

<b>CITY OF WESTMINSTER</b>			
<b>PLANNING APPLICATIONS COMMITTEE</b>	<b>Date</b> 14 October 2014	<b>Classification</b> For General Release	
<b>Report of</b> Operational Director Development Planning		<b>Wards involved</b> Lancaster Gate	
<b>Subject of Report</b>	<b>3-5 Queensborough Mews, London, W2 3SG</b>		
<b>Proposal</b>	Demolition of existing boundary wall and erection of new boundary wall between Queensborough Mews and Queensborough Terrace (to the front of Nos. 3-5 Queensborough Mews).		
<b>Agent</b>	DIZarchitects Ltd		
<b>On behalf of</b>	Mr Callum Campbell		
<b>Registered Number</b>	14/03869/FULL	<b>TP / PP No</b>	TP/11183
<b>Date of Application</b>	24.04.2014	<b>Date amended/ completed</b>	16.05.2014
<b>Category of Application</b>	Minor		
<b>Historic Building Grade</b>	Unlisted		
<b>Conservation Area</b>	Bayswater		
<b>Development Plan Context</b> - London Plan July 2011 - Westminster's City Plan: Strategic Policies 2013 - Unitary Development Plan (UDP) January 2007	Outside London Plan Central Activities Zone  Outside Central Activities Zone		
<b>Stress Area</b>	Outside Stress Area		
<b>Current Licensing Position</b>	Not Applicable		

## 1. RECOMMENDATION

Grant conditional permission.









2-5 QUEENSBOROUGH MEWS, W2

## 2. SUMMARY

The application seeks permission for the demolition of the existing boundary wall forming the boundary between Queensborough Mews and Queensborough Terrace outside Nos.3-5 Queensborough Mews and erection of new boundary wall closer to the public highway in Queensborough Terrace.

The key issues in this case are:

- The impact of the proposal on the character and appearance of the Bayswater Conservation Area.
- The acceptability of the replacement wall in transportation terms due to its proximity to the public highway in Queensborough Terrace.
- The impact on the adjacent trees.

The proposed wall is considered to be acceptable in design and conservation, environment and transportation terms and would accord with the relevant policies in the Unitary Development Plan (UDP) and Westminster's City Plan: Strategic Policies (the City Plan). As such, the application is recommended for approval.

## 3. CONSULTATIONS

### COUNCILLOR SMITH

Considers that there are no design or amenity issues associated with rebuilding the wall further forward towards Queensborough Terrace.

### SOUTH EAST BAYSWATER RESIDENTS ASSOCIATION

Objection on the grounds that the applicant does not own the land that is subject to the application. The land is a much needed green space which we don't want replaced by a brick wall along the kerb edge. Have plans to improve the area with planting and can be made very attractive at little expense and little or no maintenance cost. Have proposed this as a project for the 2014/15 Lancaster Gate ward budget. Would make it impossible for cars in adjacent parking bays to be able to get in and out on kerb side.

### HIGHWAYS PLANNING MANAGER

Undesirable on transportation grounds but could be considered acceptable. As there is no footway on eastern side of Queensborough Terrace where wall is to be constructed there is no objection to the proposed realignment. The proposed wall will not have a significantly adverse impact on the adjoining on-street residential car parking bays, however, it should be set back a minimum of 45mm from the kerb edge to ensure the wall is not damaged by vehicles whether moving along the highway or opening doors.

### ARBORICULTURAL MANAGER

Tree Survey does not include an arboricultural impact assessment of the demolition of the existing wall and foundations or construction of the new foundations and wall. The works have potential to damage roots and the detail supplied is not sufficient to show how this will be avoided; however, following reassurance from the architect raises no objections subject to conditions to protect trees and the soft landscape.

### CLEANSING MANAGER

No objection.

### TRANSPORT FOR LONDON

Request planning permission be subject to a condition requiring the development shall not be commenced until detailed design and method statements (in consultation with London Underground) for all the foundations, or other structures below ground level, including piling

(temporary and permanent) have been submitted to and approved in writing by the local planning authority.

#### LONDON UNDERGROUND

No objection, but identify potential constraints of the site situated close to underground tunnels and infrastructure. Therefore, request same condition as Transport for London above.

#### ADJOINING OWNERS/ OCCUPIERS AND OTHER REPRESENTATIONS

No. Consulted: 80; Total No. of Replies: 0.

ADVERTISEMENT/SITE NOTICE: Yes

### 4. BACKGROUND INFORMATION

#### 4.1 The Application Site

The application site comprises a strip of land located on the east side of Queensborough Terrace between Queensborough Terrace and Queensborough Mews. This area currently consists of a 1.8m high brick wall located on the Queensborough Mews edge of that land, with a number of trees located within the soft landscaping that is currently appreciable from Queensborough Terrace. The site is located within the Bayswater Conservation Area.

#### 4.2 Relevant History

There is no relevant planning history relating to this site.

### 5. THE PROPOSAL

The application seeks permission for the demolition of the existing boundary wall forming the boundary between Queensborough Mews and Queensborough Terrace outside Nos.3-5 Queensborough Mews and the erection of new boundary wall closer to the public highway in Queensborough Terrace.

### 6. DETAILED CONSIDERATIONS

#### 6.1 Land Use

The application does not seek to change the use of the land and therefore this application does not raise any land use implications.

#### 6.2 Townscape and Design

When this section of townscape was originally laid out in the 19th century it appears from evidence from the application site visit and from historic plans and photographs that it had a very different character and fabric from the one now present.

To the eastern side of Queensborough Terrace, the southern end was originally designed with typical stucco clad terraced houses, which still remain. The northern end was originally designed with decorative railings to the street edge, with a planted landscaped strip behind. Beyond this were high brickwork walls decorated with a series of inset arches which screened from view the mews buildings and service buildings serving larger dwellings in Porchester Terrace. These have long since been demolished and replaced with the existing buildings in Queensborough Mews and Tenniel Close.

Though the originally intended landscaped strip remains in the location of the application site, in the form of earth to the ground with a number of trees, the railings are gone and the original decorative brickwork walls have also gone and have been replaced with the existing boundary

wall, which is proposed to be demolished and rebuilt as part of this application. It is also of note that the original section of landscaped strip to the immediate south of the application site has at some point in the past had a new boundary wall erected on its outer edge adjacent to Queensborough Terrace, as is proposed in this application.

The application proposal would see the existing wall to the application site demolished and rebuilt closer to the pavement edge in Queensborough Terrace, creating a consistent and continuous boundary treatment to a much longer stretch of Queensborough Terrace.

Whilst restoration of the original Victorian character of this area would be preferable, reinstating the railings would still allow for the anti-social problems of recent years (fly-tipping, vermin, rough sleeping etc) and would leave open the question as to how any attractive planting to this area can be achieved as was originally intended. Although the comments of the South East Bayswater Residents Association, in terms of providing planting in this location are noted, there is no worked up scheme currently before the City Council to demonstrate how this would be achieved and maintained to give assurance that it could be successfully implemented and maintained.

The proposed wall would provide a much more consistent boundary treatment to this part of Queensborough Terrace and this is considered to outweigh the benefit of retaining a small area of green space, which is currently relatively poorly maintained. The canopies of the existing trees would continue to be visible above the new wall. In addition, the fabric to be removed appears of 20th century origin and therefore there are no concerns in terms of the demolition of the existing wall. The applicant has confirmed that as far as is possible the existing brickwork will be reused in the construction of the new wall. Overall therefore, though significant note is taken of the comments of the South East Bayswater Residents Association, the application proposals must be considered on their own merits and the proposals are considered acceptable in design and conservation terms and would accord with DES1 and DES9 in the UDP and S25 and S28 in the City Plan.

### **6.3 Amenity**

The proposed rebuilding of the wall closer to Queensborough Terrace would have no significant impact on the amenity of neighbouring residents and therefore the proposal would accord with Policy ENV13 in the UDP and Policy S29 in the City Plan.

### **6.4 Transportation/Parking**

The Highways Planning Manager has no objection to the proposed relocation of the wall as there is no footway on the eastern side of Queensborough Terrace where the new wall is proposed to be constructed. He is also satisfied that the proposed wall would not have a significantly adverse impact on the adjoining on-street residential car parking bays. He recommends a condition to ensure that the wall is set back at least 450mm from the kerb edge of the public highway. However, such a condition is not necessary as the submitted drawings show the wall set back between 0.45m and 0.5m from the curb edge of the public highway and Condition 1 attached to the draft decision letter requires the wall to be constructed in accordance with the approved drawings.

The proposed wall is acceptable in transportation terms and would accord with TRANS2 and TRANS3 in the UDP and S42 in the City Plan.

### **6.5 Access**

The proposal does not have any significant access implications.

## **6.6 Economic Considerations**

Not applicable.

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

None relevant.

## **6.8 London Plan**

The proposal does not raise strategic issues and does not have significant implications for the London Plan.

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

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

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

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

## **6.10 Planning Obligations**

The proposal is of insufficient scale as to trigger a requirement for planning obligations.

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

The Arboricultural Manager notes that the submitted Tree Survey does not include an arboricultural impact assessment to assess the impact of the development on the neighbouring trees, which are to be retained. The works have the potential to damage the roots of these trees and the details supplied are not sufficient to show how this will be avoided. However, following discussions with the applicant's architect the Arboricultural Manager does not object subject to conditions requiring details of tree protection measures and landscaping works. Subject to the recommended conditions the proposal is considered acceptable in arboricultural terms and in accordance with Policies ENV16 and ENV17 in the UDP.

## **6.12 Other Issues**

An objection has been received from the South East Bayswater Residents Association on the ground that the applicant does not own the land that is subject to the application. Although the ownership of the land is uncertain this does not preclude the applicant from making the planning application. They have completed Certificate C of the Ownership Certificate on the application form and provided evidence that notice of the application has been published in



the appropriate way to the satisfaction of officers. Granting planning permission would not override any other legal requirements necessary to carry out the development.

Transport for London and London Underground have commented that they have no objection to the proposal but have identified potential constraints of the site due to its proximity to underground tunnels and infrastructure. They have therefore requested a condition be attached to any planning permission requiring the development is not commenced until detailed design and method statements (in consultation with London Underground) for all the foundations, or other structures below ground level have been submitted to and approved in writing by the local planning authority. It is therefore recommended that such a condition is attached.

## 7. CONCLUSION

The proposed wall is considered to be acceptable in design and conservation, environment and transportation terms and would accord with the relevant policies in the UDP and the City Plan. As such, the application is recommended for approval.

## BACKGROUND PAPERS

1. Application form.
2. E-mail from Councillor Smith dated 23 March 2014.
3. Letter from South East Bayswater Residents Association dated 16 June 2014.
4. Memorandum from Highways Planning Manager dated 2 June 2014.
5. Letter from London Underground dated 6 June 2014.
6. Memorandum from the Cleansing Manager dated 9 June 2014.
7. Email from Transport for London dated 20 June 2014.
8. Memo from the Arboricultural Manager dated 8 September 2014.

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



**DRAFT DECISION LETTER**

**Address:** 3-5 Queensborough Mews, London, W2 3SG

**Proposal:** Demolition of existing boundary wall and erection of new boundary wall between Queensborough Mews and Queensborough Terrace. (To the front of Nos. 3-5 Queensborough Mews).

**Plan Nos:** Site location plan; 00A105 Rev.B; 00A106 Rev.B; 00A107 Rev.B; 00A108 Rev.B; 111201\_L05; Tree Survey dated 12 March 2012; Design and Access Statement dated June 2014.

**Case Officer:** Richard Langston

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

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

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

**Reason:**

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

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

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

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

**Reason:**

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

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

**Reason:**

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

- 4 Once demolition works begin on the existing wall you must carry out the demolition and the complete construction of the entire replacement wall hereby approved without interruption. (C29BB)

Reason:

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

- 5 You must reuse the bricks from the existing wall where possible, and the brickwork in the rebuilt wall must match the existing original work in terms of face bond and pointing, and any new bricks required shall match the existing original work in terms of colour and texture. This applies unless differences are shown on the approved drawings. (C27CA)

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 Bayswater Conservation Area. This is as set out in S25 and S28 of Westminster's City Plan: Strategic Policies adopted November 2013 and DES 1 and DES 5 or DES 6 or both and paras 10.108 to 10.128 of our Unitary Development Plan that we adopted in January 2007. (R26BE)

- 6 The new wall shall be capped by either:

- (a) a brick on edge detail to match the existing top course of brickwork to the existing wall, or
- (b) a natural stone coping to match the size and profile of the existing coping to the existing wall.

If you choose to install a natural stone coping you must apply to us for approval of a sample of the stone and you must not start any work on installing the coping until we have approved what you have sent us and you must then carry out the work according to the sample of coping we approve.

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 Bayswater Conservation Area. This is as set out in S25 and S28 of Westminster's City Plan: Strategic Policies adopted November 2013 and DES 1 and DES 5 or DES 6 or both and paras 10.108 to 10.128 of our Unitary Development Plan that we adopted in January 2007. (R26BE)

- 7 You must apply to us for approval of 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 one planting season 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 five

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 Bayswater 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)

- 8 **Pre Commencement Condition.** You must apply to us 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 make sure that the trees on the site are adequately protected during building works. This is as set out in S38 of Westminster's City Plan: Strategic Policies adopted November 2013 and DES 1 (A), ENV 16 and ENV 17 of our Unitary Development Plan that we adopted in January 2007. (R31AC)

- 9 **Pre Commencement Condition.** You must apply to us for our approval of the depth and methods to be used to dig the foundations. You must not start any work until we have approved what you have sent to us. The excavation and foundations must be carried out according to the approved details. (C31MA)

Reason:

To make sure that the trees on the site are adequately protected during building works. This is as set out in S38 of Westminster's City Plan: Strategic Policies adopted November 2013 and DES 1 (A), ENV 16 and ENV 17 of our Unitary Development Plan that we adopted in January 2007. (R31AC)

- 10 The development hereby permitted shall not be commenced until detailed design and method statements (in consultation with London Underground) for all of the demolition, 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:

- (a) provide details on all structures;
- (b) accommodate the location of the existing London Underground structures and tunnels;
- (c) accommodate ground movement arising from the construction thereof;
- (d) 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 6.3 in the London Plan 2011 (as amended) and the Mayor's "Land for Industry and Transport" Supplementary Planning Guidance 2012.

**Informative(s):**

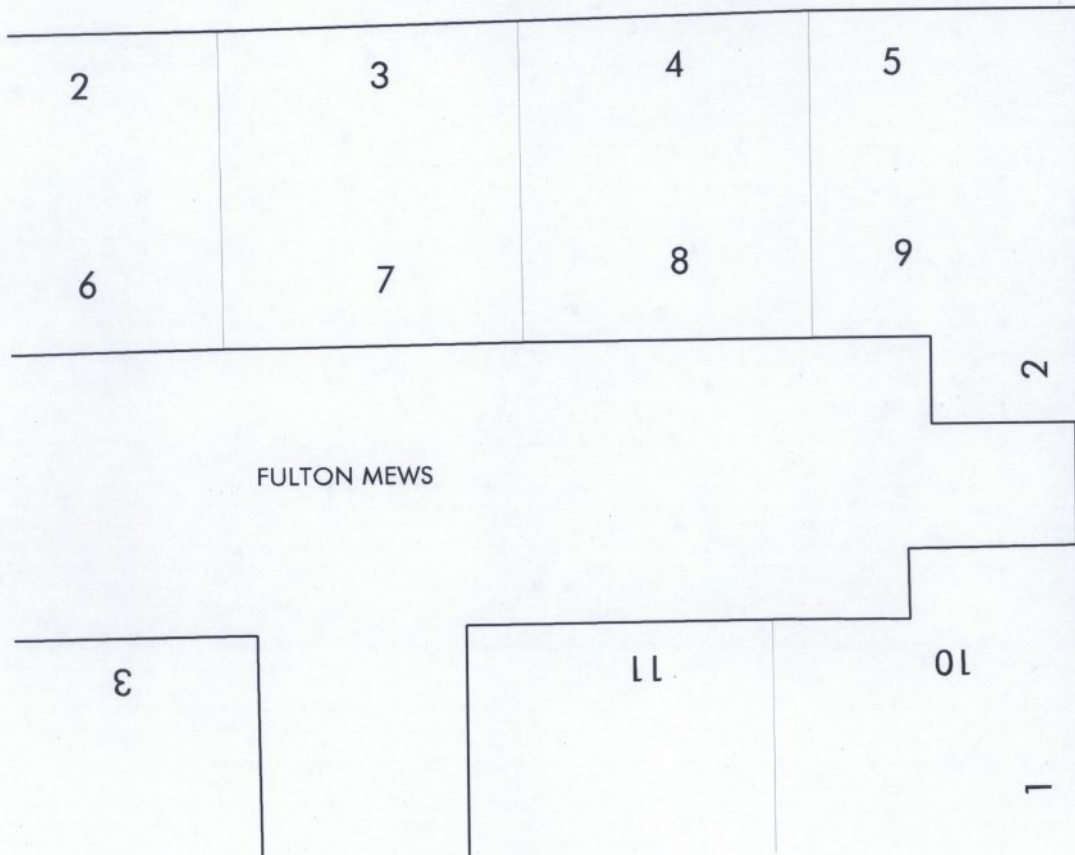
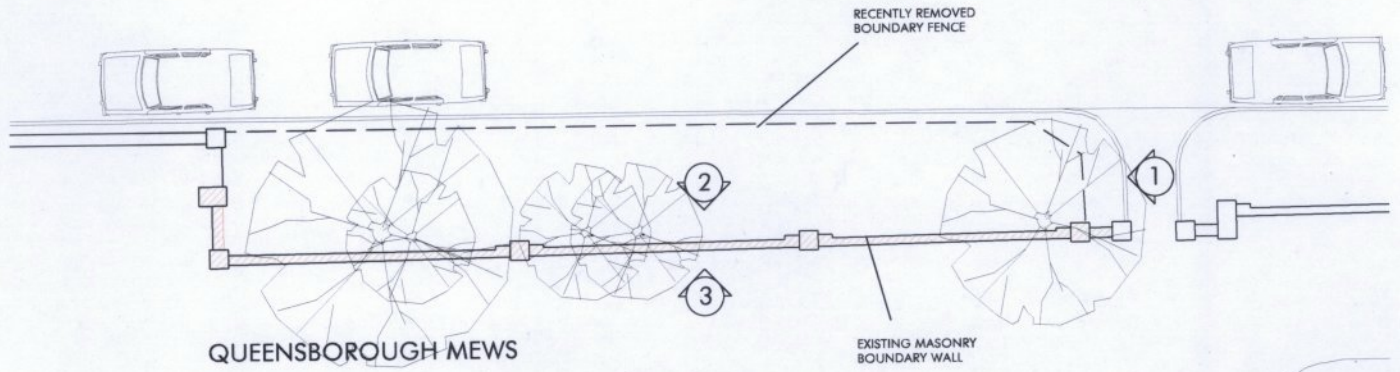
- 1 In dealing with this application the City Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies in Westminster's City Plan: Strategic Policies adopted November 2013, Unitary Development Plan, Supplementary Planning documents, planning briefs and other informal written guidance, as well as offering a full pre application advice service, in order to ensure that applicant has been given every opportunity to submit an application which is likely to be considered favourably. In addition, where appropriate, further guidance was offered to the applicant at the validation stage.
- 2 You 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)
- 3 Some of the trees on the site are protected by a Tree Preservation Order. You must get our permission before you do anything to them. You may want to discuss this first with our Tree Officer on 020 7641 6096 or 020 7641 2922. (I30AA)
- 4 This site is in a conservation area. By law you must write and tell us if you want to cut, move or trim any of the trees there. You may want to discuss this first with our Tree Officer on 020 7641 6096 or 020 7641 2922. (I32AA)
- 5 Condition 9IN requires you to submit a method statement for works to a tree(s). The method statement must be prepared by an arboricultural consultant (tree and shrub) who is registered with the Arboricultural Association, or who has the level of qualifications or experience (or both)

needed to be registered. It must include details of:

- \* the order of work on the site, including demolition, site clearance and building work;
- \* who will be responsible for protecting the trees on the site;
- \* plans for inspecting and supervising the tree protection, and how you will report and solve problems;
- \* how you will deal with accidents and emergencies involving trees;
- \* planned tree surgery;
- \* how you will protect trees, including where the protective fencing and temporary ground protection will be, and how you will maintain that fencing and protection throughout the development;
- \* how you will remove existing surfacing, and how any soil stripping will be carried out;
- \* how any temporary surfaces will be laid and removed;
- \* the surfacing of any temporary access for construction traffic;
- \* the position and depth of any trenches for services, pipelines or drains, and how they will be dug;
- \* site facilities, and storage areas for materials, structures, machinery, equipment or piles of soil and where cement or concrete will be mixed;
- \* how machinery and equipment (such as excavators, cranes and their loads, concrete pumps and piling rigs) will enter, move on, work on and leave the site;
- \* the place for any bonfires (if necessary);
- \* any planned raising or lowering of existing ground levels; and
- \* how any roots cut during the work will be treated.

- 6 Condition 11 has been requested by London Underground due to the close proximity of underground tunnels and infrastructure to the site. You are advised to contact London Underground Infrastructure Protection in advance of preparation of final design and associated method statements, in particular with regard to demolition; excavation and construction methods.

QUEENSBOROUGH TERRACE

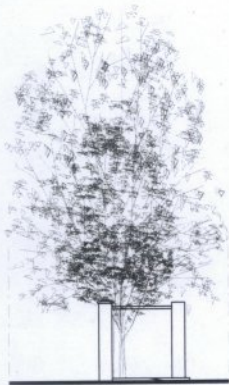


Holt Lodge, 38  
 Castlebar Park  
 London W5 1BU  
 t:+44 208 998 7576  
 f:+44 870 134 8184  
 e-mail: contact@  
 dizarchitects.com

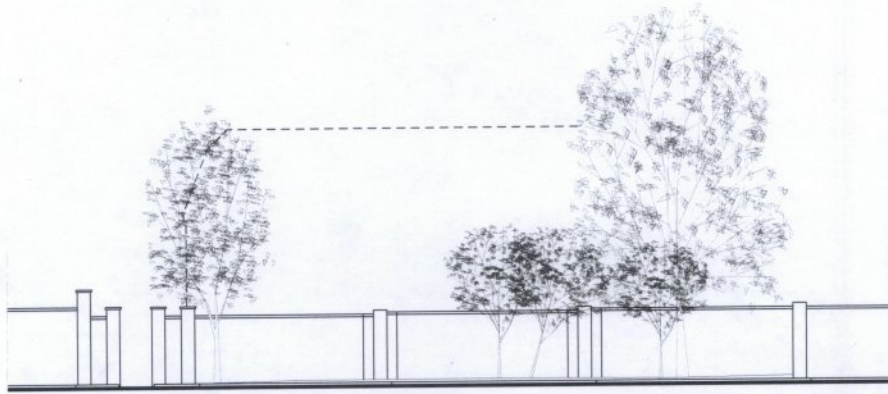
REV	NOTES	DATE
A	ISSUED FOR PLANNING	17.06.2010
B	BRICK WALL PROFILES CORRECTED	28.07.2014

JOB <b>9 FULTON MEWS W2</b>	SCALE 1:200 @ A4
TITLE <b>DEMOLITION PLAN</b>	DRAWN BY DZ
	DATE MAR 2014
DRAWING No. <b>00A105</b>	REVISION B

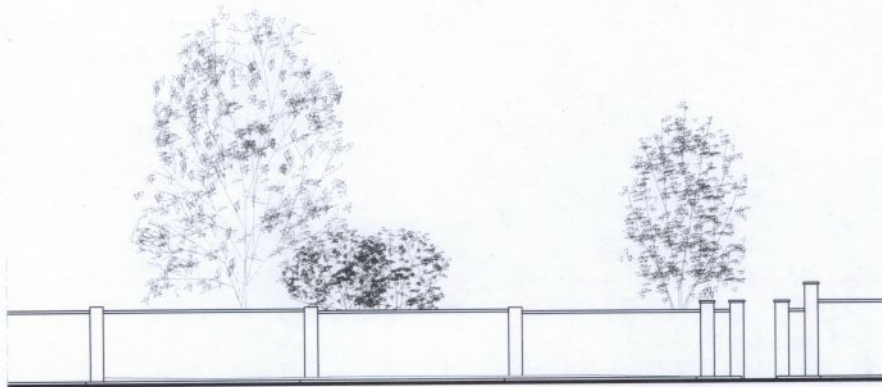




VIEW 1  
QUEENSBOROUGH PASSAGE



VIEW 2  
QUEENSBOROUGH TERRACE



VIEW 3  
QUEENSBOROUGH TERRACE



Holt Lodge, 38  
Castlebar Park  
London W5 1BU  
T: +44 208 996 7576  
F: +44 870 134 8184  
e-mail: contact@  
dizarchitects.com

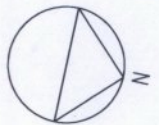
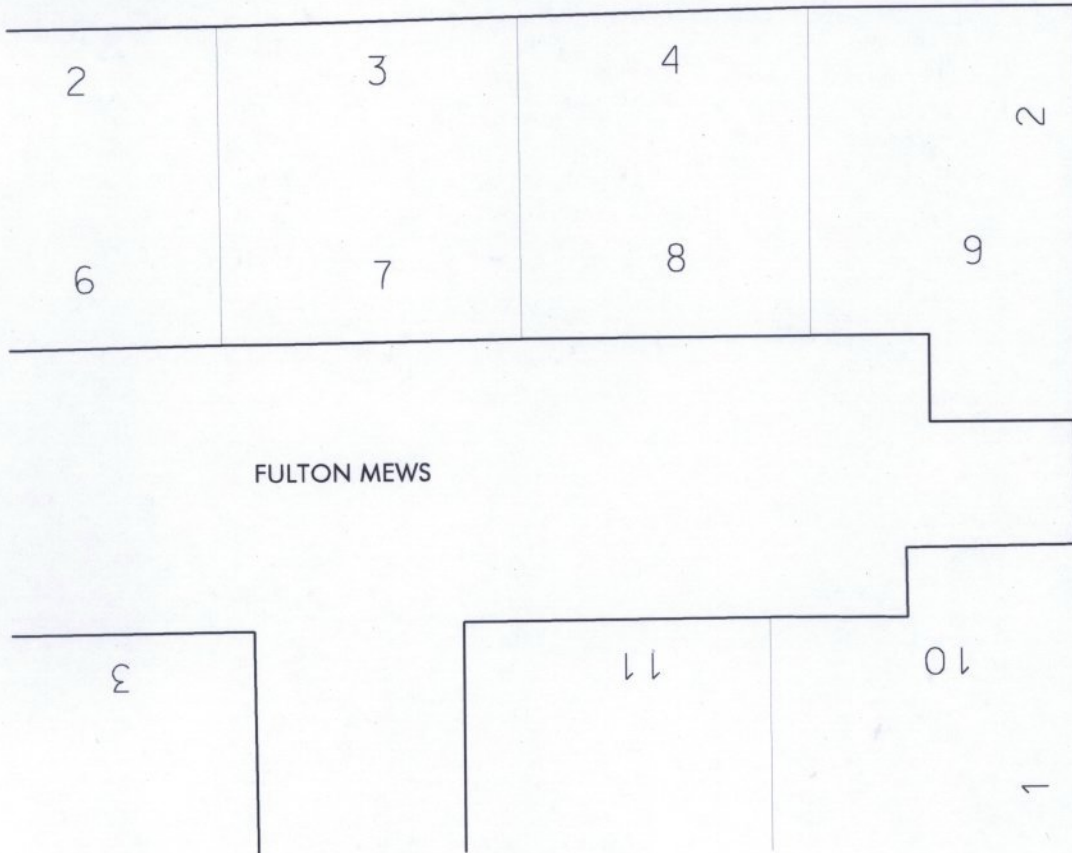
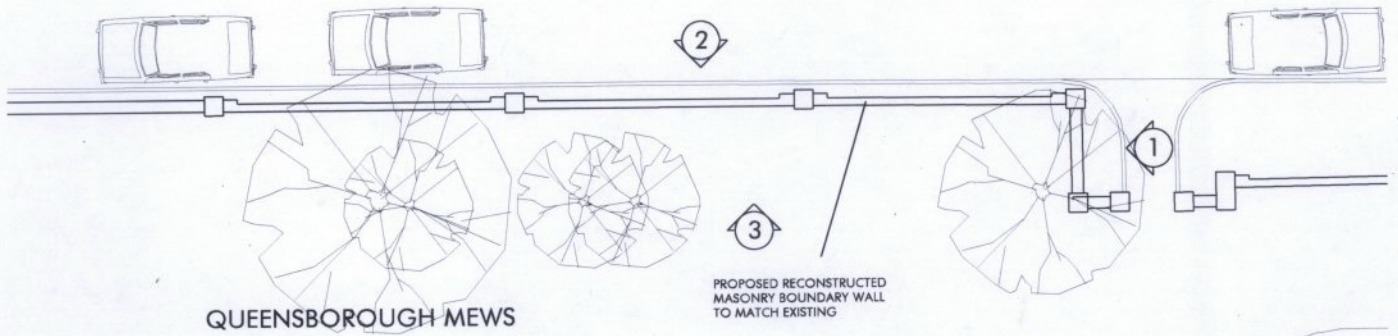
REV	NOTES	DATE
A	ISSUED FOR PLANNING	14.05.2014
B	BRICK WALL PROFILES CORRECTED	28.07.2014

JOB  
**9 FULTON MEWS W2**  
TITLE  
**EXISTING ELEVATIONS**

SCALE	1:200 @ A3
DRAWN BY	DZ
DATE	MAR 2014
REVISION	B

DRAWING No. **00A106**

QUEENSBOROUGH TERRACE



Holt Lodge, 38  
Castlebar Park  
London W5 1BU  
t:+44 208 998 7576  
f:+44 870 134 8184  
e-mail: contact@  
dizarchitects.com

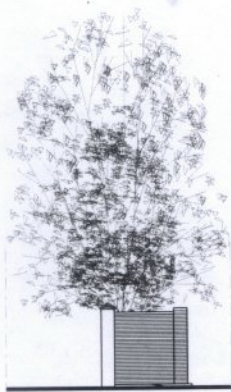
REV	NOTES	DATE
A	ISSUED FOR PLANNING	15.05.2014
B	NEW BRICK WALL PROFILES ADDED	28.07.2014

JOB  
**9 FULTON MEWS W2**  
TITLE  
**PROPOSED PLAN**

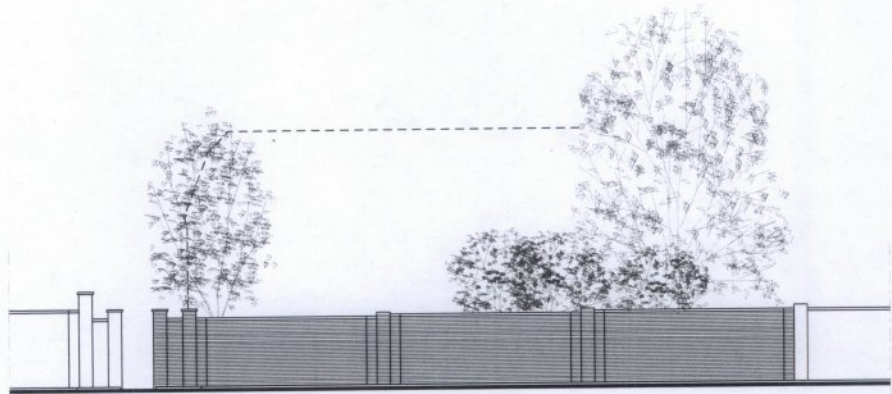
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DRAWN BY <b>DZ</b>
DATE <b>MAR 2014</b>
REVISION <b>B</b>

DRAWING No. **00A107**





VIEW 1  
QUEENSBOROUGH PASSAGE



VIEW 2  
QUEENSBOROUGH TERRACE



VIEW 3  
QUEENSBOROUGH MEWS



Holt Lodge, 38  
Castlebar Park  
London W5 1BU  
t: +44 208 996 7576  
f: +44 373 134 9164  
e-mail: contact@  
dizarchitects.com

REV	NOTES	DATE
A	ISSUED FOR PLANNING	15.05.2014
B	NEW BRICK WALL HATCHING ADDED	28.07.2014

JOB	9 FULTON MEWS W2	SCALE	1:200 @ A3
TITLE	PROPOSED ELEVATIONS	DRAWN BY	DZ
		DATE	MAR 2014
DRAWING No.	00A108	REVISION	B