

PLANNING APPLICATIONS COMMITTEE
16th March 2023.

UPRN	APPLICATION NO.	Item No: DATE VALID
	23/P0237	30.01.2023
Address/Site	153 Links Road Tooting SW17 9EW	
Ward:	Graveney	
Proposal:	CHANGE OF USE FROM C3 (DWELLINGHOUSE) TO C4 6 RESIDENT (House in Multiple Occupation)	
Drawing Nos:	Site location plan and drawing LIN-TA-XX-XX-DR-A-520001 P06	
Contact Officer:	Leigh Harrington (020 8545 3836)	

RECOMMENDATION

Grant planning permission subject to conditions.

CHECKLIST INFORMATION.

- Heads of agreement: No
- Is a screening opinion required: No
- Is an Environmental Statement required: No
- Has an Environmental Impact Assessment been submitted: No
- Design Review Panel consulted: No
- Number of neighbours consulted: 26
- Press notice – No
- Site notice –Yes
- External consultations: No
- Archaeological Priority Zone – No
- Controlled Parking Zone – Yes, GC

1. INTRODUCTION

- 1.1 The application has been brought before the Committee at the request of Councillor Mundy as a previous application for a 7 person HMO at this site (LBM Ref 22/P1990) was refused by members at a previous Planning Committee. The application is subject to a requirement for planning permission because an HMO

with 6 residents is subject to a requirement for planning permission following Merton's imposition of an Article 4 direction in this ward.

2. SITE AND SURROUNDINGS

- 2.1 The application site is an end terrace house located on the north side of Links Road at the junction with Jersey Road in Tooting. The rear of the property has now been subdivided such that the rear garage structure no longer relates to this site. The house benefits from a hip to gable and rear roof dormer extension.
- 2.2 The site is not located within a Conservation Area nor is it in anyway listed. The site is located within the GC controlled parking zone and has a public transport accessibility level (PTAL) of 2 (0 being the lowest and 6b being the best).

3. CURRENT PROPOSAL

- 3.1 The proposals are for the conversion of the existing C3 Dwellinghouse into a 6 resident HMO.
- 3.2 On the ground floor there would be a single occupancy ensuite bedroom to the front with a communal kitchen/dining room and a living room to the rear with access out to the recently re-turfed communal garden, bike and bin stores.
- 3.3 The first floor would accommodate 3x single bedrooms, two of which would be ensuite. The room that was previously proposed as a single bedroom to the front would now be a study room providing working from home space for future residents.
- 3.4 The roof extensions would accommodate 2 single ensuite bedrooms and a spacious bathroom for the two non-ensuite bedrooms on the first floor.
- 3.5 There are no additions proposed to the building, the only physical exterior changes being a small repositioning of a first floor rear window.

4. PLANNING HISTORY

- 4.1 22/P1990 APPLICATION refused by PAC FOR THE PROPOSED CHANGE OF USE OF A DWELLING HOUSE TO A 7-BED (7 PERSON) HOUSE IN MULTIPLE OCCUPATION. Reason for refusal; *The proposed House in Multiple Occupation by reason of design, layout and quantum of occupancy is considered to represent a poorly designed overdevelopment of the site resulting in unacceptable impacts in terms of poor quality living conditions & amenity for future occupiers and waste management arrangements contrary to London Plan 2021 Policy H9, Merton Sites and Policies Plan 2014 policy DM D2 and Merton Core Strategy 2011 policy CS17.*

4.2 22/P3238 APPLICATION undetermined FOR A LAWFUL DEVELOPMENT CERTIFICATE IN RESPECT OF THE PROPOSED CHANGE OF USE FROM C3 (DWELLINGHOUSE) TO C4 6 RESIDENT (HMO)

4.3 22/P1537 APPLICATION refused FOR A LAWFUL DEVELOPMENT CERTIFICATE IN RESPECT OF THE PROPOSED CHANGE OF USE FROM C3 (DWELLINGHOUSE) TO C4 (HMO) AND THE ERECTION OF A SINGLE STOREY REAR EXTENSION. Reasons for refusal *The proposed level of occupation with 8 bedrooms would exceed the 3-6 occupier threshold as set out in Class C4 (Houses in multiple occupation) of The Town and Country Planning (Use Classes) Order 1987 (As amended). The proposed development would therefore be Sui Generis (Large Houses in multiple occupation) for which planning permission would be required.*

And

The proposed single storey rear extension would not constitute an extension to a dwellinghouse as permitted by Schedule 2, Part 1, Class A (enlargement, improvement or other alteration of a dwellinghouse) of the Town and Country Planning (General Permitted Development (England) order 2015 (as amended). Planning permission would therefore be required.

4.4 22/P1279 LAWFUL DEVELOPMENT CERTIFICATE issued IN RESPECT OF THE PROPOSED ERECTION OF A SINGLE STOREY REAR EXTENSION

4.5 21/P1096 APPLICATION UNDER SECTION 191 Withdrawn by applicant THAT THE USE OF GARAGE AT LAND TO THE REAR OF 153 LINKS ROAD AS STORAGE (USE WITHIN CLASS B8) IS LAWFUL FOR PLANNING PURPOSES

4.6 20/P3802 Planning permission granted for the PROPOSED DEMOLITION OF OUTBUILDINGS AND ERECTION OF A REPLACEMENT GARAGE.

4.7 06/P0490 CERTIFICATE OF LAWFULNESS issued FOR A PROPOSED REAR ROOF EXTENSION.

5. **CONSULTATION**

5.1. Consultation letters sent to 26 neighbouring properties and site notice posted. Three letters of objection were received raising concerns relating to;

- Probability of Increased noise nuisance by the occupants
- Potential of crime and disorder

- Limited parking spaces available for use due to the number of persons living at the property and surrounding occupants on Jersey Road.
- Potential of over inflation of other rented properties in the area.
- It will change the character of the neighbourhood which is currently almost exclusively single family houses,
- The works had started before the application was submitted and would create a precedent that works can be undertaken ahead of any planning permission being sought and that it is therefore a mere formality lightly undertaken;
- From a social and ethical perspective in my opinion the house is not large enough to support six separate tenants nor is the neighbourhood's infrastructure should this become more common.

5.2 The Council's HMO Officer commented;

“I have looked at the plans and property meets HMO Standards for amenities and crowding and space, but there is no mention of the early fire warning system in the property. As the property is 3-storey there will need to be a panelled fire alarm system. Confirmation of this will on plan comply with HMO Requirements”. The team has received (02/03/2023) a licensing application for 4-7 residents.

5.3 The Council's Waste services section commented;

That these would be treated as kerbside waste collection service. Therefore for the 6 residents, the following sets of bins are recommended for a fortnight collection service. Food waste remains a weekly service:

- 1x 240L + 1x 180L wheelie bins for general refuse
- 1x 240L wheelie bin for paper/card
- Individual mixed recycling boxes or 1x 240L wheelie bin for mixed recycling
- Individual food caddies

They need to be presented for collection on the relevant day within arm's reach of the front gate.

5.4 The Council's lead officer on the Article 4 Direction raised no objection to the application but noted that “a compensation claim may be made for either a refusal of an Application or the imposition of a Planning Condition which affects the value of the development and arguably making it permit free does that”.

5.5 Shared Legal Services commented;

“In order to qualify for compensation there needs to be a refusal of a planning application for development that would have been PD but for the A4D. The refusal also needs to be not more than 12 months from the date that the A4D comes into operation.

Although I believe that it is not relevant with the recent A4D there is an exception to the above in section 108(3)(c) that provides that compensation is not payable under section 108 in the event that notice of the A4D is given not less than 12 months nor more than the “prescribed period” from the date that the A4D takes effect.

The “prescribed period” for the purposes of section 108(3)(c) of the T&CP Act 1990 is 24 months - see Regulation 4(b) of the T&CP(Compensation)(England) Regulations 2012.”

- 5.6 The Council’s Parking Permits team confirmed that the allocation of parking permits is considered in the same way for family homes as they are for HMOs in that this is no limit on the number that can be applied for but the cost increases for each subsequent permit that is issued.

6. POLICY CONTEXT

- 6.1 Relevant policies in the London Plan 2021:
D3 Optimising site capacity through the design-led approach
D6 Housing quality and standards
D11 Safety and security
D14 Noise
H1 Increasing housing supply
H6 Housing standards
H9 Ensuring the best use of stock
T5 Cycling
T6.1 Residential parking
T4 Assessing and mitigating transport impacts
SI 7 Reducing waste and supporting the circular economy
- 6.2 Merton adopted Core Strategy (July 2011):
CS2 Mitcham Sub-Area
CS8 Housing Choice
CS9 Housing Provision
CS14 Design
CS15 climate change
CS17 Refuse
CS18 Active transport
CS20 Parking, servicing and delivery
- 6.3 Merton adopted Sites and Policies Plan (July 2014):
DM H5 Student housing, other housing with shared facilities and bedsits
DM D2 Design considerations in all developments
DM D3 Alterations and extensions to existing buildings
DM EP2 Reducing and mitigating noise
DM T1 Support for sustainable transport and active travel

DM T2 Transport impacts of development
DM T3 Car parking and servicing standards

6.4 Other guidance:

London Housing SPG - 2016

London Character and Context SPG - 2014

Accessible London: Achieving an Inclusive Environment – 2014

London Borough of Merton Houses in Multiple Occupation (HMO) Requirements
(Revised July 2019)

Waste and Recycling Storage Requirements, a Guidance note for Architects

7. PLANNING CONSIDERATIONS

7.1 The principal planning considerations in this case relate to the impact that the proposed development would have on the existing building, the character of the local area, the impact that it would have on the amenity of neighbouring residents and future occupiers.

7.2 Principle

Policy H9 of the London Plan notes that HMO accommodation is a strategically important of London's housing offer although it does acknowledge that it's quality can give rise to concern. In terms of the standard of accommodation for the HMO, this is largely addressed under Licencing requirements as opposed to through the planning system. The level of occupancy would be set out in the decision notice, 6 residents, as the level of occupancy is specified in the application description and is additionally controlled through the HMO licencing system and subject to periodic inspection and control. Therefore the approved level of occupation would be 6 residents and planning permission would be required to increase this although given the size of the existing house, even extended, this increased level of occupation would be unlikely to be supported by officers as 6 is considered the maximum that can be comfortably accommodated and still provide the high standard of accommodation that would be available on site.

7.2.1 As a matter of background for members, where HMO applications have been refused elsewhere in the borough this has often been due to the high numbers of occupiers and the impact of so many people living in one property. In this instance the proposed level of occupancy is 6 which, were an area not covered by an Article 4 Direction, would be allowable under permitted development rights.

7.3 Impact on the existing building.

The proposals do not involve any additions to the existing building and since the previous scheme was refused the applicant has undertaken works to repaint the property, re-turf the lawn and replace the previous poor-quality fencing. The

building is now much improved in its appearance and is considered to enhance the appearance of the wider setting. The additional facilities that would be required, namely the cycle storage, would be accommodated in the rear garden from where there is direct access out to Jersey Road and refuse facilities can be readily accommodated in the front garden. The changes to the first floor rear fenestration involved blocking up an existing window and replacing it with a window to match the existing such that both windows appear to match. Consequently it is considered that the impact on the appearance of the existing building would be minimal.

7.4 Impact on the character of the area.

7.4.1 Policy DM H5 of the Site and Policies (July 2014) aims to create socially mixed communities, catering for all sectors of the community by providing a choice of housing with respect to dwelling size and type in the borough. The policy states that Houses in Multiple Occupation Housing will be supported provided that the following criteria are met:

i. The proposal will not involve the loss of permanent housing;

Officer comment

The current lawful use of the existing application property is as a single dwelling and the current application involves the use of existing rooms. A house in multiple occupation is a form of permanent housing where occupants have their own bedrooms, have access to shared facilities and take care of their own everyday needs. Paragraph 2.59 in the Supporting text to the policy also states that short stay accommodation is intended for occupancy of less than 90 days. The proposal is therefore, considered acceptable in regard to this criteria.

ii. The proposal will not compromise the capacity to meet the supply of land for additional self-contained homes;

Officer comment

The current application involves the use of an existing building and will therefore not compromise any capacity to meet the supply of land for additional self-contained homes.

iii. The proposal meets an identified local need;

Officer comment

The Merton Strategic Housing Market Assessment was commissioned by the Council to guide the Council's future housing policies including the adopted Sites and

Policies Plan. The report of the Housing Market Assessment findings advises that “Much of the growth of extra households in both the low and high estimates is expected to be single persons. For the low estimates there is projected to be a rise of 6,900 in number of non-pensioner single person households and 1,900 single pensioners in the period 2006-2026. The high estimates show there are projected to be rises of 7,900 non-pensioner single person households and 2,600 single pensioners”. The assessment further advises that “The implication of this situation for younger person single households is that they create demand for the private rented sector and this in turn drives its growth. Given that the income of many single people is below the threshold for market housing there would be a considerable demand for intermediate affordable housing”. The Housing Market Assessment found that much of the growth of extra households is expected to be single persons. The proposal is therefore considered to meet an identified local need.

iv. **The proposal will not result in an overconcentration of similar uses detrimental to residential character and amenity;**

Officer comment

The application site is in an area of predominantly family housing and the submitted proposal for the house in multiple occupation will increase the range of residential accommodation that is available locally. Please note that the Housing Strategy Statistical Appendix (HSSA) 2007 for Merton estimated that only 0.55% of Merton’s population live in communal residences whereas the London average was 1.8%, which means there is a significantly lower concentration of this type of accommodation in Merton compared to the rest of London.

In relation to numbers of registered HMOs in the area there are 25 in SW17, of which this would be the 6th in Links Road but this would only represent around 2.5% of the 265 houses in Links Road. In the CR4 2- - postcode area which covers much of Graveney Ward there are 63 registered HMOs, around 10 of which are in an adjoining ward (Figges Marsh). NB properties are registered by address and not ward but as an approximation there are around 75-80 Registered HMOs in Graveney Ward but smaller HMOs on only two floors do not have to be registered. Officers therefore consider that whilst there are other HMO’s in the surrounding area, the prevailing properties remain either single family dwellings or flats, in this instance, there is no evidence that the conversion of this property into a HMO would result in an overconcentration.

There have been concerns amongst Councillors relating to the cumulative effect of high numbers of HMO premises in the borough, especially those of low quality and poorly managed, and in particular in this and the surrounding wards. As a result an Article 4 Direction restricting them under permitted development was adopted with immediate effect (although it is still under consultation).

Officers therefore consider that the proposal will not result in an overconcentration of similar uses and will not be detrimental to residential character. The impact of amenity is considered later will this assessed further later in this report.

v. **The proposal complies with all relevant standards;**

Officer comment

The proposal complies with relevant standards including those set out in the London Borough of Merton Houses in Multiple Occupation (HMO) Requirements (Revised July 2021) and has been improved externally since the original submission and has been finished and equipped internally to a very high standard.

vi. **The proposal is fully integrated into the residential surroundings;**

Officer comment

The current application does not include any external alterations other than a small repositioning of a first floor rear window. It is therefore considered that the proposal is fully integrated into the residential surroundings.

7.4.2 The Mayor of London Supplementary Planning Guidance (2016) on housing advises that “Outside London they are sometimes associated with concentrations of particular types of occupier e.g. students, leading to concerns about the social mix of some localities. In London, the occupier profile tends to be more broadly based and HMOs play a particularly important role in supporting labour market flexibility (especially for new entrants), and in reducing pressure on publicly provided affordable housing. However, as elsewhere in the country, their quality can give rise to concern”.

7.5 **The impact on neighbour amenity**

SPP Policies DM D2 and DM D3 and London Plan Policy D3 require proposals to ensure that development does not adversely impact on the amenity of nearby residential properties. The design-led approach of Policy D3 requires consideration of design options to determine the most appropriate form of development that responds to a site’s context and capacity for growth, and existing and planned supporting infrastructure capacity.

7.5.1 There have been neighbour objections to the physical works relating to these proposals. There are no new physical exterior works proposed and therefore there are not considered to be any concerns in relation to overlooking, loss of light, visual intrusion etc.

7.5.2 With six adults living on site there is the potential for greater levels of noise and activity including later at night than might be the case with a single-family dwelling and there have been neighbour objections in this regard. However, with 6 residents this would only be what would be allowable under permitted development rights (If not subject to the Article 4 Direction) and it is considered that this would not represent enough of a difference to robustly justify refusal of the proposals on the grounds of harm to the amenity of neighbours. From a site visit it is apparent that the proposal is tailored towards a higher income bracket and the accompanying management document sets out the target market for residents such that officers would expect that future residents would be no more prone to anti-social behaviour than any other young professionals. Consequently it is considered that noise disturbance and anti-social behaviour concerns can be given little weight and would not justify a refusal of the application.

7.6 **Standard of accommodation**

7.6.1 London Plan policy H9 notes that the quality of some HMO properties can be a cause for concern whilst policy D3 requires that developments achieve indoor and outdoor environments that are comfortable and inviting for people to use. As noted above, certain standards of accommodation are addressed through the requirement to Licence an HMO.

7.6.2 The HMO Licensing requirements relate to the number and size of shared facilities, internal bedroom size etc. This would not override the requirement for the accommodation to be of a high and well-designed standard. The rooms all exceed the minimum space standards (some bedrooms have ensuite bathrooms), are all of a relatively regular shape which allows for a more efficient use of the space and benefit from acceptable levels of natural light (although room 6 in the roof has limited outlook).

7.6.3 From a site visit it was apparent that the property has been finished to a very high standard. Good quality matching carpet has been used throughout the property. Bedrooms have individual thermostat controls and come with very good quality beds and mattresses and well-appointed bathrooms whilst the shared bathroom is generously proportioned. In addition, the shared living spaces include a 21sqm kitchen/dining area with good quality furniture and wooden flooring, two large cupboards per resident as well as shared storage space, two sinks, two cookers with extraction systems and two dishwashers, all finished to a high standard. There is a 12sqm living space with sofa and Television along with a communal work space room on the first floor. With the removal of the old lean-to rear conservatory, replacement fencing and new turf the future occupiers would be provided with a relatively attractive good sized rear garden amenity area. Officers consider that the applicant has now demonstrated that the proposal would provide a good quality living environment for future occupiers.

7.6.4 The Council's HMO officer has confirmed no objection to the proposal as it would meet our requirements/standards.

7.7 **Parking and highway considerations**

At a local level Policy CS20 requires developers to demonstrate that their development will not adversely affect on-street parking or traffic management. Policies DMT1-T3 seek to ensure that developments do not result in congestion, have a minimal impact on existing transport infrastructure and provide suitable levels of parking. The site is within CPZ GC but does not provide any off-street parking spaces for future residents, either for cars or motorcycles/scooters. Residents would be eligible for resident parking permits. Because the Article 4 direction was imposed with immediate effect and not subject to the normal 12 months notification period an applicant can seek compensation for any condition or restriction imposed on a proposal that would otherwise be Permitted Development if such imposition impacted the value of the development.

7.7.1 Consequently officers do not recommend that a s106 agreement for permit free development be made a condition of approval for the application.

7.7.2 **Cycle Parking**

London Plan Policy T5 requires 1 long stay space per 1 bedroom (1 person) dwelling, which means a total of 7 spaces should be provided. It is considered that the proposal would comply with this policy with 7 secure covered cycle spaces provided at the rear of the property.

7.8 **Refuse facilities**

7.8.1 London Plan policy D6 states Housing should be designed with adequate and easily accessible storage space that supports the separate collection of dry recyclables (for at least card, paper, mixed plastics, metals, glass) and food waste as well as residual waste.

7.8.2 The need for adequate levels of refuse facilities can often have a detrimental impact on the appearance of a building when the frontage becomes dominated by large numbers of wheelie bins. The Council's waste services have changed the approach to these properties, treating them as a house with 6 residents sharing facilities rather than 6 units each with its own refuse facilities which would lead to undue clutter. Therefore the site would be provided with the larger 240ltr bins which are the same as those provided to houses with larger families/more adults. As with any house it would be the occupiers responsibility to present the relevant bins for kerbside presentation on collection day.

7.8.3 In view of this, it is considered that the site can readily accommodate the required facilities with the same visual impact as if the property were a multi generational

family home with more than the average number of adult occupiers. The proposals are therefore considered acceptable and to have overcome previous concerns in relation to refuse arrangements and management.

8. **ENVIRONMENTAL IMPACT ASSESSMENT**

- 8.1 The application does not constitute Schedule 1 or Schedule 2 development. Accordingly, there are no requirements in terms of EIA submission.

9. **CONCLUSION**

- 9.1 It is considered that the proposed 6-person HMO would offer good quality accommodation tailored to people who require an attractive living environment but by virtue of being individuals are often priced out of the flat rental market and are not eligible for social housing. Whilst there are other HMOs in the local area, the prevailing character of the area remains single family houses and flats. Whilst poorly designed, poorly managed and over crowded HMOs can have a negative impact on occupiers and neighbour amenity as well as the character of the wider environment, this is not considered to be the case in this instance with the applicants demonstrating that they would provide the sort of high quality HMO accommodation that would provide a positive addition to local housing stock in the Borough.
- 9.2 The proposal involves no additions to the existing building and the refuse and cycle facilities to serve the six occupiers, which are considered acceptable, can be readily housed in the front garden and therefore there would be no harm to the appearance of the host building.
- 9.3 On the previously refused scheme for 7 residents it was recommended that a legal agreement to make the development permit free be attached. However, as this is a planning application submitted only because there is an Article 4 Direction that has not been in place for the requisite period of time, imposing such a restriction can impact the value of the property and leave the Council open to a claim of compensation. Therefore the s106 agreement for a permit free development is not recommended in this case.
- 9.4 In view of these factors and in light of the improved quality of the accommodation and reduction in numbers of occupiers to what would normally be within permitted development rights, it is considered that the applicant has successfully overcome the previous reasons for refusal and that there would be no robust reasons to refuse the application and therefore it is recommended that the proposal be approved subject to conditions.

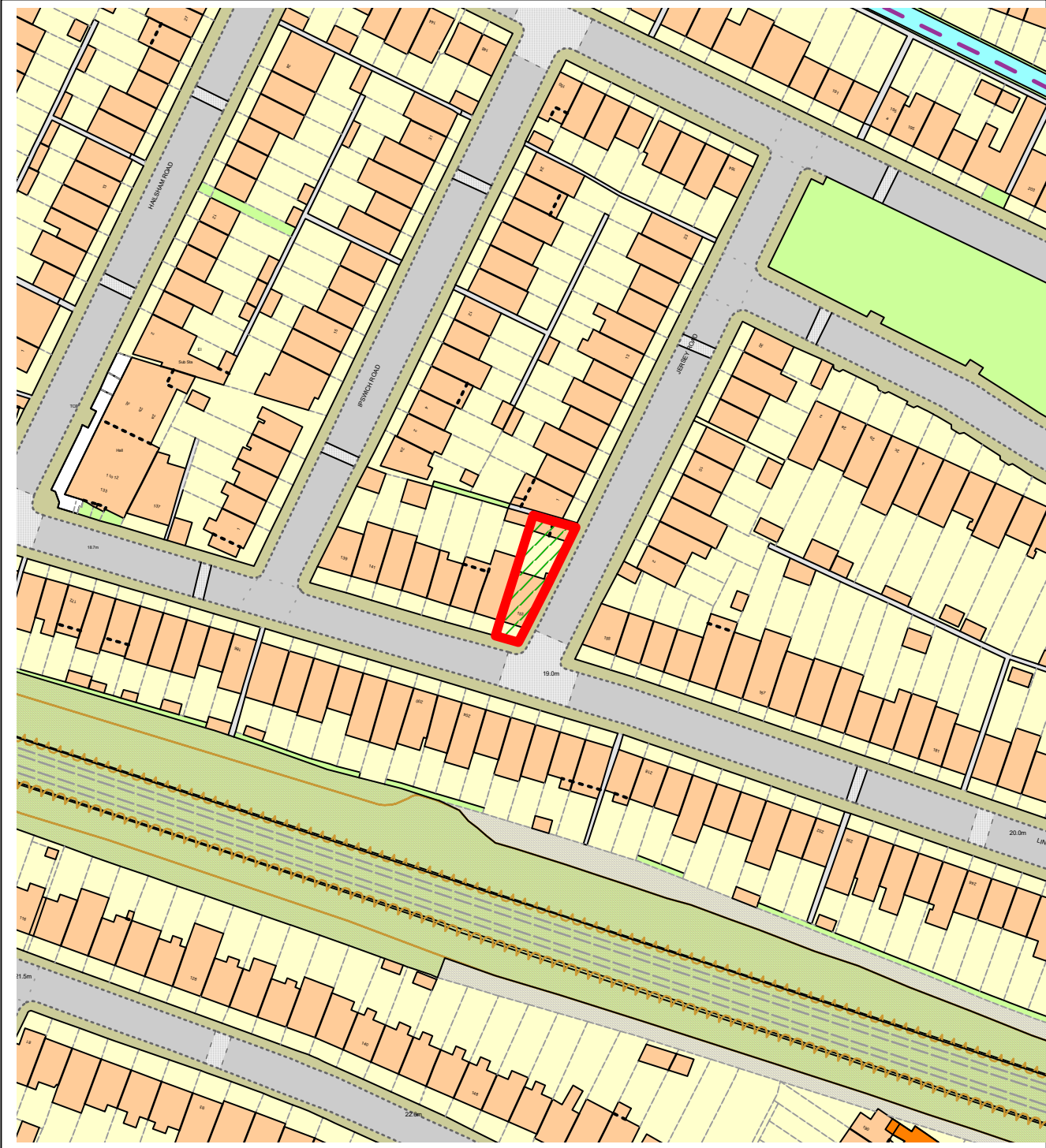
10. RECOMMENDATION

GRANT Planning Permission subject to Conditions

1. A1 Commencement of Development
2. A7 Approved Plans; Site location plan and drawing LIN-TA-XX-XX-DR-A-520001 P06
3. C07 Refuse & Recycling – The use shall not commence until the refuse facilities shown on the approved plans are available and operational.
4. H7 Cycle facilities - The use shall not commence until the refuse facilities shown on the approved plans are available and operational.
5. The development hereby approved shall be limited to a total of six residents.

Reason; To ensure a satisfactory standard of accommodation for future occupiers, minimise impacts on neighbour amenity and provide an appropriate form of development that responds to a site's context and capacity for growth in accordance with Merton Development Plan policies; Policy D3 of the London Plan 2021 and Policies DM D2, DM D3 and H5 of the Merton Sites and Policies Plan 2014

NORTHGATE SE GIS Print Template



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BDS Cycle Shelter - 6/8 Space Cycle Shelter & Bike Stands (Mini)

Ex. VAT: £940.00 **TOTAL**

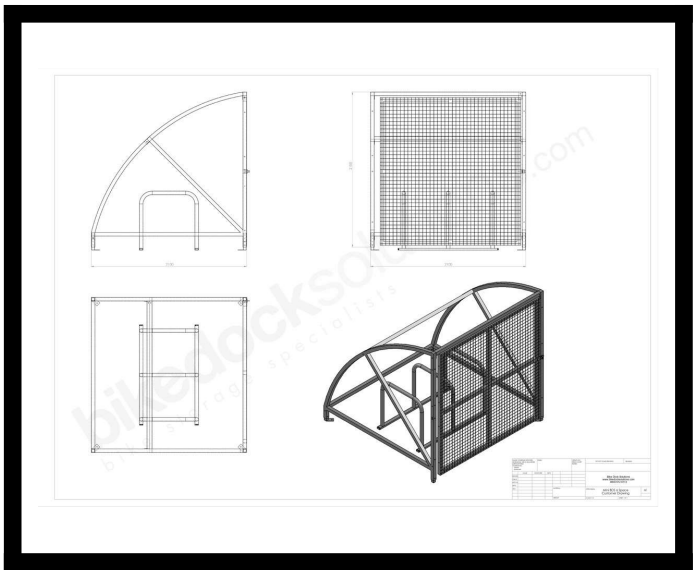
Inc. VAT:

£1,128.00

*Base price, not including any custom options.

Product Images





Description

Based on our best selling BDS Bike shelter, the BDS Cycle Shelter 6/8 bikes comes with the best all-round features to suit any environment. Mild steel cycle shelter with bolt-down fixing. Shelter available in a galvanised or polyester powder coated RAL code colour finish. Anti-vandal 3mm clear polycarbonate roof, with optional polycarbonate sides and swing or sliding gates. Comes with optional cycle parking, galvanised bike stands.

Specification

- Polycarbonate Roof as standard. Optional polycarbonate side panels
- Optional cycle parking bike stands, hot dipped galvanised. Integrated bike racks are for where your surface is loose, so the racks are installed inside the shelter and lifted off the floor. Toastracks only require a few bolt holes (compared to bike stands) so they are quicker to install, frames that are bolted onto the floor to park bikes.
- Includes assembly bolts, expanding foundation bolts for concrete plinth and arrangement drawing for assembly
- No climb end frames with anti-vandal PET panels
- No crawl under perimeter
- Complies with secure storage as required by the Code for Sustainable Homes
- 50mm box tube
- Hot dipped galvanised or polyester powder coated to BS EN ISO 1461:1999 standard finish. Any RAL code colour.
- Shelter comes with adjustable overground fixing feet
- Single units can be placed alongside or opposite each other, to form larger cycle storage areas.
- This bike shelter can help contribute towards gaining ENE8 Cycle storage credits when used in the appropriate situation, under the Code for Sustainable Homes

Size

6 Bike Space MBSC1:

- Length 2100mm
- Height 2100mm
- Width 2100mm

8 Bike Space MBSC1:

- Length 3350mm
- Height 2100mm
- Width 2100mm

Delivery Time

Typical delivery time: 3 to 5 weeks

Other sizes available -

6/8 Space Shelter

16 Space Shelter

10 Space Shelter

20 Space Shelter

30 Space Shelter

20 Space Enclosure

20 Space Shelter

40 Space Enclosure

Or view our Full Range of Enclosures, Shelters or Bike Storage.

Additional Information

Best Sellers M2

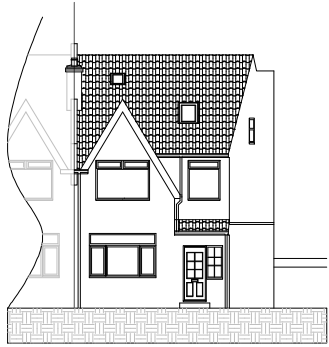
Yes

Additional Options

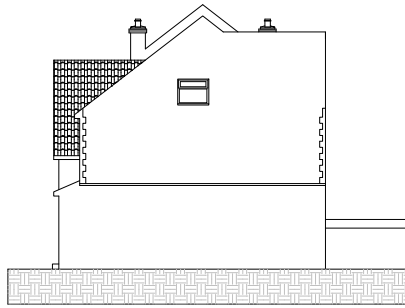
Size Options	6 Bike Space (2.1m Long)	£0.00
	8 Bike Space (3.35m Long)	£1110.00
Bike Rack Type	None	£0.00
	Floor Bolt Down Bike Stands	£165.00
	Integrated Bike Stands (Attached to back of shelter)	£550.00
	Toastrack, free standing, floor mounted frame	£595.00
Choose Finish	None (I'll apply my own finish to metal)	£0.00
	Galvanised and Powder Coated Colour	£643.50
	Galvanised	£643.50
	Powder Coated Colour	£600.00
RAL Colour Code	1023 Traffic Yellow	£0.00
	3000 Flame Red	£0.00
	5002 Ultramarine Blue	£0.00
	5017 Traffic Blue	£0.00
	6005 Moss Green	£0.00
	7015 Slate Grey	£0.00
	6024 Traffic Green	£0.00
	9005 Jet Black	£0.00
	9010 Pure White	£0.00
	Custom Colour	£220.00
Custom Colour		£0.00
Lighting Option	None	£0.00
	Built-in Solar LED Lighting	£275.00
Polycarbonate Side Panels	No Polycarbonate Sides	£0.00
	Polycarbonate Side Panels	£440.00
Gates	None	£0.00

	Swing Gate with Anti-Vandal Polycarbonate Panel	£911.70
	Swing Gate with Steel Mesh Panel	£841.00
Security Option	None	£0.00
	Coded Padlock	£27.50
	Padlock + 2 keys	£148.50
	Swipe Card System	£715.00
Polycarbonate Glazing Strap	None	£0.00
	Yes, central glazing strap to cover where polycarbonate panels meet (8 SPACE SHELTER ONLY)	£110.00
Bolts Pack - Fixing and Assembly	None	£0.00
	Bolts Pack - Fixing and Assembly	£55.00

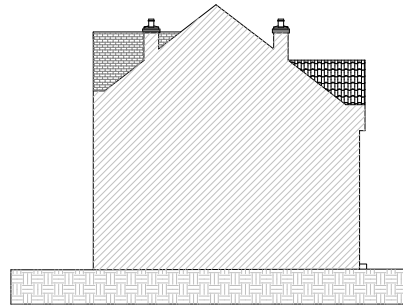




Proposed Front Elevation



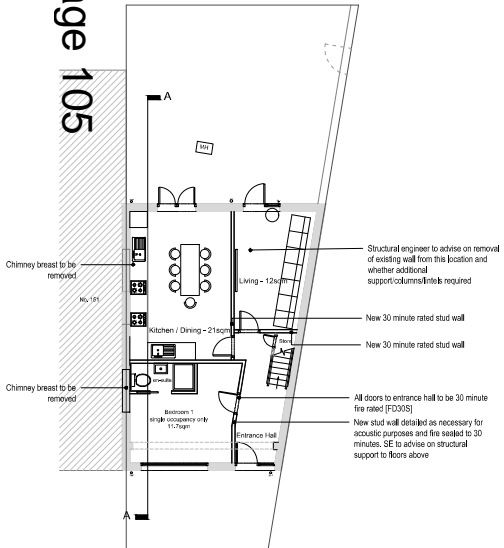
Proposed Side Elevation



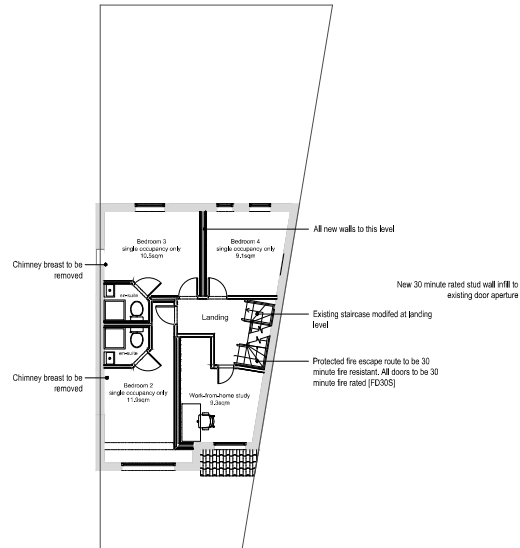
Proposed Side Elevation (from No. 151)



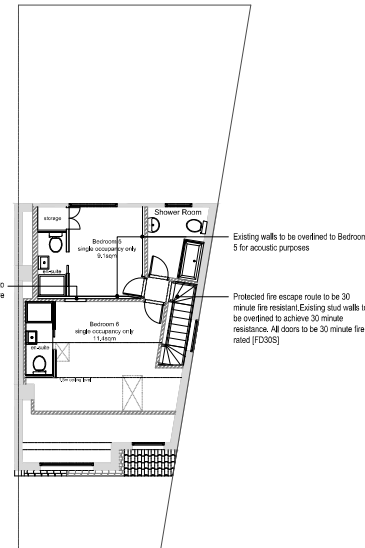
Proposed Rear Elevation



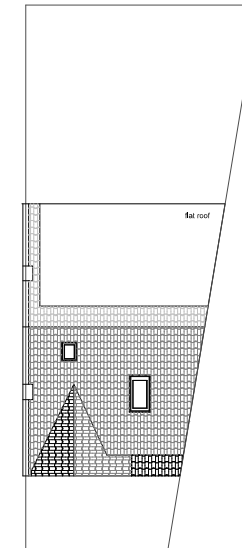
Proposed Ground Floor



Proposed First Floor



Proposed Loft



Proposed Roof

REV	DATE	ISSUED BY	CHECKED BY	DESCRIPTION
PK6	22.02.23	JA	RM	GROUND FLOOR BEDROOM RELOCATED
PK5	22.02.23	JA	RM	WORK FROM HOME STUDY ADDED, LEAN-TO REMOVED.
PK4	07.12.22	JA	RM	GROUND FLOOR WC RELOCATED
PK3	28.10.22	JA	RM	ISSUED WITH CLIENT AMENDMENTS
PK2	22.02.22	JA	RM	ISSUED WITH CLIENT AMENDMENTS
PK1	17.02.22	JA	RM	ISSUED FOR INFORMATION

- NOTES**
1. THE CLIENT ARCHITECTS ACCEPTS NO LIABILITY FOR THE USE OF THE DRAWINGS BY PARTIES OTHER THAN THE PARTY TO WHOM THEY ARE PROVIDED OR FOR PURPOSES OTHER THAN THOSE FOR WHICH THEY WERE PREPARED.
 2. [REDACTED]
 3. ANY STRUCTURAL AMENDMENTS RESULTING TO EXISTING STRUCTURES ON THE DRAWING IS BASED ON INFORMATION PROVIDED BY OTHER PARTIES SURVEYORS/PAINTS
 4. ALL LEVELS AND DIMENSIONS TO BE REFERRED TO THE ARCHITECT IMMEDIATELY.
 5. ANY ERRORS AND INCONFINANCES TO BE REFERRED TO THE ARCHITECT IMMEDIATELY.
 6. THE DRAWINGS TO BE READ IN CONJUNCTION WITH ALL RELEVANT CONSULTANT'S DRAWINGS AND SPECIFICATIONS.
 7. THE DRAWINGS TO BE USED SOLELY FOR THE PURPOSE INDICATED BY THE SUITABILITY CODE.
 8. THE DRAWINGS COPYRIGHT AND MUST NOT BE REPRODUCED WITHOUT THE PRIOR WRITTEN PERMISSION OF THE CLIENT ARCHITECTS.



TREHEARNE ARCHITECTS
33 HIGH HOLBORN LONDON WC1V 6AA (020 7421 1750) www.trehearne.co.uk

PROJECT	163 LINKS ROAD RESIDENTIAL LONDON SW17 9EW	JOB NO.	L2159
DATE	05/22	SCALE	1 : 100
PROPOSED GA PLANS			

PROJECT STAGE
Stage 2

SUITABILITY CODE
S2 Suitable for Information

CLIENT REFERENCE
LIN-TA-XX-DR-A-520001

VERSION
P06

