scale

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- 1.06 - 1.10: [Description]
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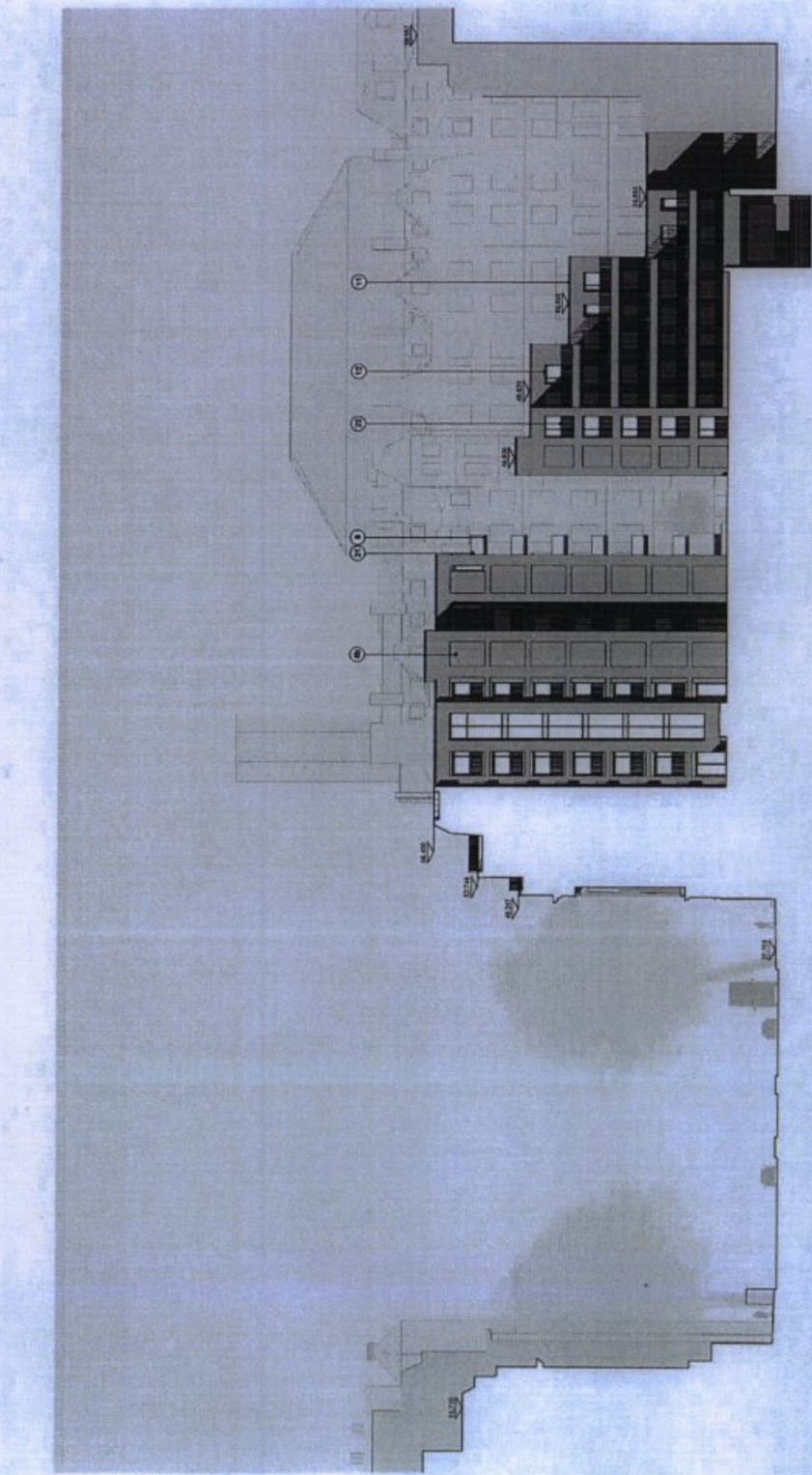
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- 7.96 - 8.00: [Description]



1 ELEVATION
 NORTH WEST ELEVATION TOWARDS GREAT CENTRAL STREET
 SCALE 1:500

PLANNING
 MARYLEBONE PROPERTIES LIMITED
 % Lancer Property Asset Management Ltd
 206 MARYLEBONE ROAD - MIXED USE
 PROPOSAL
 PROPOSED COURTYARD ELEVATION
 TOWARDS GREAT CENTRAL STREET

KSSM

Architects
 10, Old Street, London, EC1A 3RU
 Tel: +44 (0)20 7553 3000
 Fax: +44 (0)20 7553 3001
 Email: info@kssm.co.uk
 Website: www.kssm.co.uk

12605 304 P.1

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Project Information
 Project Name: Marylebone Road - Mixed Use
 Project Location: Marylebone Road, London, UK
 Project Status: Proposed

Client Information
 Client Name: Marylebone Properties Limited
 Client Address: 100, The Strand, London, UK
 Client Contact: 020 7493 8000

Design Team
 Architect: KSS Architecture
 Architect Address: 100, The Strand, London, UK
 Architect Contact: 020 7493 8000

Project Description
 This project is a proposed mixed-use development on Marylebone Road, London. The development consists of a new building with a ground floor retail and cafe space, and upper floors residential units. The building is proposed to be built on a plot bounded by Marylebone Road to the north, and the existing building to the south.

Project Objectives
 The objectives of this project are to provide a high-quality residential and commercial development that meets the needs of the local community and contributes to the regeneration of the area. The development is proposed to be built in a sustainable and environmentally friendly manner.

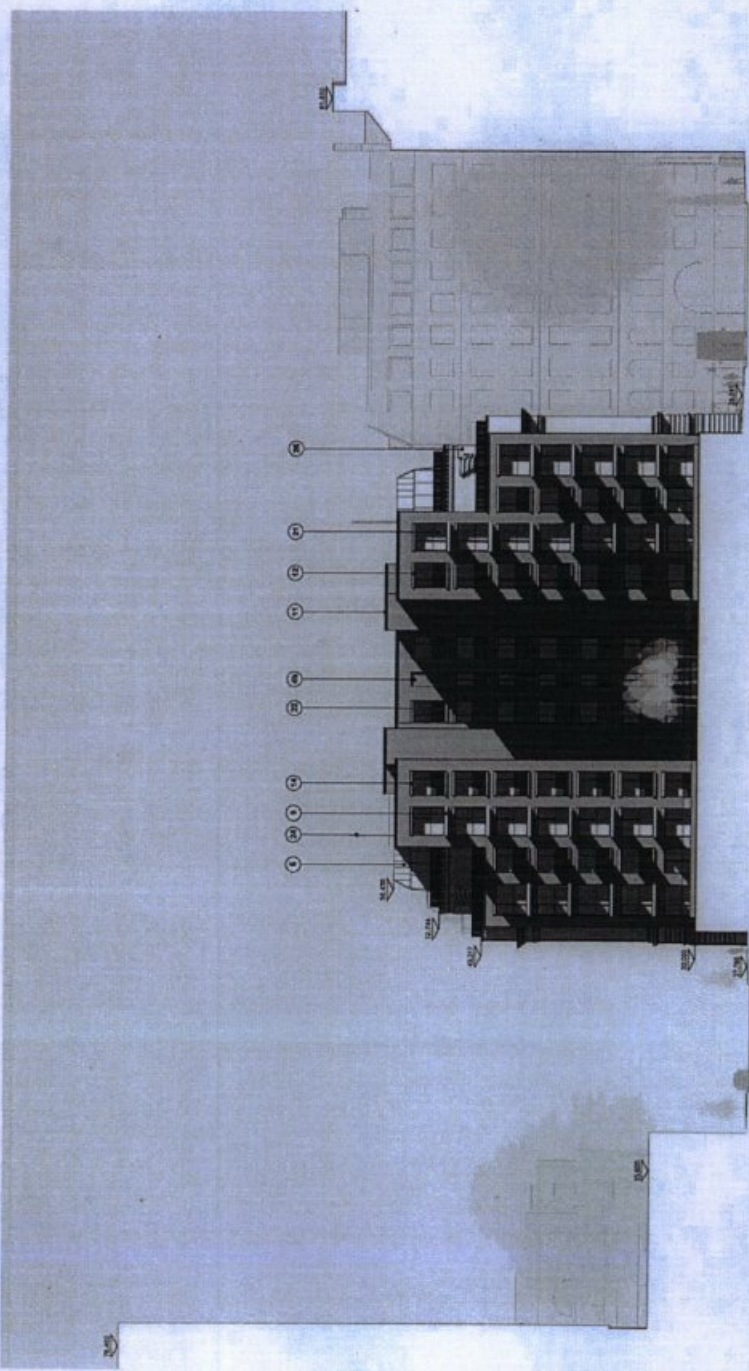
Project Constraints
 The project is subject to various constraints, including planning regulations, building regulations, and environmental considerations. The project team has worked closely with the relevant authorities to ensure that the proposed development meets all the necessary requirements.

Project Summary
 This project is a proposed mixed-use development on Marylebone Road, London. The development consists of a new building with a ground floor retail and cafe space, and upper floors residential units. The building is proposed to be built on a plot bounded by Marylebone Road to the north, and the existing building to the south.

Project Contact
 Project Manager: [Name]
 Project Address: [Address]
 Project Phone: [Phone Number]
 Project Email: [Email Address]

Project Status
 Project Status: Proposed
 Project Date: 15/06/15
 Project Reference: 15/06/15

Project Information
 Project Name: Marylebone Road - Mixed Use
 Project Location: Marylebone Road, London, UK
 Project Status: Proposed



MARYLEBONE ROAD - MIXED USE PROPOSAL
 PROPOSED COURTYARD ELEVATION TOWARDS MARYLEBONE ROAD

1 ELEVATION
 PROPOSED COURTYARD ELEVATION TOWARDS MARYLEBONE ROAD
 1/200

1/200

KSS
 Architecture
 100, The Strand, London, UK
 020 7493 8000
 15/06/15



0 5 10 METERS
 0 15 30 FEET

12505 305 P 1

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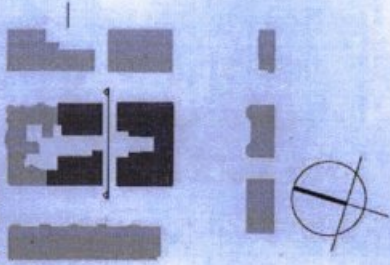
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1 15.05.15 PLANNING DRAWING 16C PY

Indicate Materials By

- Frame Material**
- 1 Concrete
 - 2 Steel
 - 3 Timber
 - 4 Aluminium
 - 5 Glass
 - 6 Brick
 - 7 Block
 - 8 Stone
 - 9 Slate
 - 10 Tile
 - 11 Asphalt
 - 12 Concrete
 - 13 Asphalt
 - 14 Gravel
 - 15 Sand
 - 16 Earth
 - 17 Foliage
 - 18 Water
 - 19 Sky
 - 20 Clouds
 - 21 Sun
 - 22 Moon
 - 23 Stars
 - 24 Planets
 - 25 Galaxies
 - 26 Universe
 - 27 Earth
 - 28 Moon
 - 29 Sun
 - 30 Stars
 - 31 Planets
 - 32 Galaxies
 - 33 Universe
- Material/Finish**
- 1 Concrete
 - 2 Steel
 - 3 Timber
 - 4 Aluminium
 - 5 Glass
 - 6 Brick
 - 7 Block
 - 8 Stone
 - 9 Slate
 - 10 Tile
 - 11 Asphalt
 - 12 Concrete
 - 13 Asphalt
 - 14 Gravel
 - 15 Sand
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 - 17 Foliage
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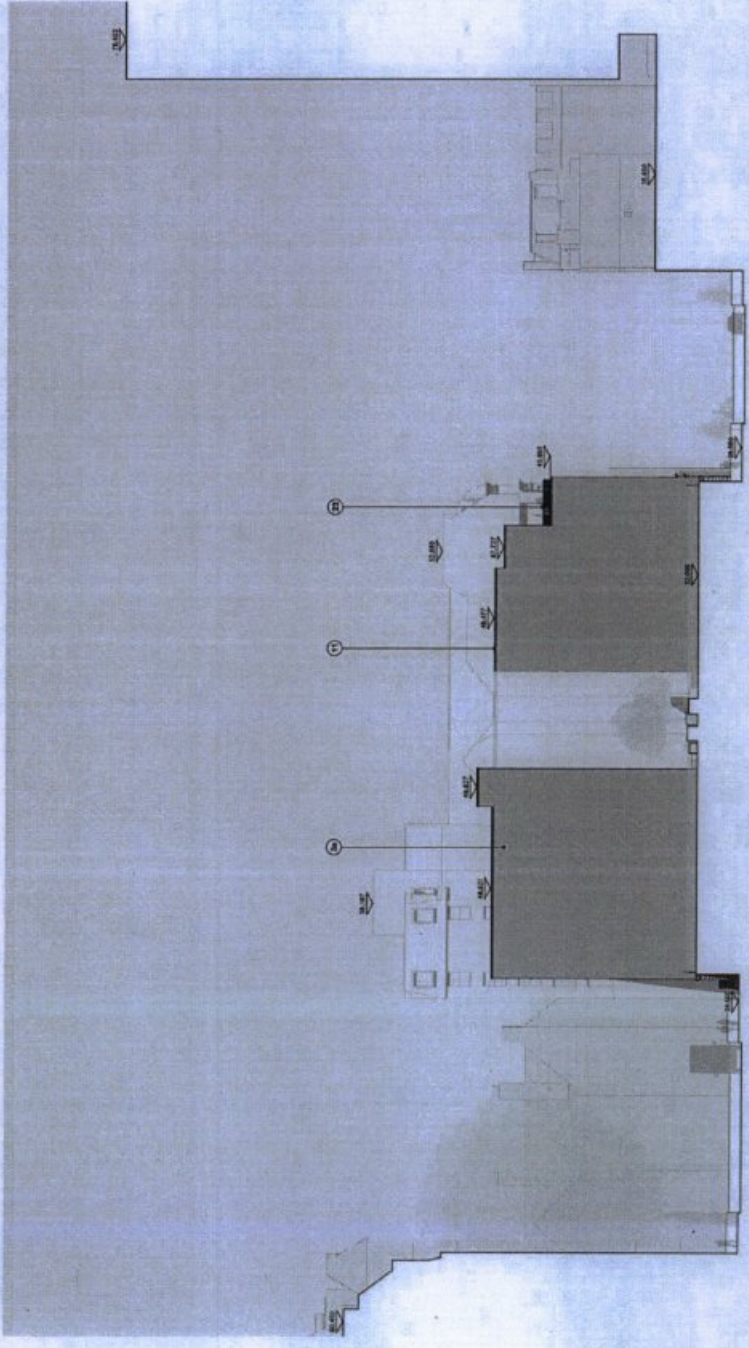


PLANNING
 MARYLEBONE PROPERTIES LIMITED
 54 Lancer Property Asset Management Ltd
 200 MARYLEBONE ROAD - MIXED USE
 PROPOSAL
 PROPOSED COURTYARD ELEVATION
 TOWARDS WELLCOME PLACE

KSS

Scale: As Indicated
 1:1000
 15.05.15
 16C PY

12005 306 P 1



SECTION 1
 PROPOSED COURTYARD ELEVATION TOWARDS WELLCOME PLACE

SECTION 1
 PROPOSED COURTYARD ELEVATION TOWARDS WELLCOME PLACE
 1:100



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Material (Includes) (Check box)
[] Not applicable
[] Significant

1. TITLE PLANNING ELEVATION
SCALE 1/8" = 1'-0"

Author [Name]

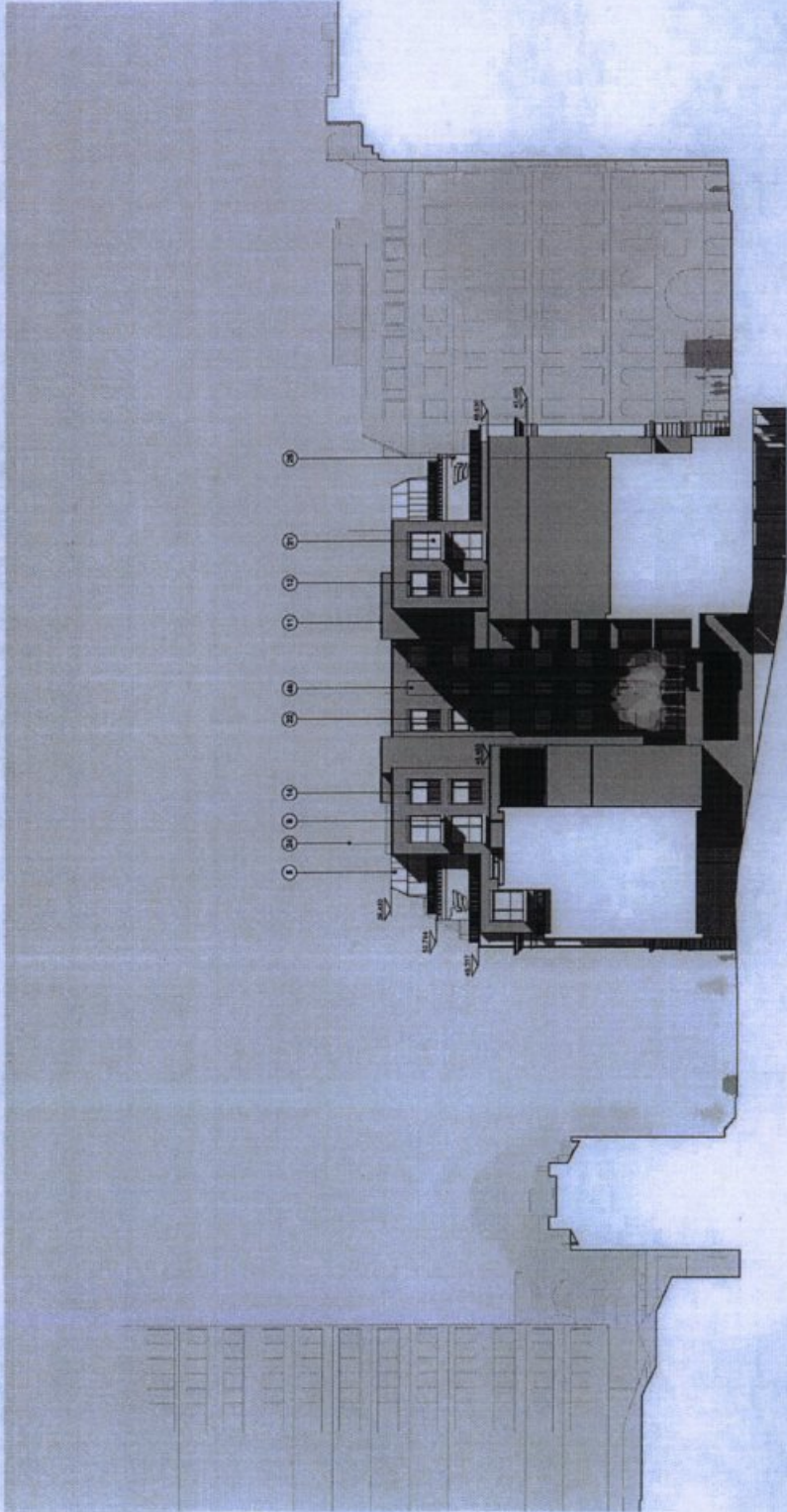
Project Name [Name]
Project Number [Number]
Project Location [Location]
Project Status [Status]

Client [Name]
Architect [Name]
Engineer [Name]



PLANNING
MAYLEBONE PROPERTIES LIMITED
265 MAYLEBONE ROAD - MIXED USE
PROPOSAL
PROPOSED SITE ELEVATION LOOKING SOUTH

DATE 14/05/2024
SCALE 1/8" = 1'-0"
PROJECT 265 MAYLEBONE ROAD - MIXED USE
CLIENT MAYLEBONE PROPERTIES LIMITED
ARCHITECT KSS ARCHITECTS
ENGINEER [Name]
DATE 14/05/2024
SCALE 1/8" = 1'-0"
PROJECT 265 MAYLEBONE ROAD - MIXED USE
CLIENT MAYLEBONE PROPERTIES LIMITED
ARCHITECT KSS ARCHITECTS
ENGINEER [Name]



SECTION LINE 1 SECTION LINE 2 SECTION LINE 3 SECTION LINE 4 SECTION LINE 5 SECTION LINE 6 SECTION LINE 7 SECTION LINE 8 SECTION LINE 9 SECTION LINE 10 SECTION LINE 11 SECTION LINE 12

1 ELEVATION
PROPOSED SITE ELEVATION TOWARDS MAYLEBONE

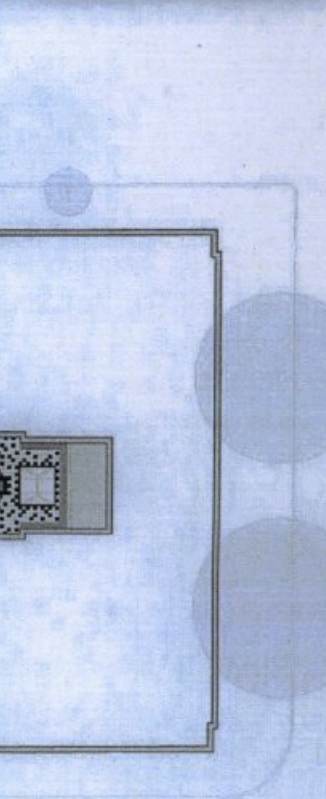
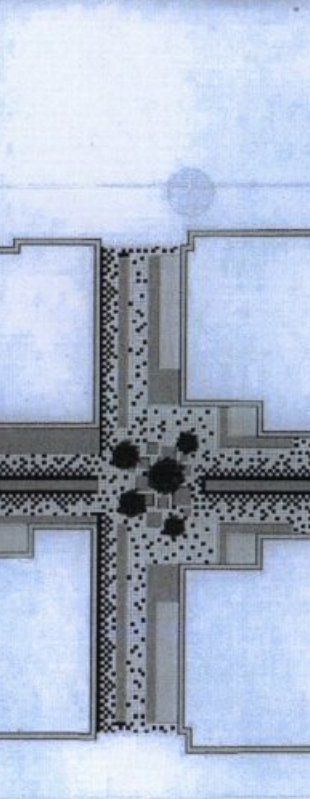
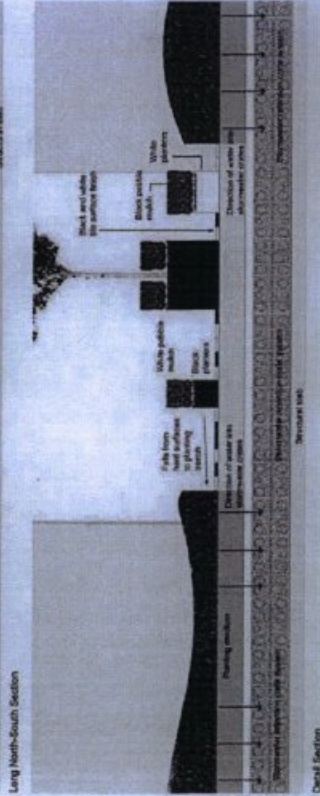


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Authorisation
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Disclaimers
 The design of this project has been prepared on the basis of the information provided to the design team. The design team is not responsible for the construction or use of the project. The design team is not responsible for the safety of the project. The design team is not responsible for the safety of the project.

1. Scale: 1:200 (Horizontal)
 2. Scale: 1:100 (Vertical)



PLANNING
 MARYLEBONE PROPERTIES LIMITED
 256 MARYLEBONE ROAD - MIXED USE
 PROPOSAL

KSS
 Kiersey Strategic Services
 11, GLEBE ROAD, STAINES, MIDDLESEX, UK
 TEL: 01895 575200
 WWW.KSS.CO.UK



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Measurements (Checky) Operations
 The measurements were taken on the 15th of June 2005.

Drawn by: [Name]
Checked by: [Name]

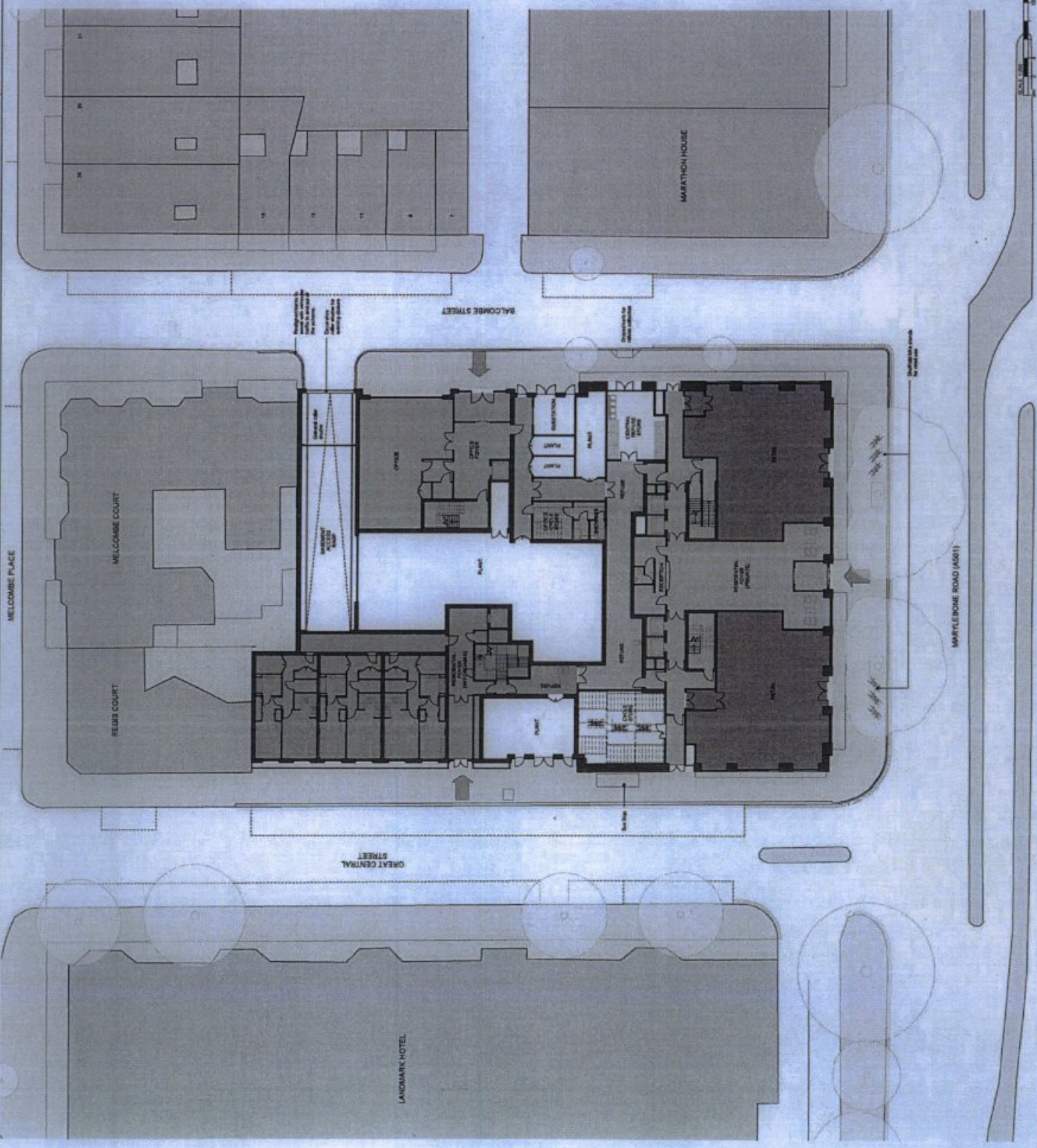
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- Office
 - Reception
 - Plant
 - Storage
 - Plant



PLANNING
 MARYLEBONE PROPERTIES LIMITED
 % Lansborough Property Asset Management Ltd
 200 MARYLEBONE ROAD - MIXED USE
 PROPOSAL
 SCALE: 1:500
 DATE: 15.06.05

KSSM

1:500
 15.06.05
 100
 P 1



2. All dimensions shown on this plan are to the face of the wall unless otherwise stated.
 3. All dimensions shown on this plan are to the face of the wall unless otherwise stated.
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1. SCALE IS PLANNING SCALE
 2. DATE IS 12/05/15

1:200
 12/05/15
 102
 P 1

DATE: 12/05/15
 DRAWN BY: J.S.
 CHECKED BY: J.S.
 APPROVED BY: J.S.
 PROJECT NO: 102
 SHEET NO: 102
 OF: 102

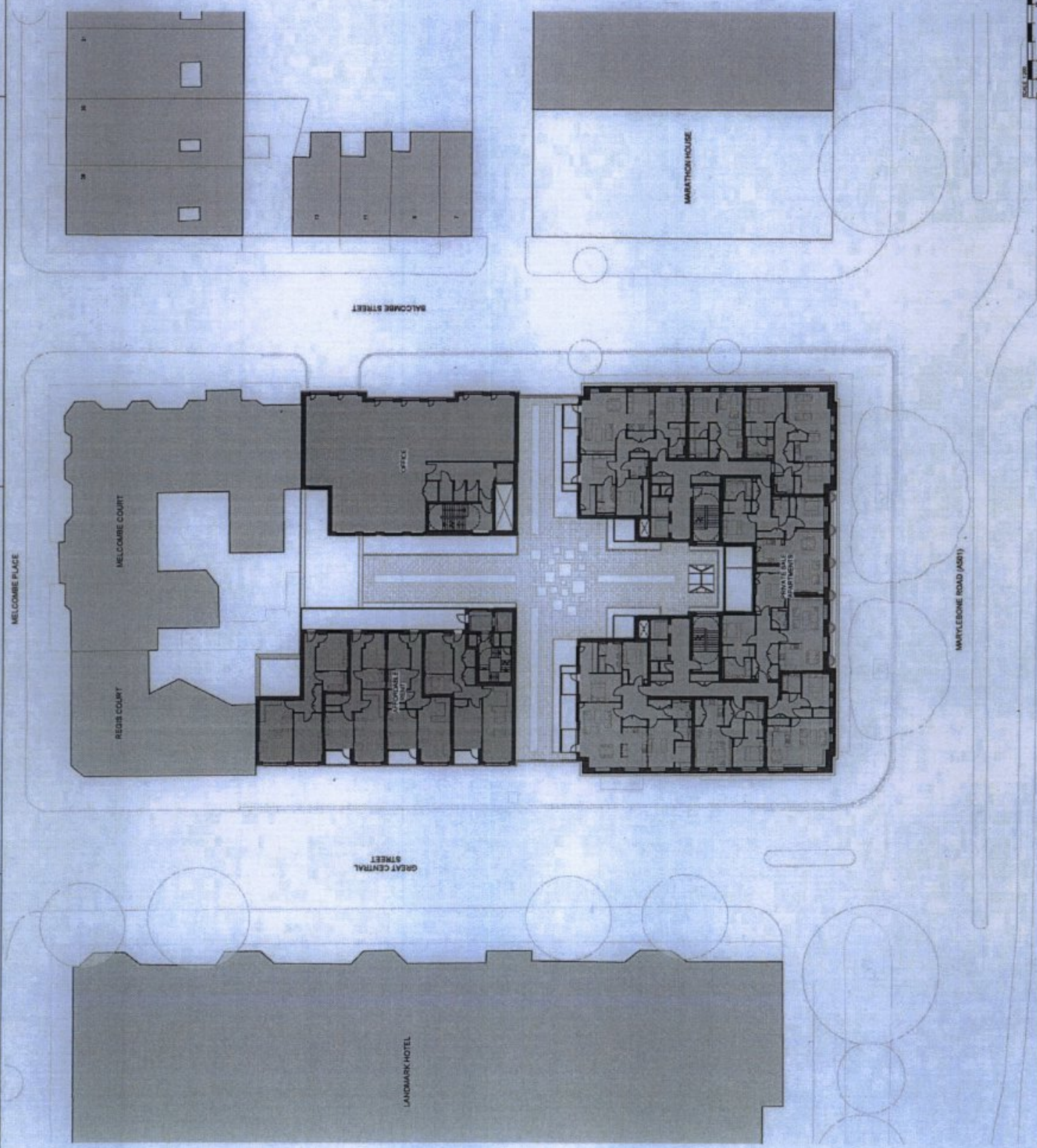


PLANNING
 MARYLEBONE PROPERTIES LIMITED
 % Linear Property Asset Management Ltd
 206 MARYLEBONE ROAD - MIXED USE
 PROPOSAL
 SECOND FLOOR GA PLAN

KSS
 ARCHITECTS
 206 MARYLEBONE ROAD
 W11 2PP
 LONDON
 TEL: 020 7437 1000
 FAX: 020 7437 1001
 WWW.KSSARCHITECTS.CO.UK

DATE: 12/05/15
 SCALE: 1:200
 SHEET NO: 102
 OF: 102

1:2005 102 P 1



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Authorisation / Signature
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 No signature line

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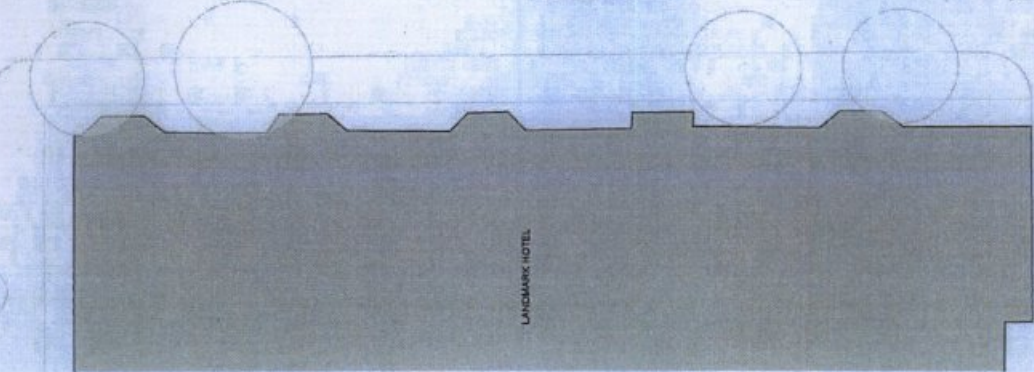
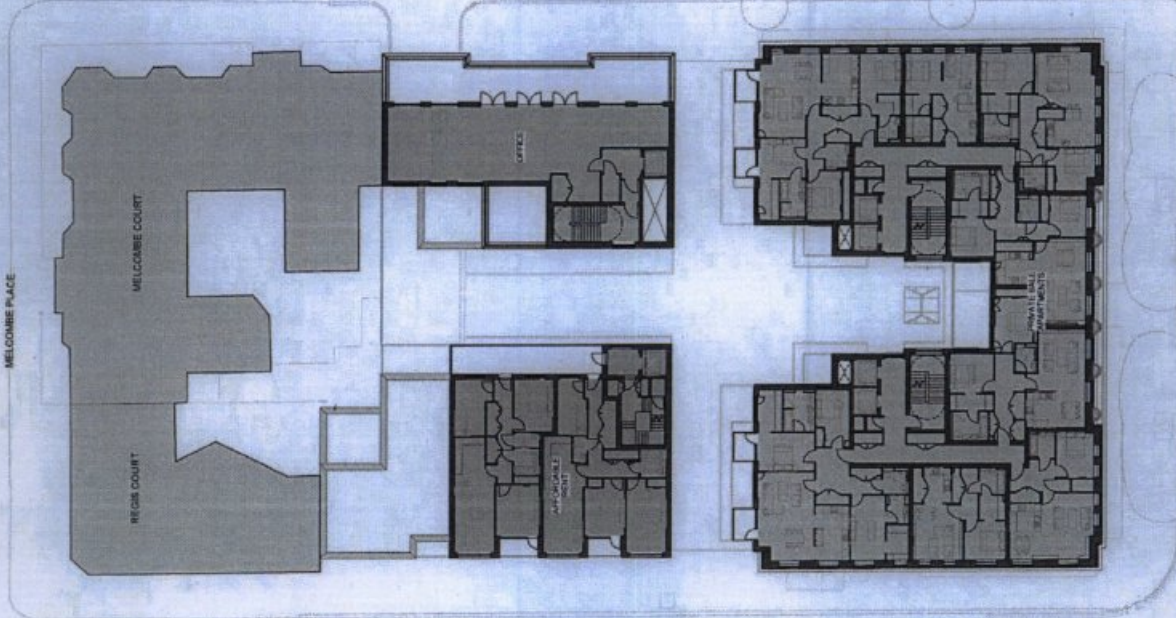
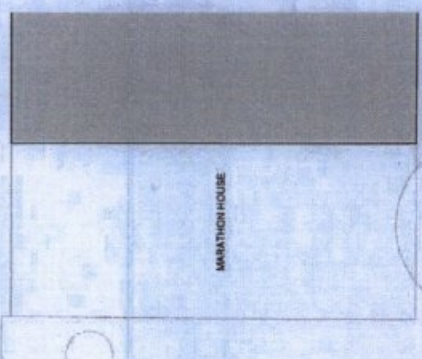
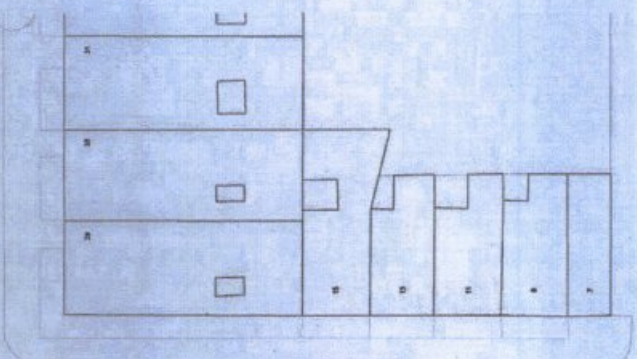
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PLANNING
 MARYLEBONE PROPERTIES LIMITED
 % Lancer Property Asset Management Ltd
 205 MARYLEBONE ROAD - MIXED USE
 PROPOSAL

KSS

1:500 1:1000 1:2000
 1:500 1:1000 1:2000
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 1:500 1:1000 1:2000



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Project Name: Marylebone Road - Mixed Use
 Project No: 106

Scale: 1:200
 Date: 15.05.15

Author: J. Smith
 Date: 15.05.15

Check: M. Jones
 Date: 15.05.15

Approved: P. Brown
 Date: 15.05.15

Project No: 106

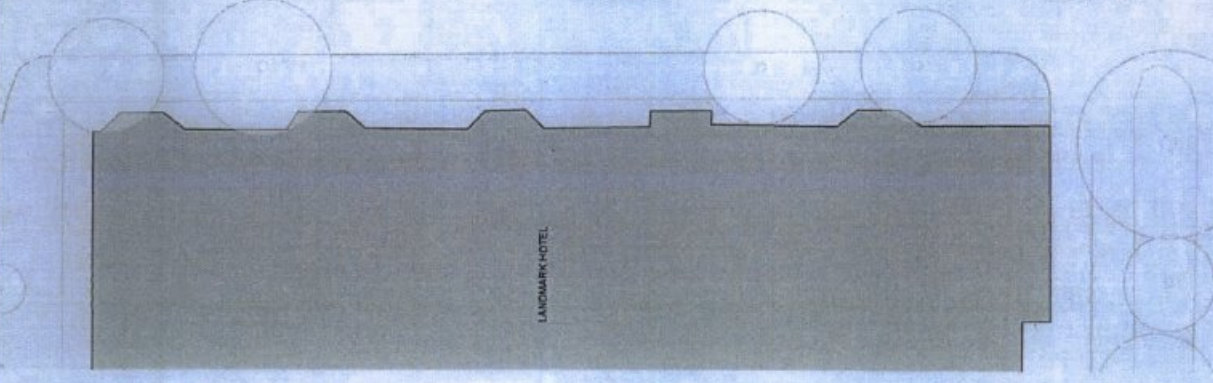
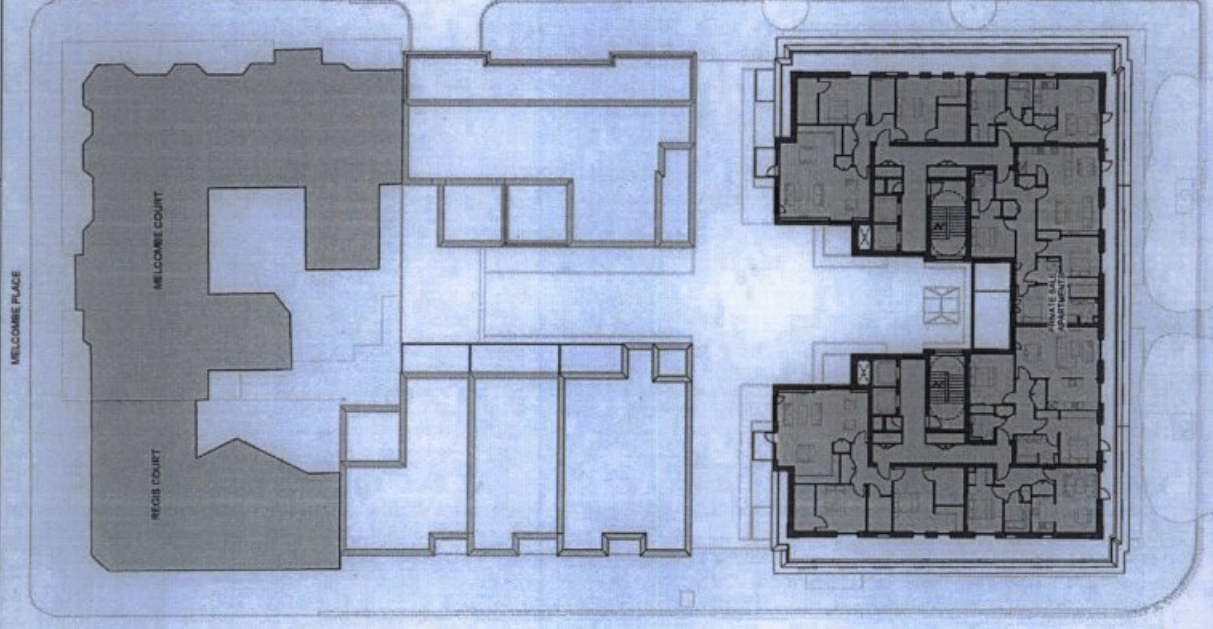
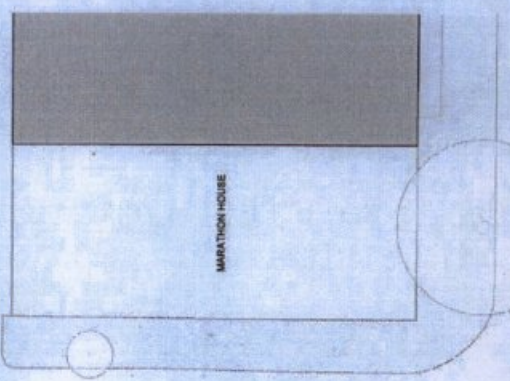
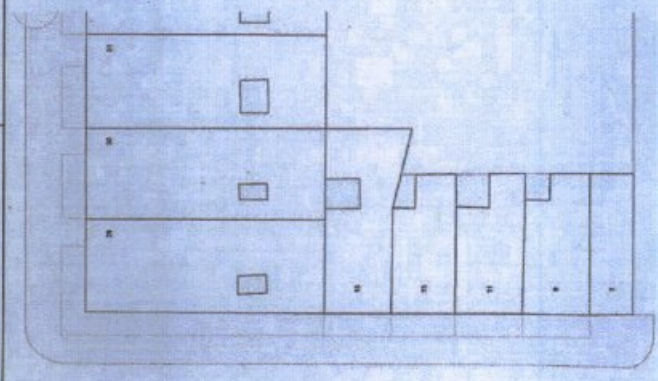
Scale: 1:200

Date: 15.05.15

Author: J. Smith

Check: M. Jones

Approved: P. Brown



PLANNING
 MARYLEBONE PROPERTIES LIMITED
 % Lancer Property Asset Management Ltd
 200 MARYLEBONE ROAD - MIXED USE
 PROPOSAL
 SIXTH FLOOR GA PLAN

KSS

12005 106 P 1



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Author: [Name]
 Checker: [Name]
 Date: 10/10/2023

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 Checker: [Name]
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 Checker: [Name]
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 Checker: [Name]
 Date: 10/10/2023

Project No. 10000000000000000000
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 Scale: 1:200
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Author: [Name]
 Checker: [Name]
 Date: 10/10/2023

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Author: [Name]
 Checker: [Name]
 Date: 10/10/2023

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 Date: 10/10/2023
 Scale: 1:200
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Author: [Name]
 Checker: [Name]
 Date: 10/10/2023

Project No. 10000000000000000000
 Date: 10/10/2023
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 Checker: [Name]
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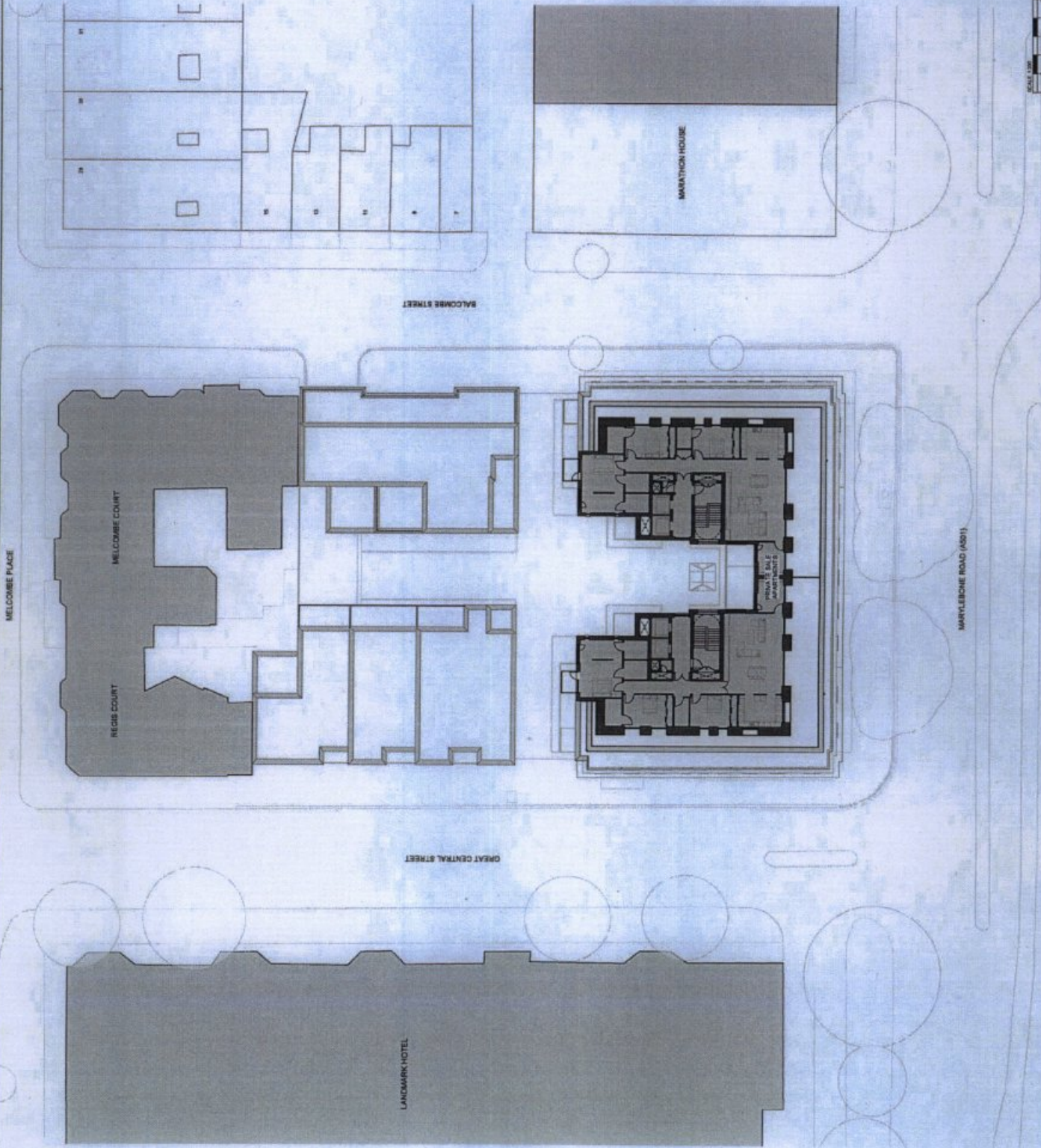
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 Checker: [Name]
 Date: 10/10/2023

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 Checker: [Name]
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Author: [Name]
 Checker: [Name]
 Date: 10/10/2023



PLANNING

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 Checker: [Name]
 Date: 10/10/2023

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Author: [Name]
 Checker: [Name]
 Date: 10/10/2023

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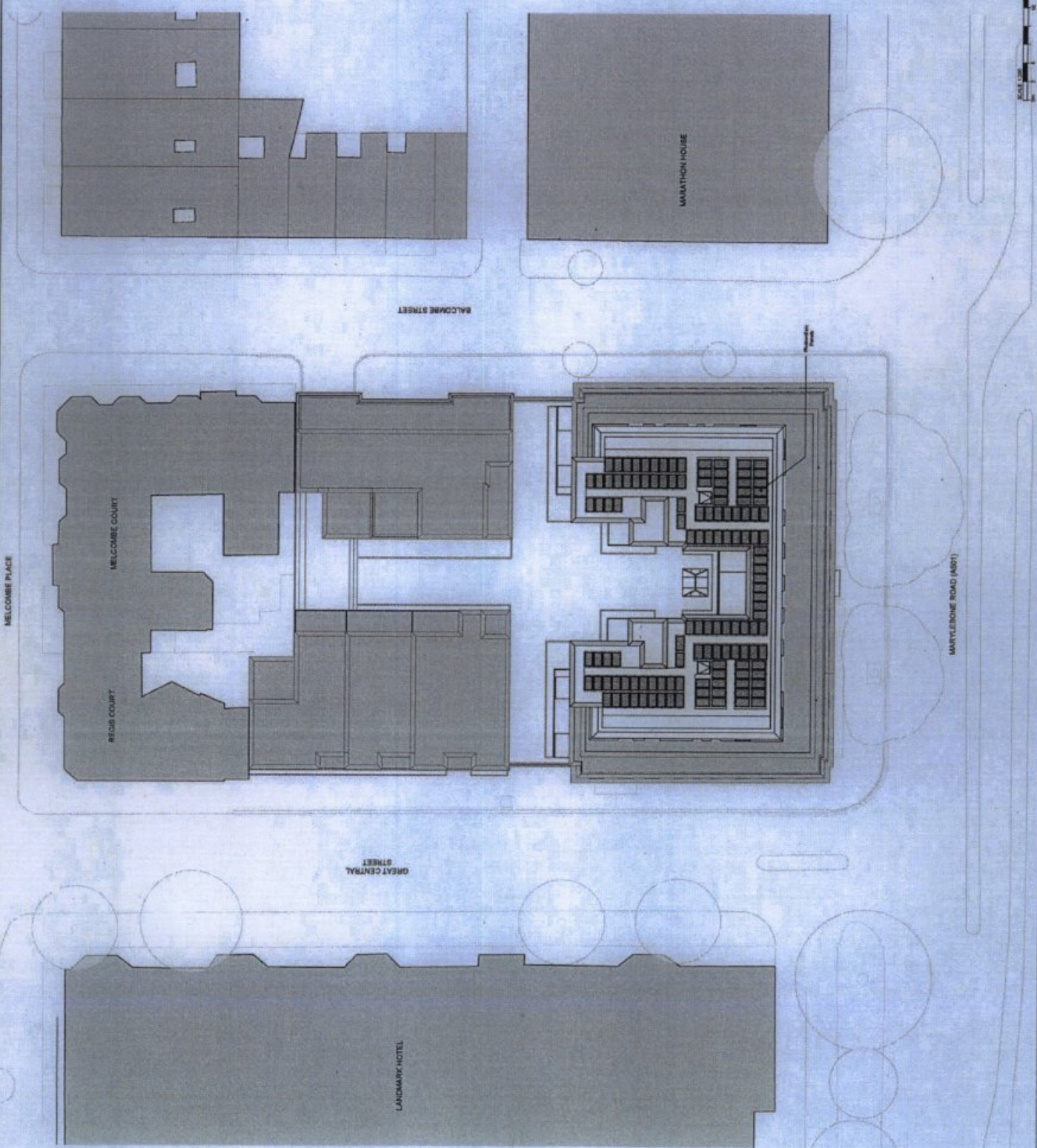
Authorisation
 Prepared by: [Name]
 Checked by: [Name]
 Date: 15/05/15

Project Name: 206 MARYLEBONE ROAD - MIXED USE
 Drawing No: ROOF GA PLAN

PLANNING
 MARYLEBONE PROPERTIES LIMITED
 % Lancelot Property Asset Management Ltd
 206 MARYLEBONE ROAD - MIXED USE
 PROPOSAL
 ROOF GA PLAN

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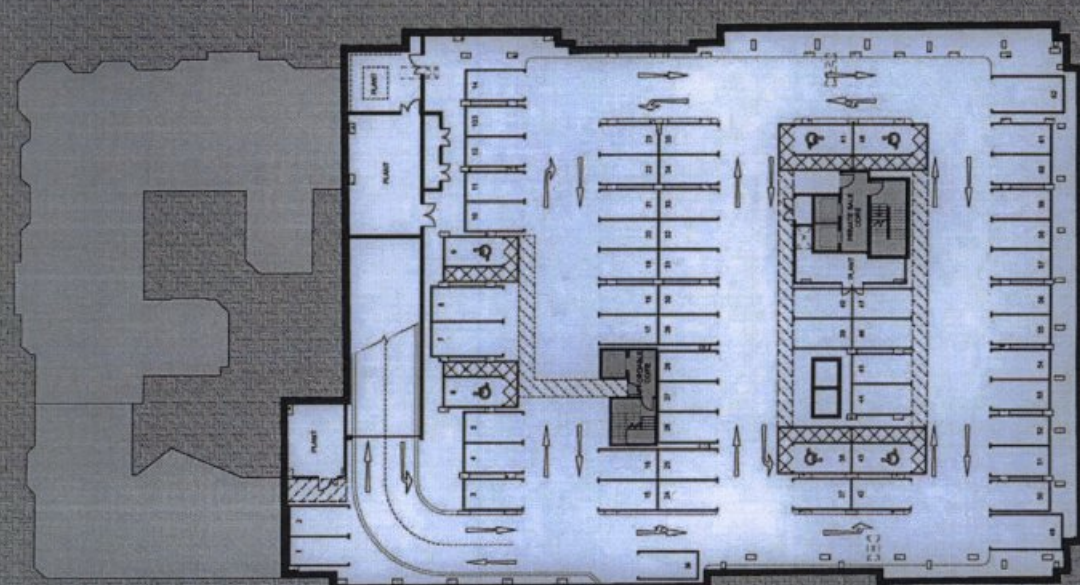
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 2. DATE: 10/15/10



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