

1. **INTRODUCTION**

The application has been brought before the Planning Applications Committee for consideration, as the case officer's recommendation to grant permission subject to conditions and S106 agreement for a permit free development and affordable housing and education contributions.

2. **SITE AND SURROUNDINGS**

- 2.1 The application site is a two storey building located on the junction between Durnsford Road and Gordondale Road, Wimbledon. Access to the building is made via the Gordondale Road street frontage. The application site is used as storage on the ground and first floor levels. The surrounding area is characterised by two storey residential properties in the side streets located off Durnsford Road and a mixture of shops, commercial and residential units on Durnsford Road.
- 2.2 The application site is located within the Wimbledon Park ward of the London Borough of Merton and is not located within a conservation area.

3. **CURRENT PROPOSAL**

- 3.1.1 Erection of a three bedroom dwelling house involving demolition of existing storage and lean-to outbuilding at rear of 391 Durnsford Road..
- 3.1.2 The proposal involves the demolition of the existing rear buildings on the site and the erection of a three storey three bedroom house. The proposed house would be accessed via a side door onto Gordondale Road. The proposed house would reuse existing brickwork and slates where possible and new materials will match existing. The rear access would be retained as part of the development and the rear garden area would be enclosed by new boundary walls with piers and a decorative metal entrance gate.

3.1.3 London Plan Space Standards

London Plan	Dwelling type (bedroom (b)/ persons-bedspaces (p))	GIA (sq m)
3 Storey Houses	3b5p + 10sqm for 1 extra bedspace (102 +10=112)	112
Proposal	3b6p	160

4. **PLANNING HISTORY**

- 4.1 13/P2786- application for determination of prior approval in relation to change of use from office use Class B1(a) to residential use Class C3, comprising 2 x 1 bedroom flats – under consideration
- 4.2 13/P1712 - Prior approval in relation to the change of use from office use Class B1(a) to residential use Class C3, comprising 2 x 1 bedroom flats – Refused - 26/07/2013.
- 4.3 11/P0640 - Demolition of existing storage and lean-to outbuilding at rear of 391 Durnsford Road and 1a Gordondale Road and construction of a new dwelling including change of use and construction of a B1/B2 commercial unit – appeal (ref - Appeal Ref: APP/T5720/A/11/2154524) dismissed (non-determination) as set out in an extract from the Inspector’s decision notice below:

7. In March 2011, the appellant claimed that the premises have been marketed for some three and half years (Appellant’s Design & Access Statement). The Council dispute that marketing to fulfil the requirements of the policy has been carried out. My view on the marketing issue is that while marketing of the 2 storey and lean-to buildings for that period of time has been carried out there is no evidence that it has been offered at a rate to reflect the extremely poor condition of the buildings. I notice that the terms offered include a full repairing and insuring lease. Given the neglected and very poor condition of the buildings those terms would be likely to represent a major obstacle to letting unless on very favourable terms to the lessee. Furthermore, there is no evidence that the small building at 1A has been the subject of any marketing exercise. Moreover, to date, there has not been a full and proper marketing exercise of the 2 storey and lean-to buildings for the full 5 years required by the policy.

8. The appellant argues that the 2 storey buildings, if refurbished at a cost of some £144,500 (at March 2010 prices), could not be viable for the anticipated annual rent of some £5000 for storage use. What is not clear from the submission is whether the appellant has explored whether adaptation and/or change of use for an employment use commanding a higher rent, for example, Class B1 use, would be more attractive to the market.

9. Similarly, if redevelopment were to prove to be the only viable alternative for the future use of the site, no evidence has been provided to show that a new build for B1 use or, alternatively, a live work/unit on the site of the 2 storey building could be viable. This option would maintain an acceptable level of employment on the site in line with Policy E.6.

10. As proposed the scheme would result in the loss of some 175 sqm gross of employment floorspace (118+56sqm) to be replaced by a redevelopment on the site of 1A of about 64 sqm. This would result in a loss of employment

floorspace over the planning unit of more than 60%. For the reasons stated, I find that the objection to the scheme under this issue is valid and would result in an unjustified loss of employment floorspace contrary to Policy E.6 of the UDP and, on its own, is sufficient for the appeal to fail. Effect on the Street Scene

11. No objection is raised to the appearance of the proposed 3 storey building adjoining the rear of No. 391 Durnsford Road in relation to the street scene.

12. Development of the site of 1A represents a challenge in design terms given its prominence in the street scene, its narrow frontage (some 4.7m), shallow depth (about 6.9m) and separation from development to the west by an access and the terrace to the east by a passage way.

13. The proposed front elevation of the building seeks to reflect the 2 storey bay windowed treatment on the adjacent terrace. It fails in that objective because it does not match the storey heights and proportions of its neighbours. The formation of a bay at first floor level and the stepping back of a mansard bay at roof level would appear contrived and incongruous in the street scene when viewed against the grander and more solid 2-storey bay treatment on the neighbouring terrace. That incongruity would be more noticeable due to the building being some 1.7m in advance of the adjoining terrace. Moreover, although no drawing of the side elevation was submitted, I would expect the stepping back treatment proposed on both the front and rear elevations would create a ragged and unattractive western elevation to the building. I find that the proposed building on the site of 1A would detract materially from the street scene as a result of its massing, elevational treatment and design.

15....The proposed courtyard to the dwelling would have high walls on 3 sides. It would be some 50sqm in area and although largely enclosed it might have provided an acceptable amenity area in this medium to high density urban situation had a residential unit been acceptable here in principle.

16. However, for the reasons given and having considered all matters raised I conclude that the appeal should be dismissed.

- 4.4 10/P2355 - Demolition of existing storage and lean-to outbuilding (class B8) at rear of 391 Durnsford Road and erection of a three storey 3 bedroom dwelling house – Refused on 06/10/2010 for the following reason:

The proposals would result in the loss of employment land, for which the applicant has failed to demonstrate that there is no demand, or that it is unsuitable or financially unviable for any employment or community use, to the detriment of

providing and safeguarding employment opportunities in the Borough and would be contrary to policy E.6 of the Adopted Unitary Development Plan (October 2003).

The application was also dismissed at appeal (Ref APP/T5720/A/10/2139298)

4.5 07/P3655 - Demolition of existing storage and lean-to outbuilding (Class B8) at rear of 391 Durnsford Road and erection of a 3 bedroom dwelling house – Refused on 21/01/2008 for the following reasons:

The proposals would result in the loss of employment land, for which the applicant has failed to demonstrate that there is no demand, or that it is unsuitable or financially unviable for any employment or community use, to the detriment of providing and safeguarding employment opportunities in the Borough and would be contrary to policy E.6 of the Adopted Unitary Development Plan (October 2003).

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The new building, by reason of its height, size, scale, bulk and massing, would be an unsympathetic form of development, and would be overly dominant, visually intrusive and result in loss of light to 393 Durnsford Road, contrary to policies BE.15 and BE.23 of the adopted Unitary Development Plan (October 2003).

The application was taken to appeal (Ref APP/T5720/A/08/2075905/WF) where it was dismissed by the planning inspector for the following reason:

6. “The representations include very limited marketing evidence which, in any event, falls short of the five-year requirement. I therefore conclude that the proposal would conflict with policy E.6 of the Merton Unitary Development Plans (UDP) in that it would be harmful to the Borough’s objective of preventing the loss of employment land outside the designated industrial areas”.

4.6 07/P2850 - Demolition of existing storage and lean-to outbuilding (Class B8) at rear of 391 Durnsford Road and erection of a 3 bedroom dwelling house – Refused on 06/11/2007 for the following reason:

The proposals would result in the loss of employment land, for which the applicant has failed to demonstrate that there is no demand, or that it is unsuitable or financially unviable for any employment or community use, to the detriment of providing and safeguarding employment opportunities in the Borough and would be contrary to policy E.6 of the Adopted Unitary Development Plan (October 2003).

&

The new building, by reason of its height, size, scale, bulk and massing, would be an unsympathetic form of development, and would be overly dominant, visually intrusive and result in loss of light to 393 Durnsford Road, contrary to policies BE.15 and BE.23 of the adopted Unitary Development Plan (October 2003).

5. **CONSULTATION**

5.1 The application has been advertised by site notice procedure and letters of notification to the occupiers of neighbouring properties.

5.1.1 In response to the consultation, three letters of objection were received. The letters of objection raise the following points:

- Loss of privacy from use of garden (opposite neighbour's bedroom windows)
- Proposed walls of garden may not prevent overlooking
- Noise and disturbance from use of garden
- Impact upon parking
- Should development be permit free (if considered to be acceptable)
- Request that materials of the new house be assessed by the submission of materials as a condition
- Disruption during construction (planning conditions required to limit impact)
- The applicant states that the building is in a state of disrepair but is there any obligation on a owner of a commercial property to maintain it in a viable state of repair, such that it represents a realistic prospect for a commercial tenant or buyer
- Intensifying the use of the land
- The single storey building at the rear of the site (included as part of previous applications) should be included as part of the current application. This building should be demolished and used for car parking spaces for the proposed house, using the existing crossover to prevent the loss of existing on street car parking spaces.

5.2 Planning Policy

5.2.1 The National Planning Policy Framework (2012) [NPPF] asserts the primacy of the statutory Local Plan in making planning decisions. The LB Merton's adopted statutory Local Plan is the London Plan (2011), Merton's Core Planning Strategy (2011), South London Waste Plan (2012) and saved UDP policies (2003) (those that were not superseded by the Core Planning Strategy or issued direction by the Secretary of State to be deleted [2007]).

5.2.2 This site is a scattered employment site B1c and proposals for change of use to residential must comply with Policy CS12: Economic Development of Merton's

Core Planning Strategy and Policy E6: Loss of Employment Land Outside of the Designated Industrial Areas of the UDP. For applicants to justify proposals for change of use from employment to alternative uses (subject to the policy), Merton requires full and proper marketing of the site for employment uses (B uses) and community uses for a period up to 5 years. For applicants to meet the 'full and proper marketing' element of this policy, this is determined on the quality, volume and detail of the information (this list is not exhaustive).

5.2.3 Although we do not expand upon what is meant by 'full and proper' marketing in the UDP, the following criteria is what we highlight to applicants that should be submitted as evidence accompanying a planning application. Marketing evidence should include for instance (this list is not exhaustive):

- Dates: of when the marketing commenced and finished.
- Price: evidence to show that the site is being marketed at reasonable prices.
- Where/ with whom have the site been marketed (extract from web site, adverts in paper/ magazine etc).
- Level of interest during that period: how many potential occupiers have been interested in the site and the reasons for them not pursuing the site further?
- The Use Class the premise was advertised for.

5.2.4 At the time the planning application 13/P0024 was submitted, though the applicants submitted marketing evidence in order to comply with 'full and proper marketing' requirement of Policy E6 of the UDP, we sought further information from the applicant to provide further information to verify if they did fulfil this requirement adequately.

5.2.5 The applicants submitted a letter from Houston Laidlaw on 15/08/2013. Houston Laidlaw Commercial Estate Agents confirm that this property has been marketed for a period of eight years. This has been completed by using a non 'fixed' board, on the South London Data Base website and through direct mailing by this company. This property was advertised for let for B1/B8 uses for £5 per sqf/ £53 per sqm. The estate agents were of the opinion that due to the premises's size and revenue generating potential it was not seen as cost effective particularly in the current depressed market. The estate agents also confirm that the lack of yard and off-street parking would be a limiting factor. This is reinforced by their statement that those who have seen the property were deterred due to the likely cost of rehabilitating the premises for their use and other inquiries came from redeveloping the site.

5.2.6 Ordinarily, we would require more information than this to ensure that the applicants fulfilled the 'full and proper marketing' element of Policy E6, however in accordance with paragraphs 22 and 51 of the NPPF there is room for some pragmatism.

5.2.7 The size of the proposed change of use is 147 sqm and, in this instance, we are comforted by the further information by the Estate Agents in addition to the information already submitted that they have marketing this premises for a number of years.

5.2.8 Therefore, if you are satisfied with the information submitted by the applicant and with the reasons listed by the applicant as to why this site not suitable for employment use, unless otherwise advised, we are not aware of other employment reasons to support a refusal for this application.

5.3 Transport Planning

5.3.1 Durnsford Road is a major route linking South Wimbledon with Southfields. It is a single carriageway with a mix of residential, retail and other employment uses.

5.3.2 The site is within a Controlled Parking Zone - P3 and has a PTAL rating of 4 (good) which indicates that it has good access to public transport services.

5.3.3. There are no transport objections subject to the new unit should be made permit free secured through S106.

6. **POLICY CONTEXT**

6.1 The relevant policies within the Adopted Unitary Development Plan (October 2003) are:

E.1: (General Employment Policy)

E.6: (Loss of Employment Land Outside the Designated Industrial Areas)

E.7: (Land Uses on Sites Outside the Designated Industrial Areas)

HS.1 (Housing Layout and Amenity).

BE.14 (Archaeological Evaluation)

BE.15 (New Buildings and Extensions, Daylight, Sunlight, Privacy, Visual Intrusion and Noise)

BE.16 (Urban Design)

BE.22 (Design of New Development)

6.2 The following Supplementary Planning Guidance notes are also relevant:

New Residential Development (December 1999)

Planning Obligations (July 2006)

6.3 The relevant policies within the Adopted Core Strategy (July 2011) are:

CS8 – Housing Choice

CS9 - Housing Provision

CS14 - Design

CS18 – Active Transport
CS19 – Public Transport
CS20 - Parking, Servicing and Delivery

6.4 The Relevant policies in the London Plan (July 2011) are:

3.3 (Increasing Housing Supply),
3.4 (Optimising Housing Potential),
3.5 (Quality and Design of Housing Developments),
3.8 (Housing Choice),
5.1 (Climate Change Mitigation),
5.3 (Sustainable Design and Construction).

7. **PLANNING CONSIDERATIONS**

7.1 The principal planning considerations related to this application are the planning history of the site, principle of development, loss of employment, standard of accommodation, design, impact upon neighbours and parking/highways considerations.

7.2 **History**

7.2.1 There has been extensive planning history on this site relating to the change of use of the existing commercial unit to residential accommodation. The main reason why the previous planning applications were refused and dismissed at appeal was the lack of full and proper marketing evidence to justify the loss of the commercial unit to a residential use. The most recent refusal, 11/P0640 put forward a new commercial unit in the rear section of the site to compensate the loss of commercial floor space. However the appeal was dismissed on grounds of lack of full and proper marketing and the new commercial unit was considered inappropriate in terms of design within the street scene and would not compensate for the loss of the existing commercial unit.

7.3 **Principle of Development**

7.3.1 The London Plan and both the Council's adopted LDF and UDP seeks to increase housing provision where it can be shown that an acceptable standard of accommodation will be provided and provide a mix of dwelling types. The London Plan published in July 2011 sets Merton with a minimum ten year target of 3,200 dwellings within the borough between 2011 – 2021. The proposed development of the site would create a new family sized house on the site. National Planning Policy Framework seeks to bring empty properties back into use, therefore subject to the level of marketing, the principle of development is considered acceptable, making a modest contribution towards meeting housing choice and housing targets.

7.4 Loss of Employment Site

7.4.1 The application site is not located within one of Merton Council's adopted industrial areas as identified in the Unitary Development Plan proposals map. The application site is not zoned within one of these areas and is therefore categorized as one of many small employment sites across of the Borough. Planning policy E.6 (Loss of Employment land Outside the Designated Industrial Areas) is therefore considered relevant in this instance.

7.4.2 Policy E.6 relates to loss of employment land outside designated industrial areas. This policy aims to protect these small pockets of employment land within the Borough, however there are situations whereby the Council will consider the loss of these employment sites in the following circumstances:

- If the land is in a predominantly residential area and the development proposed will provide a local community or cultural facility.
- If the land is in a predominantly residential area, residential use will be permitted provided that: The size, configuration, access arrangements or other characteristics of the site make it unsuitable and financially unviable for any employment or community use as confirmed by full and proper marketing of the site for 5 years for employment or community purposes.

7.5 Marketing

7.5.1 As set out above, the site has extensive planning history relating to the proposed loss of the commercial unit to a residential use. The applicant states that the property has been marketed with Houston Laidlow for the past 8 years, with advertising comprising the display of an advertising board since 2008. During this period, the level of interest has been low. There has been several enquiries from buyers whom wish to redevelop the site. Others have been from woodworkers, motor traders, general storage operators, all of which have been deterred after making an internal inspection by the likely cost of rehabilitating the premises for their use. The unit has been advertised for B1 uses but the lack of a yard and off-street parking was a limiting factor.

7.5.2 The premises have been advertised on the South London Business web site since 2010, however this has not attracted any interest for leasing or freehold sale. The unit is described as a two storey building comprising a mix of office and storage accommodation, located to the rear of 391 Durnsford Road, SW19 – approx 1,011 sq ft – new FRI lease for a term end and rent to be agreed – Alternatively consideration given to the sale of the freehold interest – RV £4,950.

7.5.3 Cost of repair

7.5.4 An independent refurbishment and reconstruction report has been submitted as part of the application. The report gives an estimate for a contract to be undertaken

on 4th October 2011 for duration of six months. The report as submitted with the application has been revised and updated in respect of the further decline in the condition of the building and for two years inflation in building costs. The report concludes that the total cost of repair and other works including professional fees would total £160,440.

7.5.5 Conclusion

Whilst the detail of the marketing evidence is sketchy in some respects, some marketing has taken place and the building continues to remain empty and an eyesore within the street scene. The proposal also would result in a new family sized unit that would improve the appearance of the street scene, with no undue harm to neighbouring amenity or highways. It should also be noted that no objections have been received from the general public regarding the principle of the loss of the commercial unit. The total loss of commercial floor space would only be 147 square metres and therefore it is considered that its loss would not harm the Boroughs employment opportunities. In this instance it is therefore considered that the loss of the commercial unit (which has some marketing evidence) would not outweigh the benefits of the scheme overall.

7.7 Standard of Accommodation.

7.7.1 The proposed house would provide a satisfactory standard of accommodation for future occupiers in accordance with Policy HS.1 of the Council's adopted UDP. The proposed house would exceed the London Plan Gross Internal Area minimum standard.

7.5.2 Each room would be capable of accommodating furniture and fittings in a satisfactory manner. Each habitable room has good outlook, levels of light, storage spaces and circulation areas. The house would have direct access to approximately 53m² of private amenity space at the rear which would exceed the Councils minimum amenity standard of 50m².

7.6 Design

7.6.1 The design of the proposed house is considered to be acceptable and to satisfactorily relate to the context of the site. The materials to be used, can be controlled via a planning condition and would help deliver a building that would improve this section of Durnsford Road and Gordondale Road. It should also be noted that the redevelopment of the site would improve the appearance of the street scene by replacing a rundown building.

7.8 Neighbour Amenity

7.8.1 As with the previous planning application and dismissed appeal, there were no concerns relating to neighbouring amenity. Whilst objection letters have been

received, some issues can be mitigated by planning conditions and a permit free development. The content of the objection received from a new resident in the street (therefore did not object to previous applications) has been noted however the proposed scheme is identical to previous applications and the context of the site has not materially altered to justify a change in the original assessments. In any event whilst concerns have been expressed regarding overlooking and noise from the rear garden, it would not be possible to look directly into the adjoining houses upper floor bedroom (only view of side bay window). The proposed rear garden would be distanced 8.8m from the adjoining neighbour's site boundary and whilst the garden is likely to be used by future occupiers this would be the norm within a urban situation such as this, therefore there is no undue loss of amenity to warrant refusal of planning permission.

7.9 Parking and Traffic

7.9.1 The site has a PTAL rating of 4 (good) and is located within CPZ- P3. The amount of expected vehicle movements to and from the site and trip generation is likely to be low given the modest size of the development. Therefore it is not anticipated that this would create adverse harm to traffic conditions in and around the area. However, due to the provision of a new three bedroom house within an area of the high demand for on-street parking, it will be necessary for the applicant to enter into a Section 106 'permit free' Agreement, in order to ensure that occupiers will not be entitled to on-street residential parking permits.

7.8 S106 agreements (Affordable Housing)

7.8.1 Core Strategy policy CS 8 (Housing Choice) requires that all sites capable of providing between 1-9 units (net) will be required to make provision for affordable housing as an off-site financial contribution. Based on the Council's formula, the financial contribution required in this instance is £52,380.

7.9 S106 agreement - Educational Contribution

7.9.1 Due to the significant borough-wide shortfall in primary school places and projected shortfall in secondary school places there is currently a need for any development of new family sized units to contribute towards the cost for providing additional primary and secondary school places across the London Borough of Merton. The base formula together with the means for calculating the primary and secondary child yielded per dwelling size are set out in paragraphs 3.1.1 to 3.1.11 of the Planning Obligations SPD. The updated costs and explanation of the borough wide shortfall of school places (i.e. justification for applying the charge for any qualifying developments in the area) are set out in supplemental publications.

7.9.2 The Merton UDP Policy C.13 provides the general policy basis for requiring education contributions as follows:

“where a new housing development will lead to a need for improved or additional educational provision, such provision, or financial contributions towards the facility, will be sought and secured through the use of a planning obligation”.

7.9.3 In this instance a new three bedroom house would be created by the redevelopment of the site and therefore planning policy C.13 applies.

7.10 Local Financial Considerations

7.10.1 The proposed development is liable to pay the Mayoral Community Infrastructure Levy, the funds for which will be applied by the Mayor towards the Crossrail project. The CIL amount is non-negotiable and planning permission cannot be refused for failure to agree to pay CIL.

8. **SUSTAINABILITY AND ENVIRONMENTAL IMPACT ASSESSMENT REQUIREMENTS**

8.1.1 The proposal is for minor residential development and an Environmental Impact Assessment is not required in this instance.

8.1.2 The application does not constitute Schedule 1 or Schedule 2 development. Accordingly, there are no requirements in terms on EIA submission. The house will be required to meet Code Level 4 of the Code for Sustainable Homes and Lifetime Homes standards

9. **CONCLUSION**

9.1.1 The proposed redevelopment of the site would result in the loss of employment floor space, however marketing of the unit and or its condition indicates that the existing use of the building for a commercial or community use is unattractive to potential users. The redevelopment of the site would create a new three bedroom family dwelling that would replace the existing rundown building with a satisfactorily designed house that would improve the appearance of the Gordondale Road and Durnsford Road street scene. The standard of residential accommodation would exceed minimum London Plan Space Standards, Merton Councils amenity space standard and would create good levels of outlook and light from habitable rooms. There would be no undue impact upon neighbouring amenity, traffic or highway conditions. The proposal is in accordance with Adopted Unitary Development Plan, Core Planning Strategy and London Plan policies. The proposal is therefore recommended for approval subject to S106 agreements and conditions.

RECOMMENDATION

GRANT PLANNING PERMISSION

Subject to the completion of a Section 106 Agreement covering the following heads of terms:-

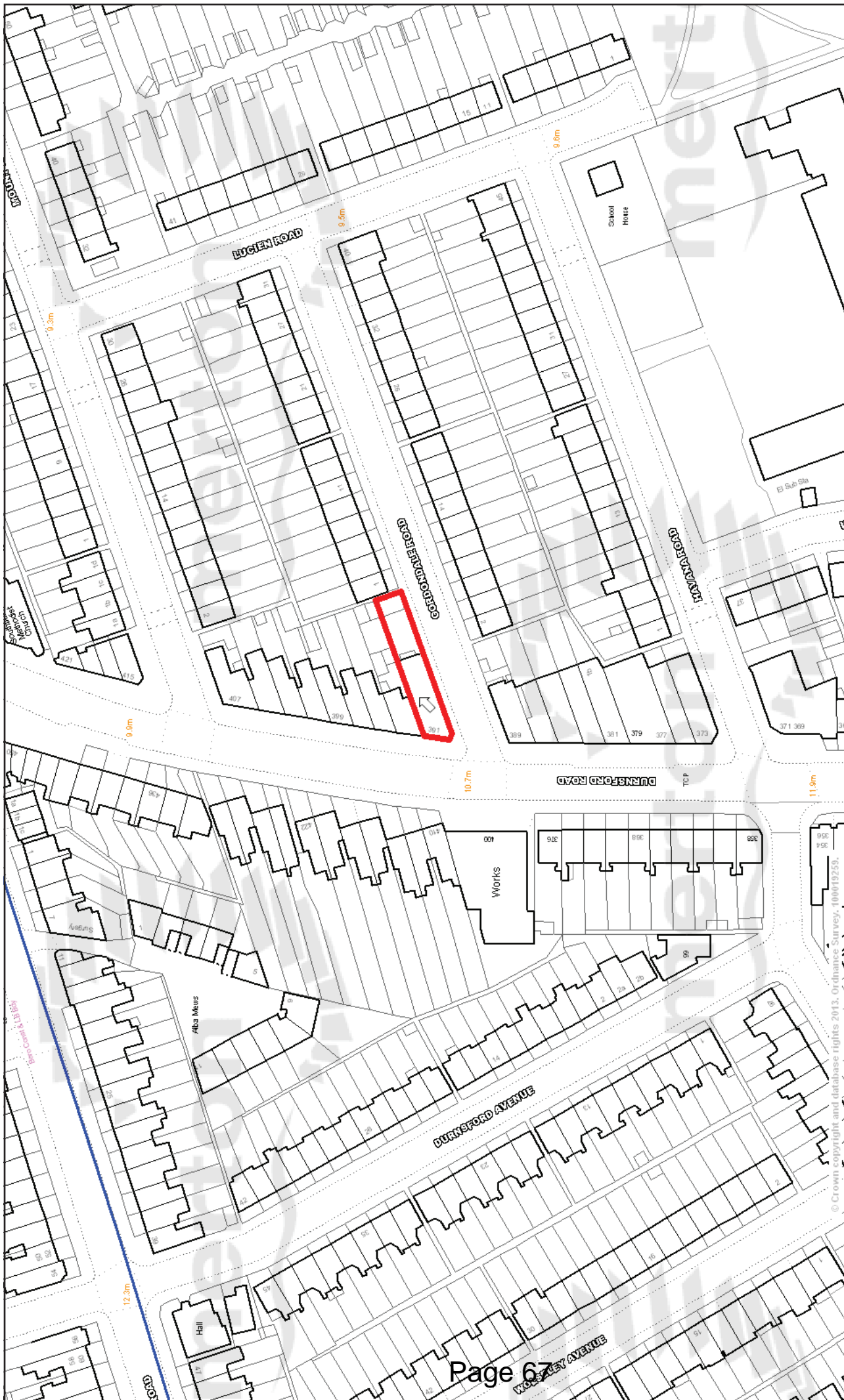
1. That the developer makes a financial contribution towards Affordable housing (£52,380).
2. That the developer makes a financial contribution towards Education (£10,094.93).
3. that the development be permit free
4. The developer agreeing to meet the Councils costs of preparing, drafting and monitoring the Section 106 Obligations.

And the following conditions:

1. A1 Commencement of Development (full application)
2. B.1 External materials to be approved
3. B4 Details of Surface Treatment
4. B5 Details of Walls/Fences
5. C1 No Permitted Development (Extensions)
6. D11 Construction Times
7. CSH level 4 pre-commencement
8. CSH level 4 pre-occupation
9. Lifetime homes

Planning Informative

1. INF12 Works affecting the public highway
2. INF Party Walls Act



London Borough of Merton
 100 London Road
 Morden
 Surrey
 SM4 5DX

Scale 1/1250

Date 24/9/2013

391 Durnsford Road

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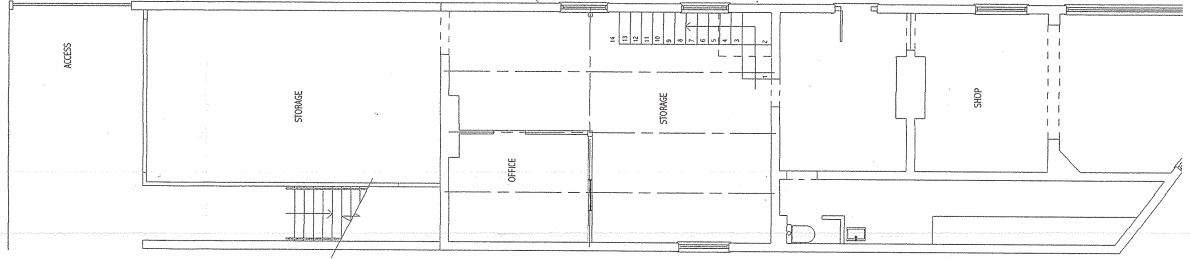
DEVELOPMENT CONTROL

Rear of 391 Dunsford Road - SW19
Proposed & Existing Plans

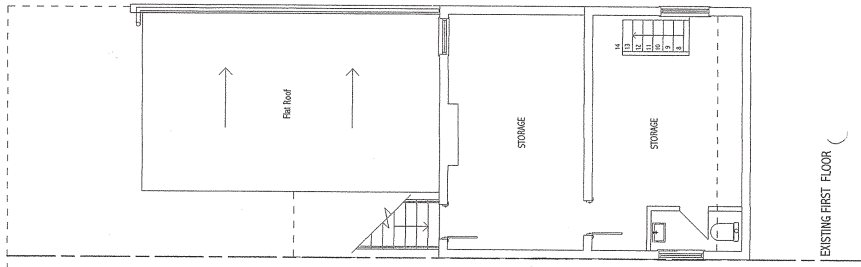
Drwg 2061 - 03 Scale 1:100

FLEETWOOD DEVELOPMENTS LTD
27 The Grange - Wimbledon Village
Wimbledon SW19 4PS

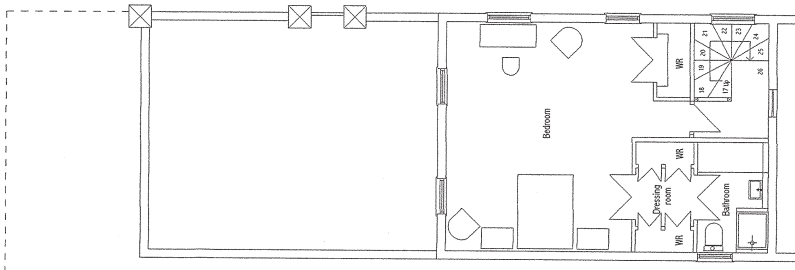
Christopher Arnold Associates
1 Austyns Place - Ewell Village - KT17 1SQ
Tel & Fax 0208 394 1865



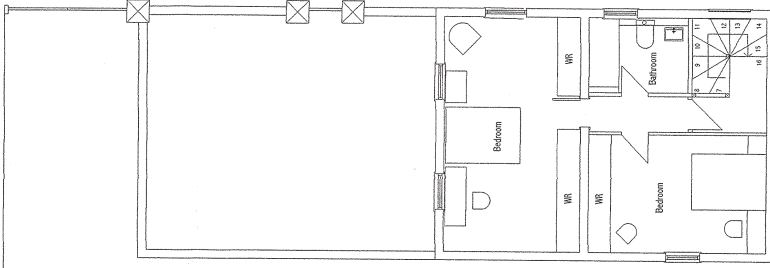
EXISTING GROUND FLOOR



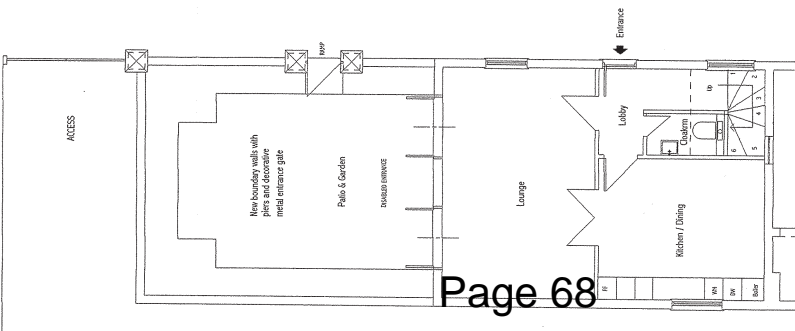
EXISTING FIRST FLOOR



PROPOSED SECOND FLOOR



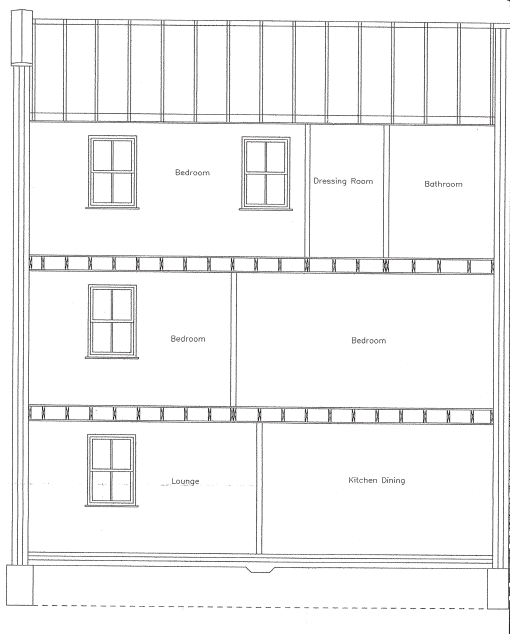
PROPOSED FIRST FLOOR



PROPOSED GROUND FLOOR

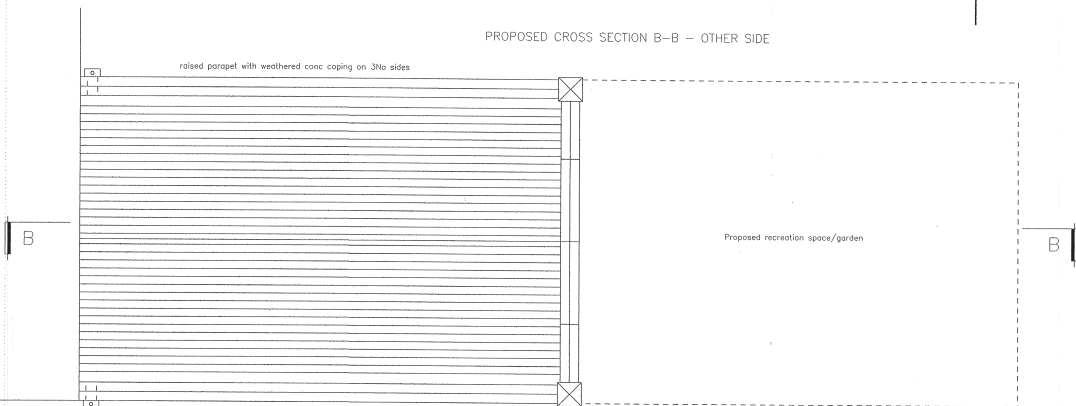


NOTES IN RELATION TO FINISHES:
Existing demolished bricks to be cleaned and reused in the rebuilding, new brickwork to be stocks to match the existing brickwork.
Existing slates to be re used where possible, new slates to match the existing work.
New weathered coping stones proprietary concrete units

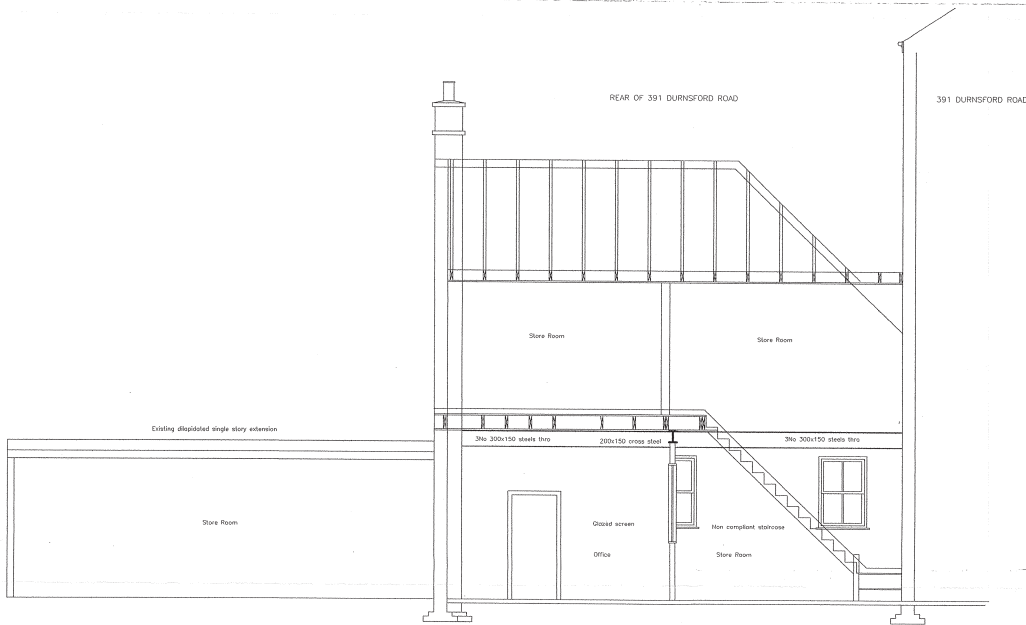


PROPOSED CROSS SECTION B-B - OTHER SIDE

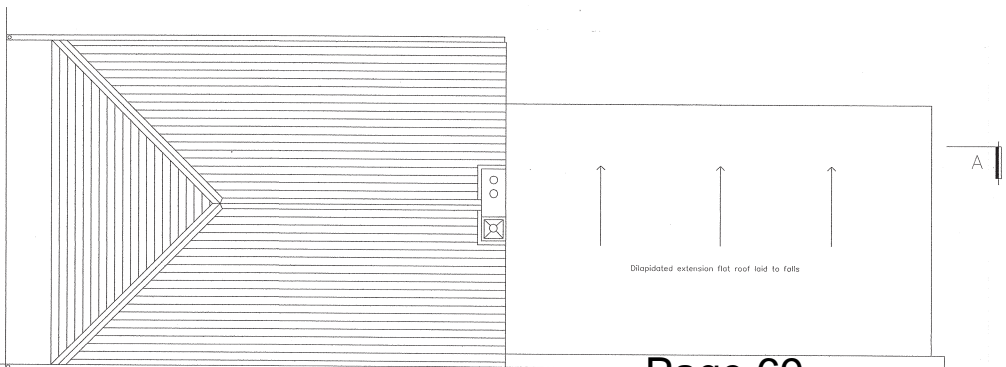
raised parapet with weathered conc coping on 3No sides



PROPOSED ROOF PLAN - 391 DURNSFORD ROAD

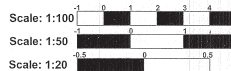


EXISTING CROSS SECTION A-A - OTHER SIDE



EXISTING ROOF PLAN - 391 DURNSFORD ROAD

*London Borough of Havering
27 JAN 2022
Planners Department stamp*



Planning Development Control

Rear of 391 Durnford Road - SW19
Proposed & Indicated Elevations

Drwg 2061-01B Scale 1:100

FLEETWOOD DEVELOPMENTS LTD
27 The Grange - Wimbledon Village
Wimbledon SW19 4PS

Christopher Arnold Associates
1 Austyns Place - Ewell Village - KT17 1SQ
Tel & Fax 0208 394 1865

Rev A - 10.10.07. Length of building reduced to match survey (Dwg 03)
Rev B - 19.11.07. No693 Durnford windows etc. added. Proposed new
roof line added in green for comparison. Rear elevation windows height
reduced. Parapet height reduced. Internal floor heights reduced.

NOTES:

Existing building demolished, brickwork and roofing slates cleaned and re used.

MATERIALS & FINISHES:

Brickwork: Existing stocks reclaimed with matching new where required

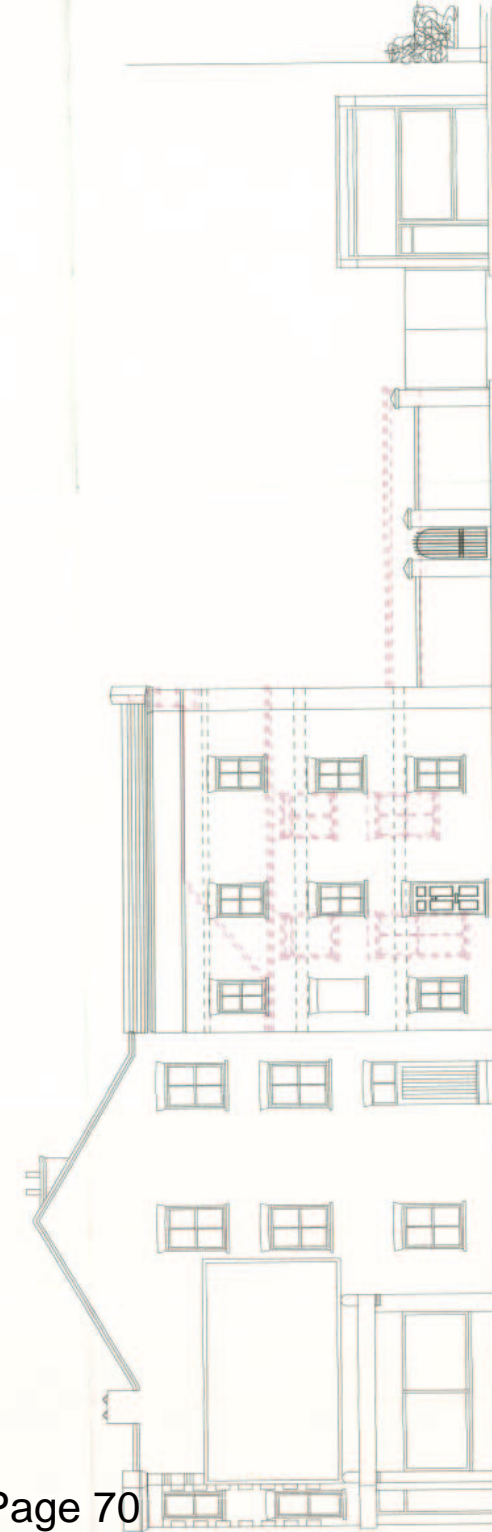
Joinery: Factory finished white microporous paint

Rainwater Goods: Proprietary black plastic OS

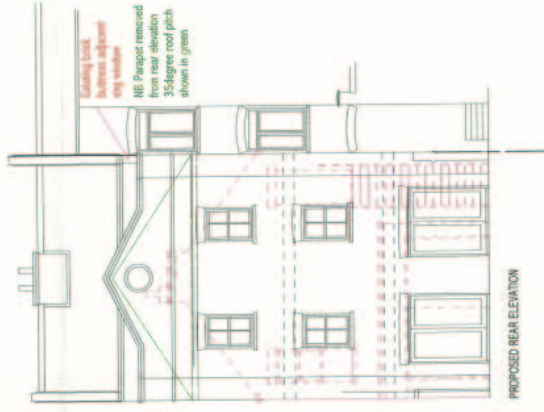
Roof: Existing slates re used, matching new where required

Garden Gate: Decorative period metal gate to LA approval

Garden: Paved and planted rear garden, with planting schedule to LA approval



PROPOSED ELEVATION



PROPOSED REAR ELEVATION

