

PLANNING APPLICATIONS COMMITTEE

14 SEPTEMBER 2023

CASE OFFICER REPORT

APPLICATION NO. **DATE VALID**

23/P1640 26/06/2023

Site Address: Selbridge Court, 35 Prince's Road, Wimbledon, London SW19 8RH

Ward: Wimbledon Town and Dundonald

Proposal: PROPOSED CONSTRUCTION OF ONE ADDITIONAL STOREY TO PROVIDE 4 NEW RESIDENTIAL UNITS

Drawing Nos: See condition 2

Contact Officer: Stephen Hill

RECOMMENDATION

Grant Permission Subject to Section 106 Obligation or any other enabling agreement

CHECKLIST INFORMATION

Is a screening opinion required	No
Is an Environmental Statement required	No
Press notice	Yes
Site notice	Yes
Design Review Panel consulted	No
Number of neighbours consulted	23
External consultations	By letter and site notice
Internal consultations	As described in report
Controlled Parking Zone	Yes - W3

1. INTRODUCTION

This application is being brought to the Planning Applications Committee for determination because of a call-in from Cllr Anthony Fairclough, Ward Councillor.

2. SITE AND SURROUNDINGS

- 2.1 The application site (“the Site”) comprises a three-storey detached block of flats situated on Princes Road, Wimbledon. The existing block comprises 12 self-contained flats. The site is accessible to pedestrians from Princes Road. There are off-street car parking spaces and garages located to the rear.
- 2.2 The site’s surroundings have a predominant residential character which features a mixture of two-three storey residential properties and some more recently constructed three and four-storey blocks of flats.
- 2.3 The Site itself is not located within a Conservation Area, but lies adjacent to the South Park Gardens Conservation Area to the north and east of the site. The building on the Site is not listed locally or nationally.
- 2.4 The site is within Flood Zone 1 indicating low probability of flooding. The site has a PTAL of 6a indicating that the application site is well connected to public transport services. The Site includes nine garages and six parking spaces, accessed by an existing vehicular access from Princes Road and is located in within a Controlled Parking Zone (CPZ) Zone.
- 2.5 Existing refuse storage is located in the parking area at the rear.

3. CURRENT PROPOSAL

- 3.1 This application seeks planning permission for the erection of a single storey extension above the building comprising 4 self-contained two-bedroom flats with balconies. The proposal would add one additional storey above the existing building thereby giving the block a total of four storeys. The new storey would be accessed by an extension of the existing staircase.
- 3.2 No changes are proposed to existing storeys.
- 3.3 The height of the building with extensions proposed would be approximately 11.2m. This would be 3.2m taller than the existing building. The proposed fourth storey would be clad in zinc and would be set back from the footprint of the existing building by around 2.7m.
- 3.4 Eight additional cycle spaces are proposed. No additional car parking capacity is proposed and the applicant proposes the additional dwellings would be provided as ‘car free’ and not entitled to access to residents parking permits (this would need to be secured by a legal agreement with the Council).
- 3.5 The proposal would maintain existing common refuse arrangements with increased refuse capacity at the side of the building.

4. PLANNING HISTORY

06/P1711 - CERTIFICATE OF LAWFULNESS FOR PROPOSED REPLACEMENT OF EXISTING WINDOWS AND DOORS WITH UPVC DOUBLE GLAZING

22/P1736 -APPLICATION FOR PRIOR APPROVAL OF ADDITIONAL STOREY. REFUSED.

22/P3205 - PROPOSED CONSTRUCTION OF ONE ADDITIONAL STOREY TO PROVIDE 4 NEW RESIDENTIAL UNITS. REFUSED.

5. CONSULTATION

5.1 Public consultation was undertaken by way of letters sent to 23 neighbouring properties and existing occupiers of the flats, and a site notice was displayed in front of the property.

5.2 20 objections were received, including a letter from the Friends of Wimbledon Town Centre. The main issues are broadly summarised below:

- Concerns regarding the external appearance of the building and its impact on the character of the area.
- Concerns regarding parking capacity on site and increased parking pressure on surrounding streets.
- Concerns regarding pollution, noise and disruption to local residents from construction.
- Concerns about overlooking to surrounding neighbours
- Concerns regarding adverse impact on daylight and sunlight towards surrounding properties and the findings of the Daylight and Sunlight Assessment submitted with the application.
- Disability access
- Impacts on air traffic
- Waste disposal and storage

5.3 The Friends Of Wimbledon Park commented;-

“When the previous iteration of this application was refused in December last year, one of the reasons for refusal was that ‘the combination of [the] height, bulk, massing and design [of the proposed development] would have a detrimental impact on the Prince’s Road streetscene and would fail to preserve or enhance the setting of the adjoining Merton (South Park Gardens) Conservation Area contrary to Policies DM D2, DM D3 and DM D4 of the Adopted Sites and Policies Plan and Policies Maps (July 2014), Policy CS14 of the Core Strategy (2011) and Policies HC1, D3 and D4 of the London Plan 2021.’ We do not believe, contrary to the assertion in the Planning Statement with the application, that the revised plans address this objection at all. Reducing the additional storey to set back the extension from the front still means the proposed development, located within a few metres of the Conservation Area of South Park Gardens, is inconsistent with the character and style of the majority of the properties in the area. We submit that the box-like design of the additional storey is

inappropriate to the area. The building to which the proposal relates is, itself, already out of character with the majority of the properties in the area and any increase in height would exacerbate this problem. The second reason for refusal of the previous application was the generation of additional pressure on parking in the area. Although a legal agreement securing a car-free agreement has now been included in the application, there appears to be nothing to prevent the leaseholders of the new properties from parking in the car park of the block, forcing present residents to park their vehicles on the surrounding roads, contrary to Merton's policies. According to the Daylight and Sunlight Report on neighbouring properties with the application, although the proposed development would have a relatively low impact on the light receivable by its neighbouring properties, the daylight tests in respect of window 55 at 33 Princes Road demonstrated non-compliance with the BRE recommendations. We believe that this is unacceptable. We urge you to refuse this application again."

- 5.4 Consultation was also issued internally to Environmental Health Officer and Transport Planning Officers as part of the procedure for an earlier scheme for the same numbers of occupiers (22/P1736).

Transport Officer:

Car parking

No off street car parking is provided.

Permit free option would be acceptable subject to the applicant entering into a Unilateral Undertaking which would restrict future occupiers of all units from obtaining an on-street residential parking permit to park in the surrounding controlled parking zones to be secured by via S106 legal agreement.

Cycle Parking

The proposal would require 2 cycle spaces per each unit (secure & undercover).

Waste Collection

Waste collection points should be located within 30 metres of residential units and within 20 metres of collection vehicles.

Recommendation: Raise no objection subject to:

- Applicant enters into a Unilateral Undertaking which would restrict future occupiers of all units from obtaining an on-street residential parking permit to park in the surrounding controlled parking zones to be secured by via S106 legal agreement.
- Cycle Parking: 2 cycle spaces per each unit (secure & undercover)."

Environmental Health Officer:

"The Council's Environment and Health Officer raised no Environmental Health (Noise and Nuisance) objections/comments regarding this application."

6. POLICY CONTEXT

National Planning Policy Framework (2021)

Chapter 2 Achieving sustainable development
Chapter 3 Plan-making
Chapter 4 Decision-making
Chapter 5 Delivering a sufficient supply of homes
Chapter 6 Building a strong, competitive economy
Chapter 8 Promoting healthy and safe communities
Chapter 9 Promoting sustainable transport
Chapter 11 Making effective use of land
Chapter 12 Achieving well-designed places
Chapter 14 Meeting the challenge of climate change, flooding and coastal change
Chapter 15 Conserving and enhancing the natural environment
Chapter 16 Conserving and enhancing the historic environment

Merton Sites and Policies Plan (2014)

DM D2 Design considerations in all developments
DM D3 Alterations and extensions to existing buildings
DM D4 Managing heritage assets
DM H2 Housing mix
DM T1 Support for sustainable transport and active travel
DM T3 Car parking and servicing standards

Merton Core Strategy (2011)

Policy CS 8 Housing Choice
Policy CS 9 Housing Provision
Policy CS 14 Design
Policy CS 15 Climate Change
Policy CS 16 Flood Risk Management
Policy CS 17 Waste Management
Policy CS 18 Active Transport
Policy CS 19 Public Transport
Policy CS 20 Parking, Servicing and Delivery

London Plan 2021

D1 London's form, character and capacity for growth
D2 Infrastructure requirements for sustainable densities
D3 Optimising site capacity through the design-led approach
D4 Delivering good design
D6 Housing quality and standards
H1 Increasing housing supply
H2 Small sites
HC1 Heritage
T4 Assessing and mitigating transport impacts
T6 Car parking
T6.1 Residential parking

7. PLANNING CONSIDERATIONS

7.1 Principle of development

- 7.1.1 Section 38 (6) of the Planning and Compulsory Purchase Act 2004 states that if regard is to be had to the development plan for the purpose of any determination to be made under the Planning Acts, the determination must be made in accordance with the plan, unless material considerations indicate otherwise.
- 7.1.2 The proposal would provide four residential units within a sustainable location and is considered to be acceptable in principle subject to compliance with the relevant policies of the Development Plan.

Housing Targets

- 7.1.3 The National Planning Policy Framework requires Councils to identify a supply of specific 'deliverable' sites sufficient to provide five years' worth of housing with an additional buffer of 5% to provide choice and competition.

Provision of housing

- 7.1.4 Policy H1 of the London Plan 2021 states that development plan policies should seek to identify new sources of land for residential development including intensification of housing provision through development at higher densities. Core Strategy policies CS8 & CS9 seek to encourage proposals for well-designed and conveniently located new housing that will create socially mixed and sustainable neighbourhoods through physical regeneration and effective use of space.
- 7.1.5 Policy H1 of the London Plan 2021 has set Merton a ten-year housing target of 9,180 new homes. The proposal would make a contribution to meeting that target and providing much needed new housing
- 7.1.6 The proposal to provide an increase in residential units to this site is considered to respond positively to London Plan and Core Strategy planning policies to increase housing supply and optimise sites.

Merton's five year land supply

- 7.1.7 Merton currently does not have a five-year supply of deliverable housing. It is therefore a material consideration in the determination of planning applications proposing additional homes.
- 7.1.8 Where local planning authorities cannot demonstrate a five year supply of deliverable housing sites, relevant decisions should apply the presumption in favour of sustainable development. This means that for planning applications involving the provision of housing, it should be granted permission unless: • the application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or • any adverse effect of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in the Framework taken as a whole.

7.2 Transport and highways

- 7.2.1 The applicant has submitted a Transport Statement from TTP Consulting dated September 2022.

- 7.2.2 The Site includes nine garages and six parking spaces, accessed by an existing vehicular access from Princes Road. Servicing activity currently takes place on-street on Prince's Road whilst an external bin store is located along the access road.
- 7.2.3 There are no proposed changes to the existing access arrangements from Prince's Road that currently serve the site. Merton Core Strategy (2011) policy CS 20 and Merton Sites and Policies Plan (2014) policies DM T1 and DM T2 requires that development would not adversely affect pedestrian or cycle movements, safety, the convenience of local residents, street parking or traffic management.
- 7.2.4 The applicant states that the development could be 'car free' with future occupiers not entitled to access to residents parking permits. The existing on-site car parking spaces and garages would not be available to use by the proposed units and the applicant has stated that they would be "retained for existing units." The development does not propose any increases to parking capacity.
- 7.2.5 The application is within a Controlled Parking Zone (CPZ) and has a PTAL of 6a. Therefore, the site is considered to have enough connectivity to public transport services that a 'permit-free' development could be permissible.
- 7.2.6 Accordingly, the development is considered acceptable in respect of Merton Core Strategy (2011) policy CS 20 and Merton Sites and Policies Plan (2014) policies DM T1 and DM T2.

7.3 Design and Appearance

- 7.3.1 London Plan 2021 D1, D3 and D4, Merton Core Strategy policy CS 14 (2011) and Merton Sites and Policies Plan (2014) policies DM D2 and DM D3 specify requirements for well-designed proposals that will respect the appearance, scale, bulk, form, proportions, materials and character of the original building (as well as their surroundings where relevant). Merton Sites and Policies Plan (2014) policy DM D3 states that roof alterations and extensions should ensure the use of sympathetic materials, be of a size and design that respects the character and proportions of the original building. Policy DM D4 seeks to protect the borough's heritage assets.
- 7.3.2 Officers consider that the architectural form, language, detailing and materials of the additional storey is sympathetic to the character and appearance of the host building in isolation. The lightweight appearance and zinc finish provides an appropriate contrast to the appearance of the existing storeys. The more contemporary appearance is not considered to harm the character and appearance of the host building.
- 7.3.3 The relationship between the proposed new storey and the surroundings is considered to be acceptable. The proposal is set back at the front and sides from the footprint of the existing building, with balconies on the front. The proposed massing would be set back from the edge of the building and existing parapet. This avoids the creation of an overbearing presence when viewed from the street and surrounding properties and does not negatively affect the existing streetscene, in which more modest two and three storey residences predominate. When viewed in Princes Road from the east, the new storey would be visible from some angles but respects the scale of its neighbour, 43 Princes Road, and it would not be an obtrusive or incongruous presence when approaching from the east.

- 7.3.4 From the west, the existing building sits closer to its neighbour and the proposed front elevation of the additional storey would be set back and so would not protrude onto the streetscene in an unsightly way or would form an unacceptable and overbearing presence on the street.
- 7.3.5 The southern side of Princes Road has a variety of typologies with a series of short terraces of differing styles interspersed with several blocks of flats. The 4-storey apartment blocks of Keble Court (South Park Rd) and Alden Court (Stanley Rd) provide height variations in the surrounding area together with the recent consent for 19 Princes Rd and South Park Court for additional storeys. The proposal is considered to be consistent with this variation in height and style.
- 7.3.6 The Site is opposite the South Park Gardens Conservation Area and the proposal would have an impact on views into and from within the Conservation Area. It is considered that the set back proposal would not negatively impact views into and from the Conservation Area and would preserve its setting, particularly given the existing variations set out in paragraph 7.3.5.
- 7.3.7 It is therefore considered that the proposal would have an acceptable impact on the streetscene of Princes Road and a neutral impact on the South Park Gardens Conservation Area and would be in accordance with policies DM D2, DM D3 and DM D4 of the Adopted Sites and Policies Plan and Policies Maps (July 2014) and Policy CS14 of the Core Strategy (2011).

7.4 Standard of accommodation

- 7.4.1 The development is considered to provide adequate natural light in all habitable rooms of the new self-contained flats as confirmed by the report submitted from Right to Light Consulting. Furthermore, the flats would meet space standards.
- 7.4.2 The proposal includes amenity space for each new unit in the form of a balcony. The one bedroom flats meet minimum requirements in terms of area and proportions. The two bedroom/three person apartments fall slightly short of the 6sqm requirement for a three person flat, being 5.6sqm. However, given the abundance of open space in the area this is considered acceptable for a two-bedroom apartment.

7.5 Neighbouring amenity

- 7.5.1 Merton Sites and Policies Plan (2014) policy DM D2 states proposals should not have a negative impact on neighbour amenity in terms of loss of light, quality of living conditions, visibility and noise.
- 7.5.2 The Applicant has submitted a Daylight and Sunlight Assessment from Right of Light Consulting dated 5 June 2023.
- 7.5.3 The impacts on properties are considered in turn below, with the two neighbouring properties considered first.

33 Princes Road

- 7.5.4 This neighbouring property would be most impacted by the proposal. The windows at this property would pass the Vertical Sky Component ("VSC") Test and Daylight Distribution ("DD") Test, with the exception of the window numbered 55 in the Daylight and Sunlight Report produced by Right to Light Consulting and submitted on behalf of

the applicant. It is acknowledged that the daylight to this window under the VSC and DD tests is much reduced. However, the BRE Guidelines and principles of good planning provide that that mitigating factors, some of which pertain here must be weighed against numerical compliance, namely:-

- (a) the room served by Window 55 is a small fourth bedroom, which is not one of the principal bedrooms in the property; and
- (b) an extension was undertaken at this property in or around 2016 pursuant to planning permission 15/P0783 (amended 16/P1885). This permission included the construction of a rear first floor wing on the eastern side of the building, which had the effect of enclosing Window 55 between the new wing and existing wing. The effect of the additional wing would obstruct light to Window 5, contributing significantly to the poor daylight it receives, and leaving a single channel facing the application site from which Window 55 would receive all of its daylight. Window 55 faces the boundary with the Site, serving a single aspect room.

7.5.5 Officers consider that the position of Window 55 and the decision by the owners of 33 Princes Road to restrict light to this window are significant.

7.5.6 Officers consider that the numerical impact of the Proposal on Window 55 in the VSC and DD tests has been exacerbated by the construction of the additional wing. The decision by the owners of 33 Princes Road to restrict the ability of Window 55 to receive daylight should not unduly prejudice the ability of the neighbouring property, the application site, to extend upwards. Whilst Number 33's action is not the only factor, it is an important one when deciding whether it is reasonable to restrict development on the Site as a consequence of a loss of light to this window. This is for two reasons: (a) it demonstrates that Number 33 does not attach great weight to the ability of that window to receive abundant light; and (b) it would be unreasonable to obstruct light to a boundary window with the expectation that development on that neighbouring property should be restricted as a result.

7.5.7 Taking all of these factors into account, it is considered that it would not be reasonable for the impact on this window to outweigh the other benefits of the proposal.

7.5.8 In all other respects the impacts on windows at 33 Princes Road are acceptable and within BRE Guidelines.

43 Princes Road

7.5.9 The impact on the windows to this property are assessed by Right to Light Consulting's report and the results are reproduced at Appx 2. There are small VSC impacts on windows on 10,11,12,13,24,25,26 and 27. However these windows serve bathrooms, kitchen and WC. The impacts are compliant with the BRE Guidelines and acceptable overall.

Other properties on Princes Road

7.5.10 The other properties assessed all meet BRE Guidelines as set out in Appendix 2 of the Daylight and Sunlight Report.

Overlooking from balconies

- 7.5.11 The proposed balconies face the street and it is not considered that there are any unacceptable impacts that would arise from the use of these balconies, as they are positioned across the road. Balconies at the rear would offer some cross-boundary views to the rear gardens of neighbouring properties, but this would be in the context of the surrounding residential environment wherein some visual interaction with windows is common place. Owing to the set back position of the new storey from the existing building footprint, and in combination with the limited height of the proposal, leads officers to conclude that it would not cause an overbearing impact on surrounding neighbouring occupiers.
- 7.5.12 The proposal would extend the building vertically and be set in from the edge of the building. Officers do not consider that the proposal would cause a harmful impact on the amenities of the existing flat occupiers on the site. The construction process will have some impact on existing flat occupiers which is unavoidable. However, a Construction Management Plan is to be secured by condition to ensure disruption is kept to a minimum.
- 7.5.12 Overall, the potential impacts of the development on the amenities of neighbouring properties are considered acceptable and would comply with Merton Sites and Policies Plan (2014) policy DM D2.

7.6 Flood risk

The proposal is in Flood Zone 1, indicating a low risk of flooding. A report was carried out by Ark Environmental dated June 2023 which confirmed that no flood risk issues would arise.

7.7 Ecology

A green roof is proposed but Officers consider that more might be done to take advantage of the opportunity to enhance the ecology of the area and a condition would be imposed requiring an Ecology Management Plan.

7.8 Refuse and recycling

The applicant proposes an extended bin store on the eastern side of the Site to accommodate increased refuse and recycling. The provision made is considered sufficient and acceptable. A condition would be attached requiring the implementation of the extended bin stores.

7.9 Housing mix

- 7.9.1 London Plan Policy H10 promotes development which provides range of unit sizes which respond to the particular site circumstances and evidence available. Policy DM H2 of the Adopted Merton Sites and Policies Plan and Policies Maps (July 2014) states that residential proposals will be considered favourably where they contribute to meeting the needs of different households such as families with children, single person households and older people by providing a mix of dwelling sizes, taking account of the borough level indicative proportions concerning housing mix.
- 7.9.2 Merton's Housing Strategy (2022-27) borough level indicative proportions of general housing need are set out below.

Bedrooms	Affordable Rent %	Low Cost Home Ownership %	Market %
1	25-30	25-30	5-10
2	35-40	30-35	20-25
3	25-30	25-30	45-50
4	5-10	10-15	20-25

7.9.3 The proposed housing mix is as follows:-

Number of bedrooms	Number of units
One	2
Two	2

7.9.4 The targets above are general borough wide indications of need. This is a small sites proposal for only four units, being single storey apartments at a high level. The proposal includes a reasonable mix of unit sizes for a small scheme which meets Merton's identified demand for one and two-bedroom homes. It is acknowledged that there is a limited opportunity to provide family units on this site and the proposal would be at third floor which would not be ideal for family accommodation.

7.9.5 On balance, the proposed unit mix is considered acceptable.

7.10 Construction management

7.10.1 The management of the construction process will be subject to a Construction and Logistics plan controlled by a pre-development condition.

7.10.2 The Applicant has submitted brochure on Modular Construction indicating how the build will take place. It will be a volumetric modular construction, with the apartments being constructed off site. The works in the factory include full first and second fix of the apartments including kitchens, electrics/plumbing, bathroom/en-suite tiling, decoration. The units are then divided ready to be transported into place.

7.10.3 This means that instead of contractors being on site for 12-18 months, the site works are expected to take 12-18 weeks.

7.10.4 The Applicant states that "the company Moduloft is a shareholder in CLA and this is the unique USP of the CLA offer".

7.11 Air quality

7.11.1 Planning Policy SI 1 (Improving air quality) of the London Plan 2021 seeks to tackle poor air quality and protect health. 15.2 The development is Air Quality Neutral according to the London Plan Policy SI1 Improving Air Quality Part B(2)(a) and Part E as follows: there is no new combustion car parking as part of the proposed development and any parking permits allowed for the new flats would only be for emission-fee vehicles. Further, a Construction Method Statement would capture measures as to how emissions and dust would be controlled during the construction process. This would be controlled via condition.

7.12 Sustainability

- 7.12.1 All new developments comprising the creation of new dwellings should demonstrate how the development will comply with Merton's Core Strategy (2011) Policy CS15 Climate Change (parts a-d) and the policies outlined in Chapter 9 (Sustainable infrastructure) of the new London Plan.
- 7.12.2 The Applicant has submitted a sustainability statement which details the sustainability measures incorporated in the development and others which have been considered and which are not appropriate. The development will need to achieve internal water usage rates not exceeding 105 litres per person per day. CO2 emissions for the proposed development would be assessed under Approved Document Part L1A of Building Regulations. Part L of Building Regulations was updated (Part L 2021) and Part L 2021 is estimated to represent a 31% improvement against Part L 2013. As a result, the new Part L 2021 exceeds the 19% improvement against Part L 2013 target which Merton requires for minor schemes. Therefore, better improvements to building standards will now be controlled under building control regulations, however under planning, we will still need to see evidence of meeting Merton's internal water use rate of 105 Litres per person per day for minor residential schemes. In order to secure this requirement, a planning condition can be attached requiring evidence that the development has met this standard.

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. LOCAL FINANCE CONSIDERATIONS

- 9.1 Section 70(2) of the Town and Country Planning Act 1990 (as amended) provides that a local planning authority must have regard to a local finance consideration as far as it is material. The weight to be attached to a local finance consideration remains a matter for the decision maker. The Mayor of London's CIL and Merton CIL are therefore material considerations. On initial assessment this development is considered liable for the Mayoral and Merton CIL.

10. CONCLUSION

- 10.1 The benefits of the proposal would be four new flats to the Borough's housing stock in a sustainable location. The visual impact of the proposal is much improved compared to the previous refused proposal and the impact on the streetscene is considered acceptable. It is concluded that the proposed development would have a neutral impact on the Prince's Road streetscene and would preserve the setting of the adjoining Merton (South Park Gardens) Conservation Area.
- 10.2 The Applicant points out that there are ancillary benefits that the scheme will bring to existing residents including a new fire strategy and alarm, new fire doors and front doors and redecoration of internal areas. Most significantly, the scheme will provide a new roof.
- 10.3 A legal agreement would be entered into to ensure the development is 'car free' save for emission-free vehicles.

Recommendation:

Grant Planning permission subject to S106 or other enabling agreement to restrict the issuance of parking permits for the new flats (with exemption for emission-free vehicles) and conditions.

Conditions

1. Commencement of development (Full Permission) - The development to which this permission relates shall be commenced not later than the expiration of 3 years from the date of this permission.

Reason: To comply with Section 91 (as amended) of the Town & Country Planning Act 1990.

2. Approved Plans - The development hereby permitted shall be carried out in accordance with the following approved plans:

10 3 5/P/0 8
10 3 5/P/0 9
10 3 5/P/010
10 3 5/P/011
10 3 5/P/012
10 3 5/P/013
10 3 5/P/014
10 3 5/P/015

Reason: For the avoidance of doubt and in the interests of proper planning

3. Materials to be Approved - No development shall take place until details of particulars and samples of the materials to be used on all external faces of the development hereby permitted, including window frames and doors (notwithstanding any materials specified in the application form and/or the approved drawings), have been submitted to the Local Planning Authority for approval. No works which are the subject of this condition shall be carried out until the details are approved, and the development shall be carried out in full accordance with the approved details.

Reason: To ensure a satisfactory appearance of the development and to comply with the following Development Plan policies for Merton: policies D4 and D8 of the London Plan 2021, policy CS14 of Merton's Core Planning Strategy 2011 and policies DM D2 and D3 of Merton's Sites and Policies Plan 2014.

4. No Use of Flat Roof - Access to the flat roof of the development hereby permitted (apart from designated terraces indicated on the approved plans) shall be for maintenance or emergency purposes only, and the flat roof shall not be used as a roof garden, terrace, patio or similar amenity area.

Reason: To safeguard the amenities and privacy of the occupiers of adjoining properties and to comply with the following Development Plan policies for Merton: policies D3 and D4 of the London Plan 2021, policy CS14 of Merton's Core Planning Strategy 2011 and policies DM D2 and D3 of Merton's Sites and Policies Plan 2014.

- 5 Screening - The screening or enclosure to the balconies on all elevations will be obscure glazed before the development is first occupied and retained permanently thereafter.

Reason: To safeguard the amenities and privacy of the occupiers of adjoining properties and to comply with the following Development Plan policies for Merton: policies D3 and D4 of the London Plan 2021, policy CS14 of Merton's Core Planning Strategy 2011 and policies DM D2 and D3 of Merton's Sites and Policies Plan 2014.

- 6 No development shall take place until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:
- hours of operation
 - the parking of vehicles of site operatives and visitors
 - loading and unloading of plant and materials
 - storage of plant and materials used in constructing the development
 - the erection and maintenance of security hoarding including decorative displays and facilities for public viewing
 - where appropriate wheel washing facilities
 - measures to control the emission of noise and vibration during construction.
 - measures to control the emission of dust and dirt during construction/demolition
 - a scheme for recycling/disposing of waste resulting from demolition and construction works

Reason: To ensure the safety of pedestrians and vehicles and the amenities of the surrounding area and to comply with the following Development Plan policies for Merton: policies T4 and T7 of the London Plan 2021, policy CS20 of Merton's Core Planning Strategy 2011 and policy DM T2 of Merton's Sites and Policies Plan 2014.

- 7 Obscured Glazing - Before the development hereby permitted is first occupied, the windows in the east and west elevations shall be glazed with obscured glass and shall be maintained as such thereafter.

Reason: To safeguard the amenities and privacy of the occupiers of adjoining properties and to comply with the following Development Plan policies for Merton: policies D3 and D4 of the London Plan 2021, policy CS14 of Merton's Core Planning Strategy 2011 and policies DM D2 and D3 of Merton's Sites and Policies Plan 2014.

- 8 Cycle Parking to be implemented - The development hereby permitted shall not be occupied until the cycle parking for 8 bikes shown on the Ground Floor Plan 1035/P/08 and other drawings hereby approved has been provided and made available for use. These facilities shall be retained for the occupants of and visitors to the development at all times.

Reason: To ensure satisfactory facilities for cycle parking are provided and to comply with the following Development Plan policies for Merton: policy T5 of the London Plan 2021, policy CS18 of Merton's Core Planning Strategy 2011 and policy DM T1 of Merton's Sites and Policies Plan 2014.

- 9 Refuse & Recycling (Implementation) - The development hereby approved shall not be occupied until the refuse and recycling storage facilities shown on the approved plans have been fully implemented and made available for use. These facilities shall thereafter be retained for use at all times.

Reason: To ensure the provision of satisfactory facilities for the storage of refuse and recycling material and to comply with the following Development Plan policies for Merton: policies T4 and T7 of the London Plan 2021, policy CS17 of Merton's Core Planning Strategy 2011 and policy DM D2 of Merton's Sites and Policies Plan 2014.

- 10 Construction Times - No demolition or construction work or ancillary activities such as deliveries shall take place before 8am or after 6pm Mondays - Fridays inclusive, before 8am or after 1pm on Saturdays or at any time on Sundays or Bank Holidays.

Reason: To safeguard the amenities of the area and the occupiers of neighbouring properties and ensure compliance with the following Development Plan policies for Merton: policies D14 and T7 of the London Plan 2021 and policy DM EP2 of Merton's Sites and Policies Plan 2014.

- 11 Sustainability (Water Consumption) - No part of the development hereby approved shall be occupied until evidence has been submitted to, and approved in writing by, the Local Planning Authority confirming that the development has achieved internal water consumption rates of no greater than 105 litres per person per day.

Reason: To ensure that the development achieves a high standard of sustainability and makes efficient use of resources and to comply with the following Development Plan policies for Merton: Policy SI 2 and SI 3 of the London Plan 2021 and Policy CS15 of Merton's Core Planning Strategy 2011.

- 12 Prior to the first occupation of the dwelling hereby approved, details of features to ensure the development is air quality neutral shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved measures prior to the first occupation of the dwelling hereby approved. The approved measures shall be retained thereafter.

Reason: To ensure the development is Air Quality Neutral in line with draft guidance (LPG) and does not worsen air quality and to comply with London Plan policy SI1.

- 13 Prior to the first occupation of the dwelling hereby approved, a scheme for ecological enhancements on the site shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved measures prior to the first occupation of the dwelling hereby approved. The approved measures shall be retained thereafter.

Reason: Having regard to the ecological value of the site and to comply with the following Development Plan policies for Merton: G6 of the London Plan 2021, policy CS13 of Merton's Core Planning Strategy 2011 and policy DM 02 of Merton's Sites and Policies Plan 2014.

- 14 Construction Logistics Plan - Prior to the commencement of the development hereby permitted, a Construction Logistics Plan shall be submitted to and approved in writing by the Local Planning Authority. The approved measures shall be implemented prior to the first occupation of the development hereby permitted and shall be so maintained for the duration of the construction period, unless the prior written approval of the Local Planning Authority is first obtained to any variation.

Reason: To ensure the safety of pedestrians and vehicles and the amenities of the surrounding area and to comply with the following Development Plan policies for

Merton: policies T4 and T7 of the London Plan 2021, policy CS20 of Merton's Core Planning Strategy 2011 and policy DM T2 of Merton's Sites and Policies Plan 2014.

INFORMATIVE

No surface water runoff should discharge onto the public highway including the public footway or highway. When it is proposed to connect to a public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required (contact no. 0845 850 2777).

INFORMATIVE

No waste material, including concrete, mortar, grout, plaster, fats, oils and chemicals shall be washed down on the highway or disposed of into the highway drainage system.

INFORMATIVE

Any works/events carried out either by, or at the behest of, the developer, whether they are located on, or affecting a prospectively maintainable highway, as defined under Section 87 of the New Roads and Street Works Act 1991, or on or affecting the public highway, shall be co-ordinated under the requirements of the New Roads and Street Works Act 1991 and the Traffic Management Act 2004 and licensed accordingly in order to secure the expeditious movement of traffic by minimising disruption to users of the highway network in Merton. Any such works or events commissioned by the developer and particularly those involving the connection of any utility to the site, shall be co-ordinated by them in liaison with the London Borough of Merton, Network Coordinator, (telephone 020 8545 3976). This must take place at least one month in advance of the works and particularly to ensure that statutory undertaker connections/supplies to the site are coordinated to take place wherever possible at the same time.

INFORMATIVE

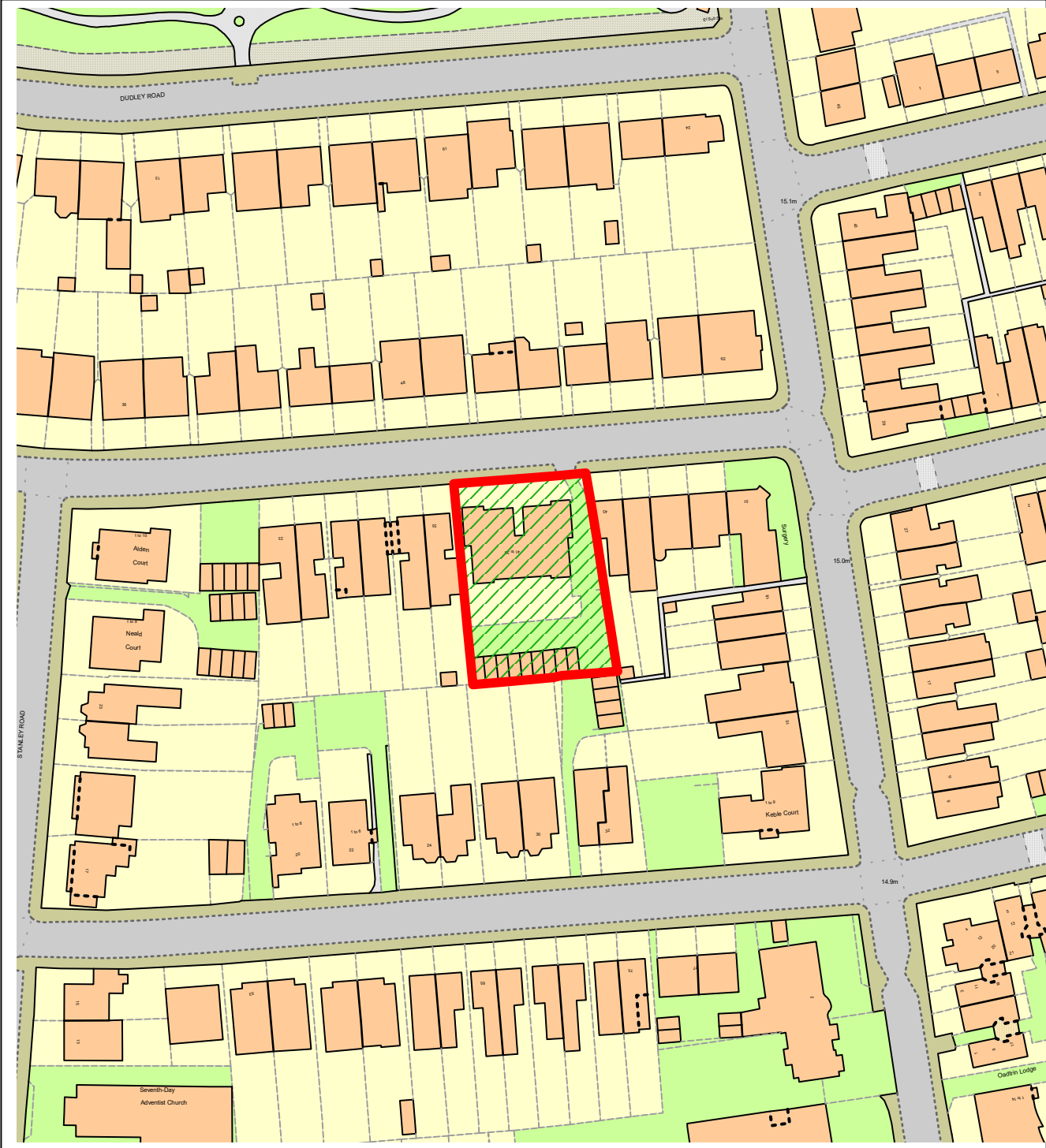
The applicant is advised to check the requirements of the Party Wall Act 1996 relating to work on an existing wall shared with another property, building on the boundary with a neighbouring property, or excavating near a neighbouring building. Further information is available at the following link:

<http://www.planningportal.gov.uk/buildingregulations/buildingpolicyandlegislation/currentlegislation/partywallact>

INFORMATIVE

This planning permission contains certain conditions precedent that state 'before development commences' or 'prior to commencement of any development' (or similar). As a result these must be discharged prior to ANY development activity taking place on site. Commencement of development without having complied with these conditions will make any development unauthorised and possibly subject to enforcement action such as a Stop Notice.

NORTHGATE SE GIS Print Template

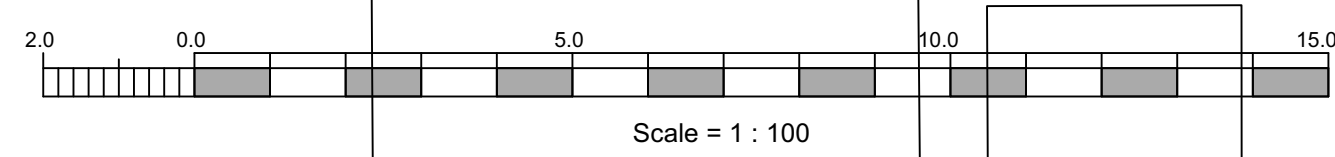
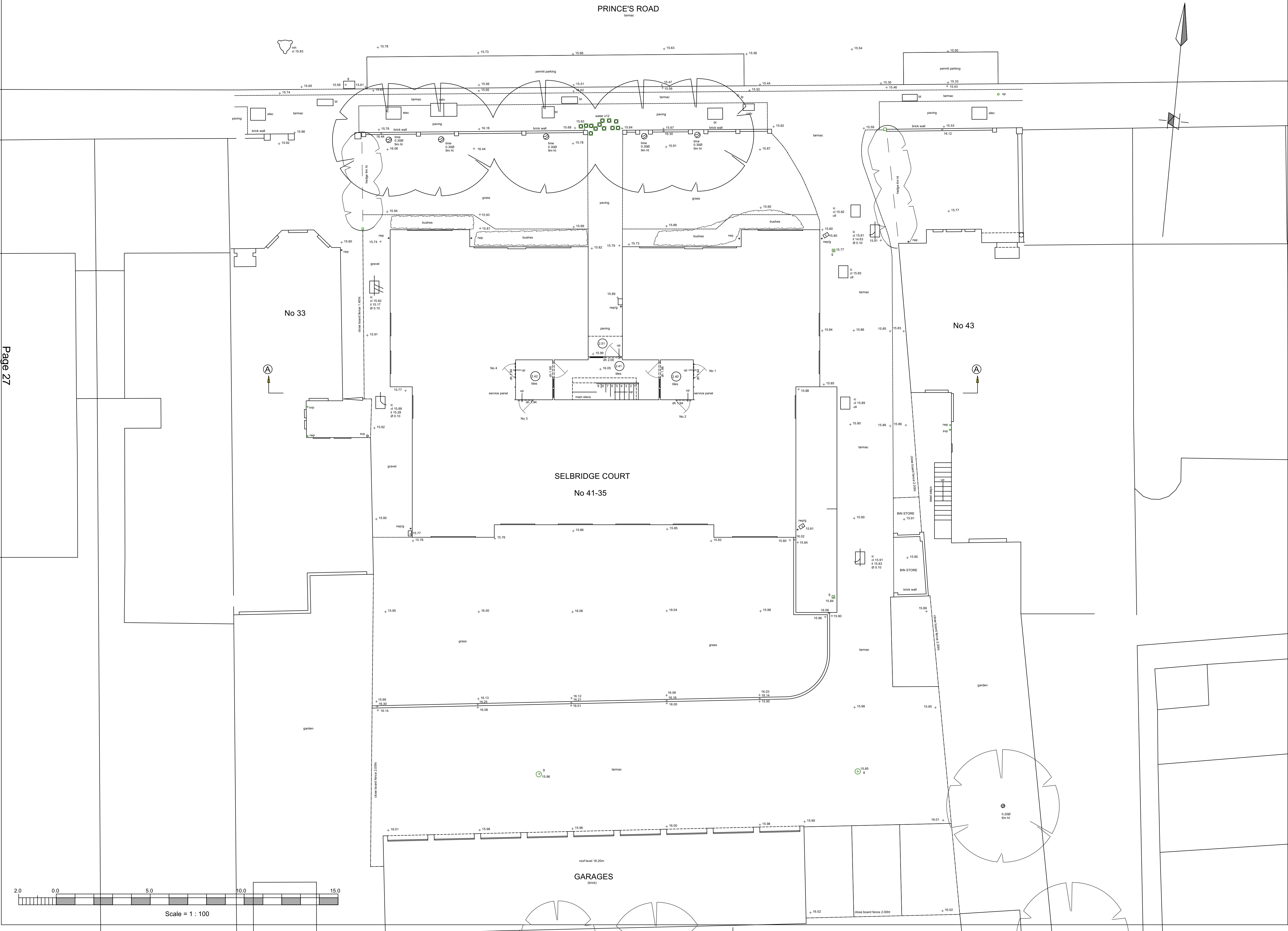


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1/100
 ALL LEVELS ARE IN METRES DERIVED FROM GPS TRANSFORMATION
 OSGM15
 THE CO-ORDINATES ARE DERIVED FROM THE ORDNANCE SURVEY
 ACTIVE STATION NETWORK OSTN15

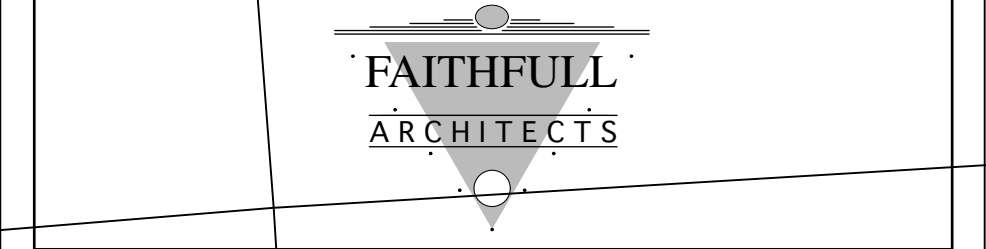
- sh sill to head height
- fs floor to sill height
- u/s underside height
- t/s topside height
- fb floorboard direction
- conc concrete
- rl roof light
- cup'd cupboard
- fp fireplace
- sd sliding door
- s/vp soil and vent pipe
- rwp rain water pipe
- carpet
- ⊙ room height
- roof slope
- radiator

Page 27



REV.	DATE	DRWN.	DESCRIPTION	INIT.

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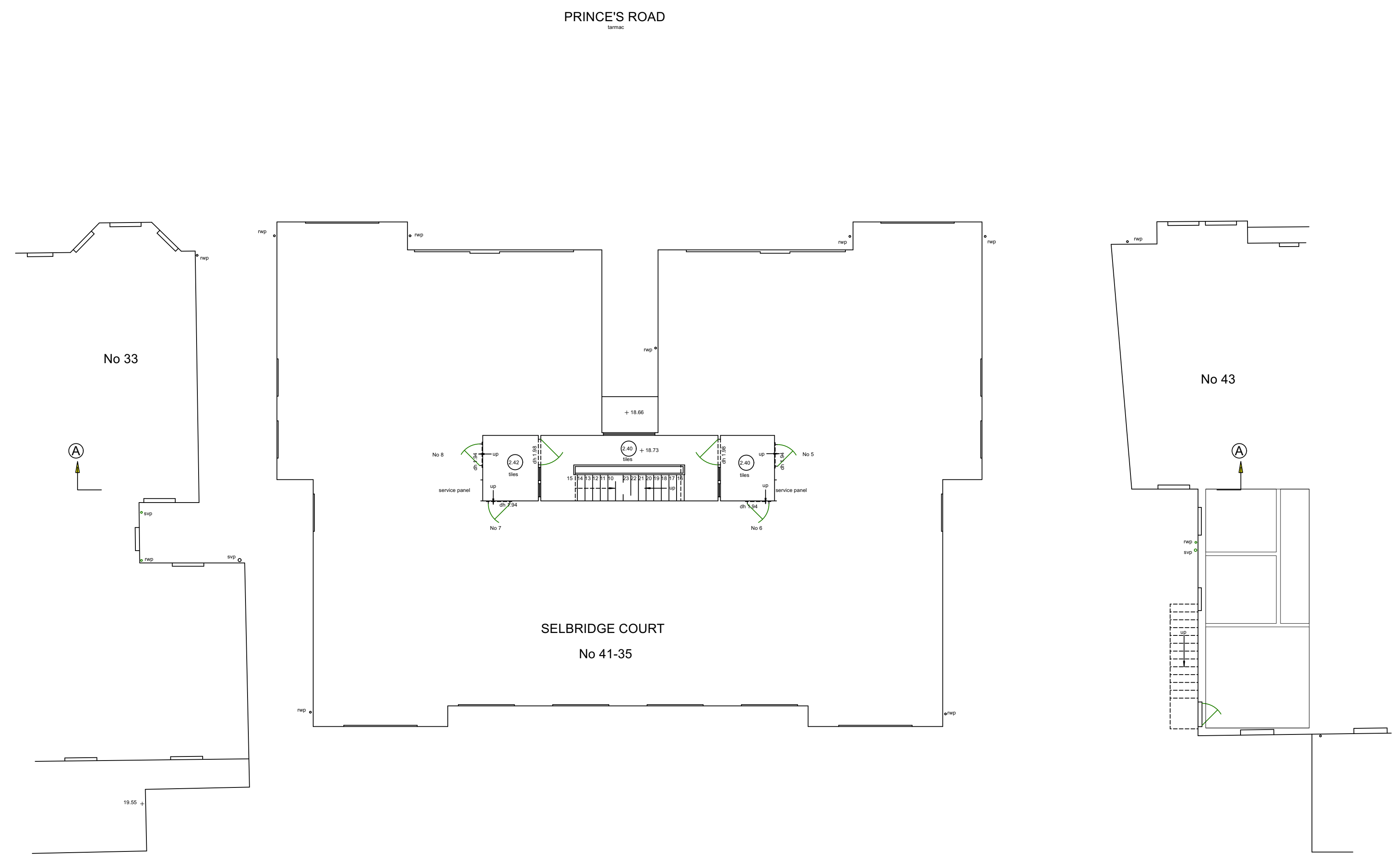
+44 (0)20 7228 0888

PROJECT: SELBRIDGE COURT
 35-41 PRINCE'S ROAD SW19 8RH

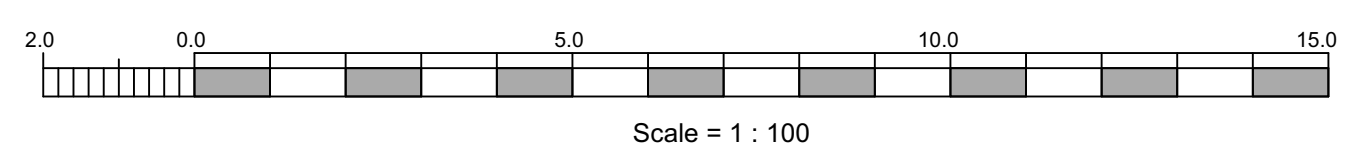
CLIENT: City Loft Airspace

DRAWING: Existing Ground Floor Plan

SCALE: 1:100 @A1	DRAWN BY:
DATE: January 2022	DRAWING NO. 1035/P/03
	REV.

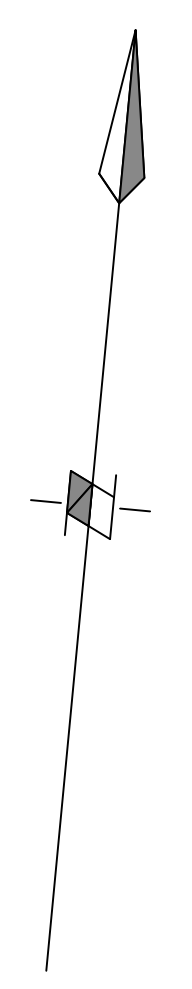


FIRST FLOOR PLAN



1/200
 ALL LEVELS ARE IN METRES DERIVED FROM GPS TRANSFORMATION OSGM15
 THE CO-ORDINATES ARE DERIVED FROM THE ORDNANCE SURVEY ACTIVE STATION NETWORK OSTN15

- sh sill to head height
- fs floor to sill height
- u/s underside height
- t/s topside height
- fb floorboard direction
- conc concrete
- rf roof light
- cup'd cupboard
- fp fireplace
- sd sliding door
- svp soil and vent pipe
- rwp rain water pipe
- ⊙ carpet
- ⊙ 3.17 room height
- ↘ roof slope
- radiator



REV.	DATE	DRWN.	DESCRIPTION	INIT.

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+44 (0)20 7228 0888

PROJECT: SELBRIDGE COURT
 35-41 PRINCE'S ROAD SW19 8RH

CLIENT: City Loft Airspace

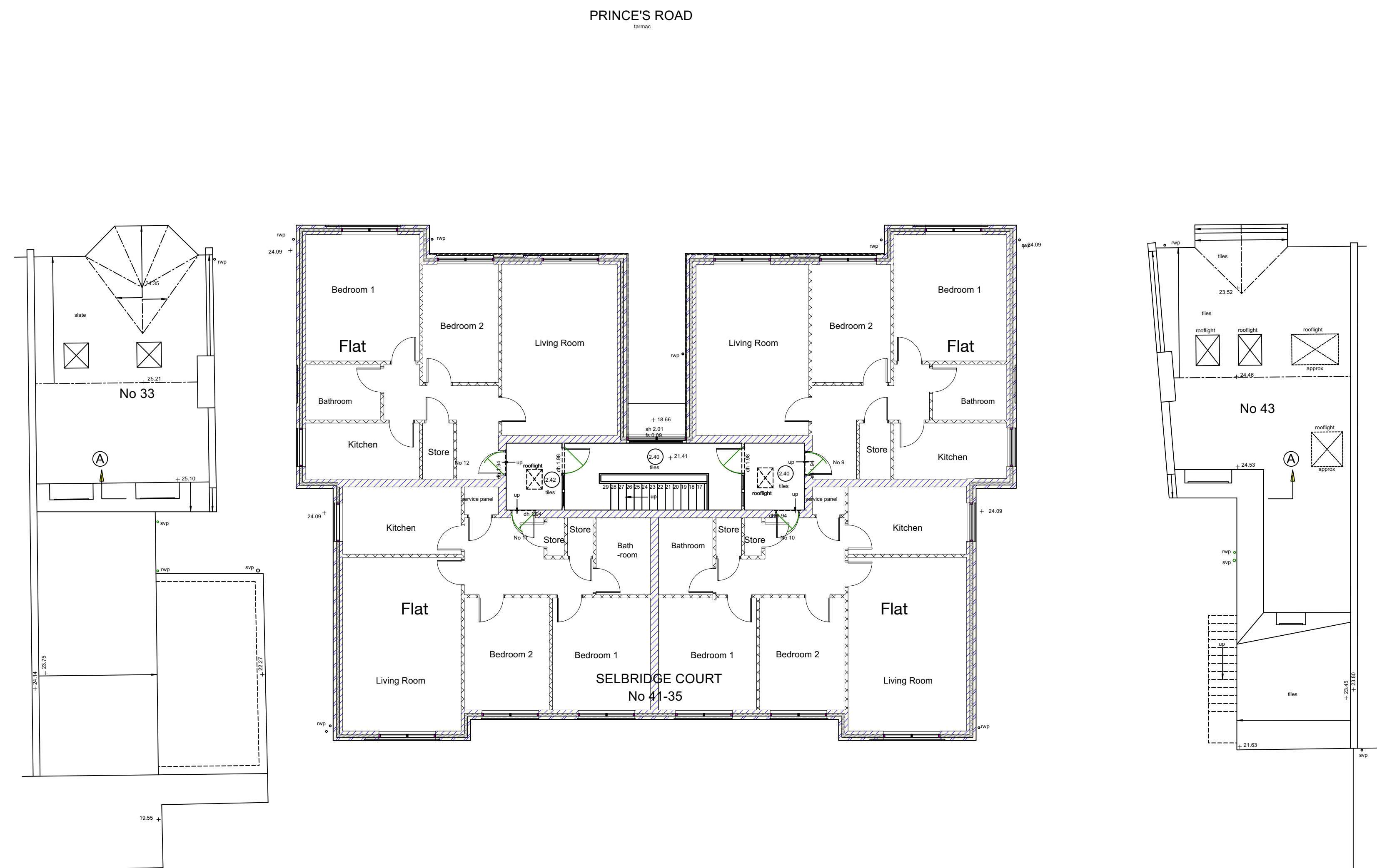
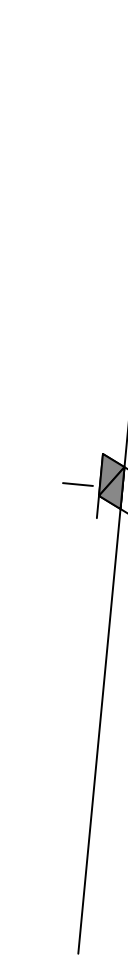
DRAWING: Existing First Floor Plan

SCALE: 1:100 @A1	DRAWN BY:
DATE: January 2022	DRAWING NO. 1035/P/04
	REV.

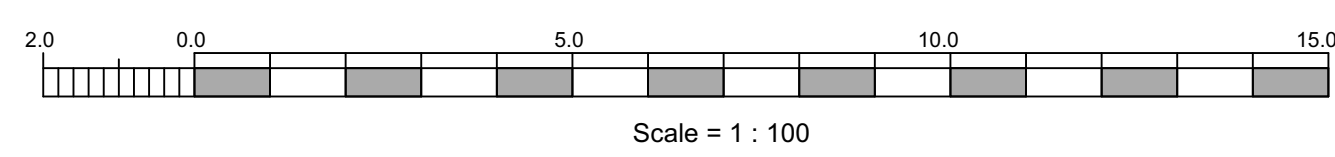
1/200
ALL LEVELS ARE IN METRES DERIVED FROM GPS TRANSFORMATION
OSGM15
THE CO-ORDINATES ARE DERIVED FROM THE ORDNANCE SURVEY
ACTIVE STATION NETWORK OSTN15

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- conc concrete
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- fp fireplace
- sd sliding door
- svp soil and vent pipe
- rwp rain water pipe
- ⊙ carpet
- ⊙ 3.17 room height
- ↘ roof slope
- radiator

NB - Internal Layout not surveyed

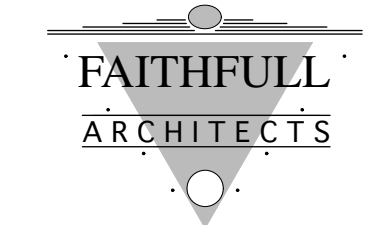


SECOND FLOOR PLAN



REV.	DATE	DRWN.	DESCRIPTION	INIT.

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+44 (0)20 7228 0888

PROJECT: SELBRIDGE COURT
35-41 PRINCE'S ROAD SW19 8RH

CLIENT: City Loft Airspace

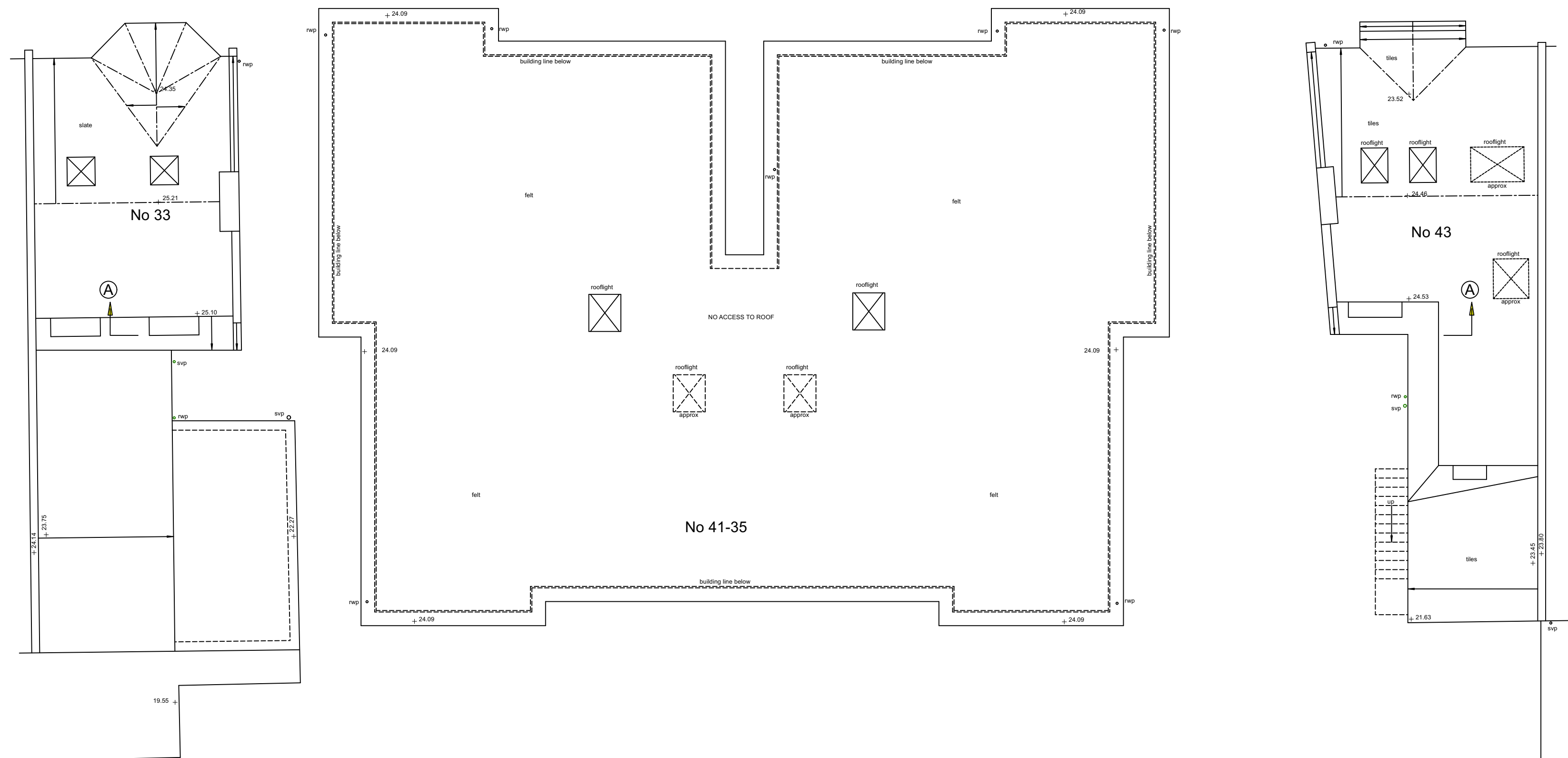
DRAWING: Existing Second Floor Plan

SCALE: 1:100 @A1	DRAWN BY:
DATE: January 2022	DRAWING NO. 1035/P/05
	REV.

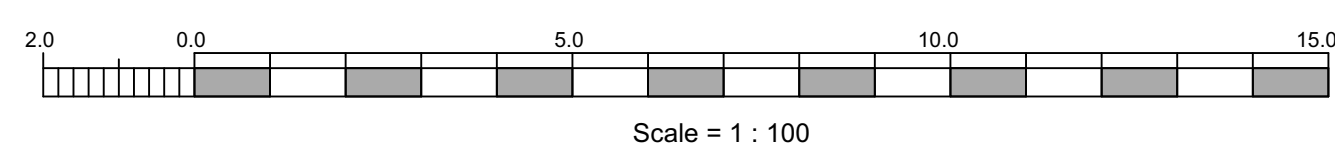
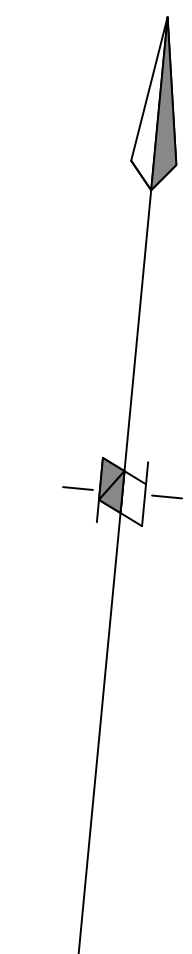
1/200
ALL LEVELS ARE IN METRES DERIVED FROM GPS TRANSFORMATION
OSGM15
THE CO-ORDINATES ARE DERIVED FROM THE ORDNANCE SURVEY
ACTIVE STATION NETWORK OSTN15

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- svp soil and vent pipe
- rwp rain water pipe
- ⊙ carpet
- ⊙ 3.17 room height
- roof slope
- radiator

PRINCE'S ROAD

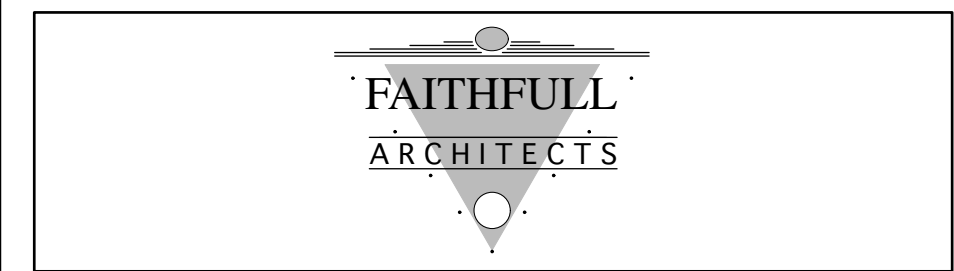


ROOF PLAN



REV.	DATE	DRWN.	DESCRIPTION	INIT.

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+44 (0)20 7228 0888

PROJECT: SELBRIDGE COURT
35-41 PRINCE'S ROAD SW19 8RH

CLIENT: City Loft Airspace

DRAWING: Existing Roof Plan (3rd Level)

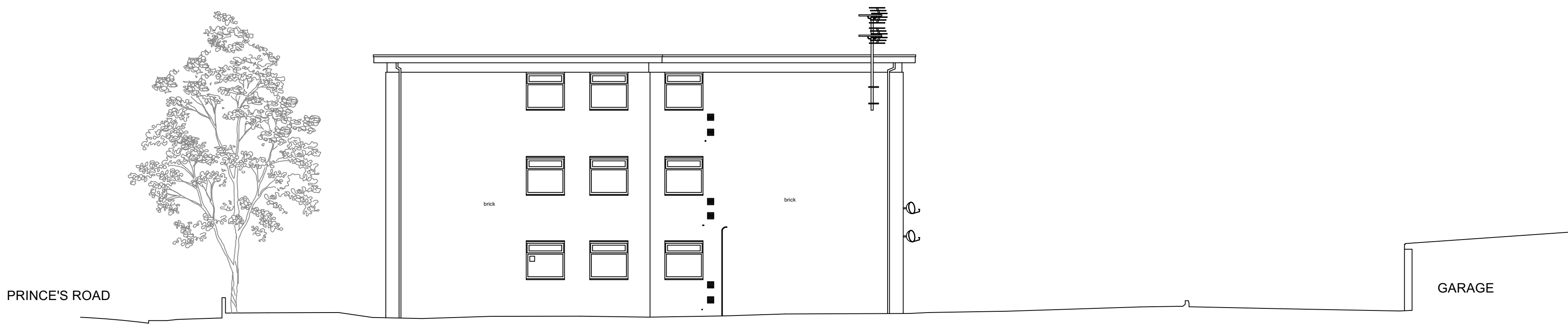
SCALE: 1:100 @A1	DRAWN BY:
DATE: January 2022	DRAWING NO. 1035/P/06
	REV.



No 43

No 33

NORTH ELEVATION
 (Selbridge Court)
 Δ 14.00m



PRINCE'S ROAD

GARAGE

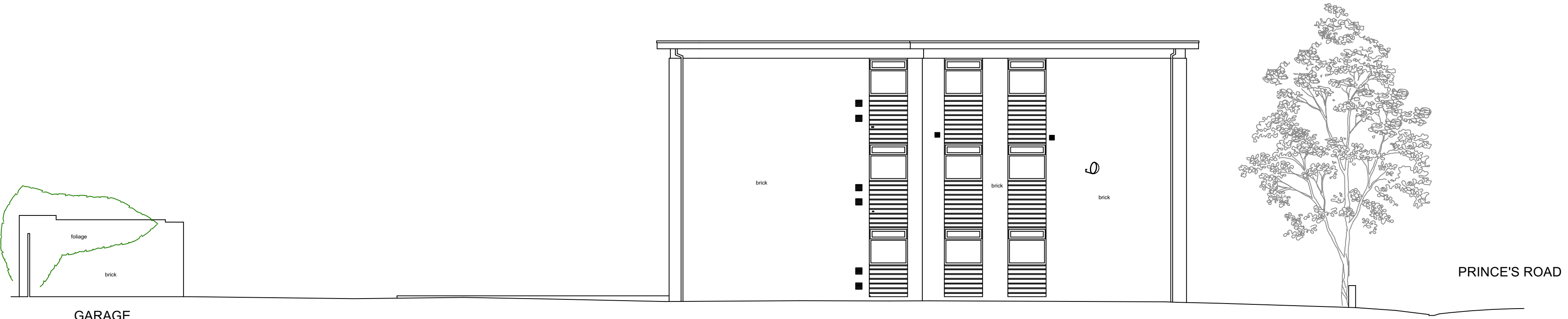
SELBRIDGE COURT
 WEST ELEVATION
 Δ 14.00m



No 43

No 33

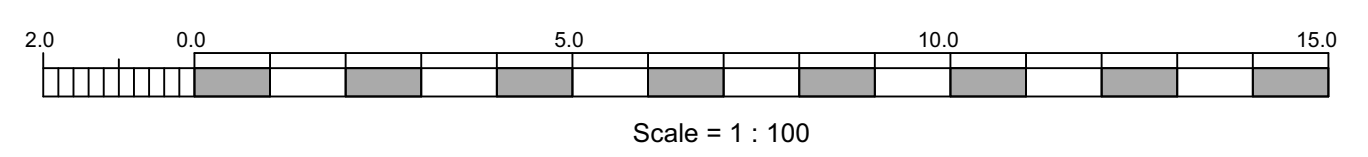
SELBRIDGE COURT
 SOUTH ELEVATION
 Δ 14.00m



GARAGE

PRINCE'S ROAD

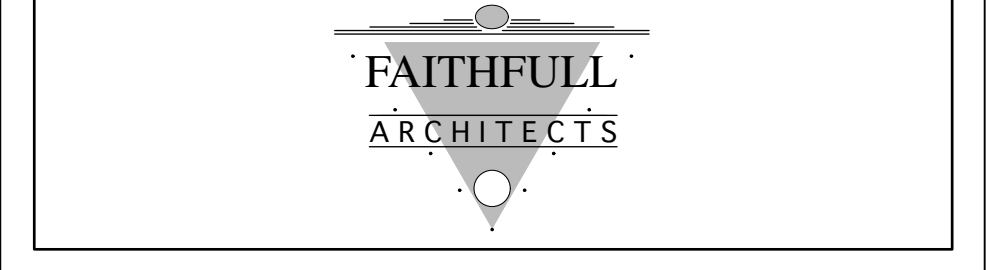
SELBRIDGE COURT
 EAST ELEVATION
 Δ 14.00m



1/100
 ALL LEVELS ARE IN METRES DERIVED FROM GPS TRANSFORMATION
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REV.	DATE	DRWN.	DESCRIPTION	INIT.

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PROJECT: SELBRIDGE COURT
 35-41 PRINCE'S ROAD SW19 8RH

CLIENT: City Loft Airspace

DRAWING: Existing Elevations

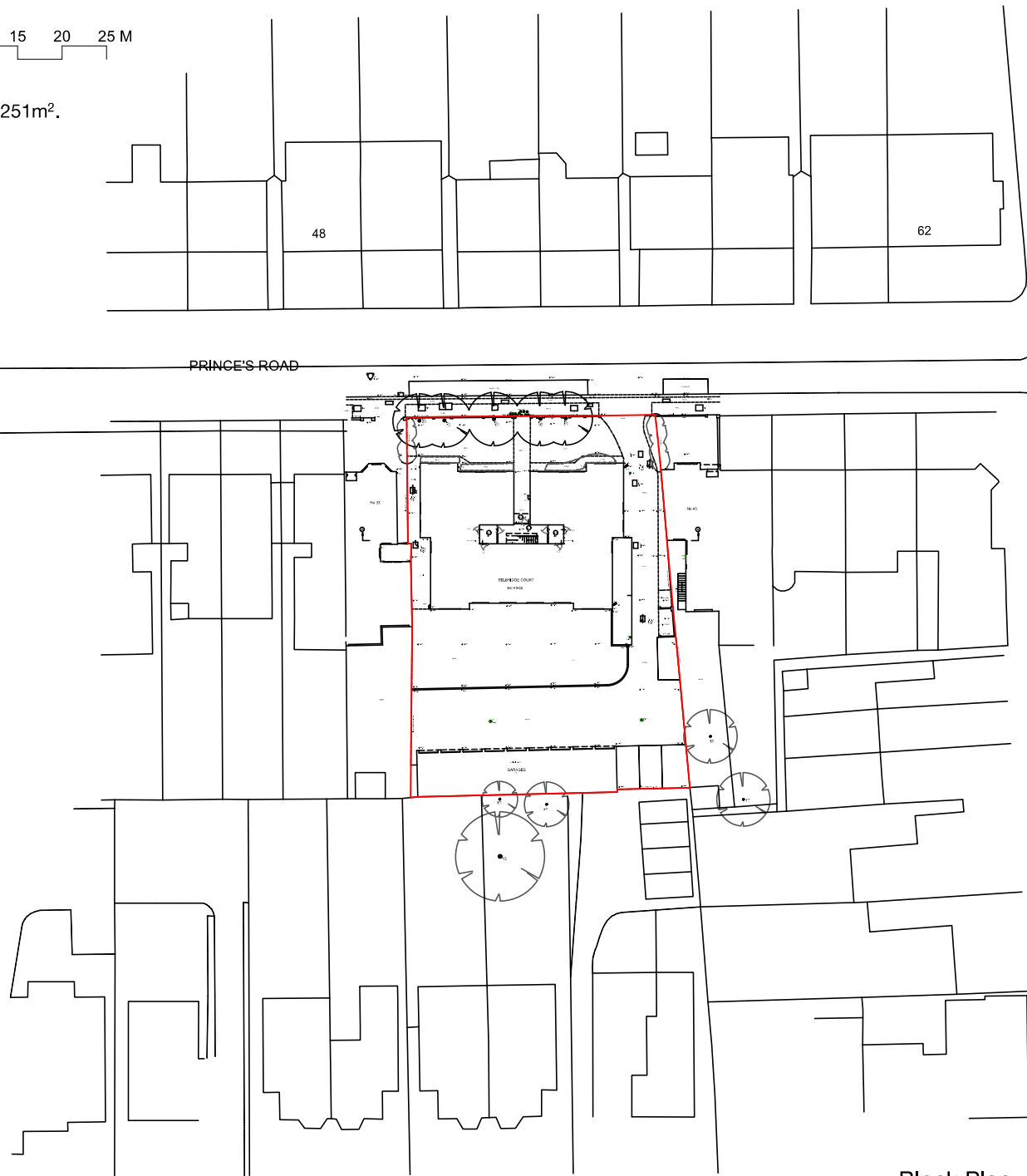
SCALE: 1:100 @A1	DRAWN BY:
DATE: January 2022	DRAWING NO. 1035/P/07
	REV.

DESIGN & ACCESS STATEMENT
FOR
ROOF EXTENSION DEVELOPMENT
AT
SELBRIDGE COURT
35 - 41 PRINCES ROAD
LONDON, SW19 8RH.

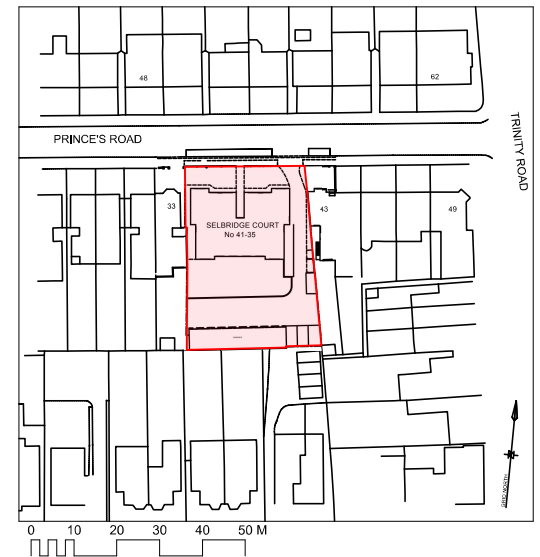


0 5 10 15 20 25 M

Site Area = 1,251m².



Block Plan
scale 1:500



Location Plan
scale 1:1250

Page 33

REV.:	DATE:	DRWN.:	DESCRIPTION:	INIT.:
FIGURED DIMENSIONS ONLY TO BE USED				© FAITHFULL ARCHITECTS
+44 (0)20 7228 0888				
PROJECT: SELBRIDGE COURT 35-41 PRINCE'S ROAD SW19 8RH				
CLIENT: City Loft Airspace				
DRAWING: Location Plan & Block Plan				
SCALE:	1:500 @A3	DRAWN BY:		
DATE:	March 2022	DRAWING NO.	1035/P/01	REV.:



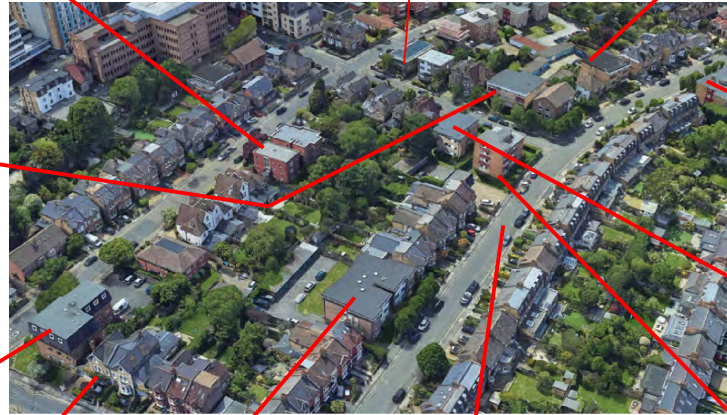
Aerial Views of Site.



View of Site from
Princes Road



View of Site from the
rear areas.



SELBRIDGE COURT



Views of buildings and houses in the local area.



Merton Policies Plan of Local Area.

**DESIGN AND ACCESS STATEMENT
for the development of 4no. flats at
Selbridge Court, Prince's Road
London, SW19 8RH.**

INTRODUCTION:

This Design and Access Statement is submitted in support of the Full Planning Application for the proposed upward roof extension at Selbridge Court, 35-41 Prince's Road SW19.

This statement illustrates the design ideas and concepts of the proposal and should be read in conjunction with the application drawings and documents.

It also takes account of the previous applications, ref: 22/P/1736 and 22/P/3204 and a revised design is proposed to overcome the concerns of planning officers.

The site is approx. 1251m² and currently comprises of 12no. 2-bed flats on 3no. floors. There is no lift access. Externally, the grounds consist of 9no. garages, each for a single car, with a further 6no. car parking spaces; giving a total of 15no. on-site car parking spaces. There are also areas for refuse bin storage, all within communal gardens.

SITE ASSESSMENT & CONTEXT:

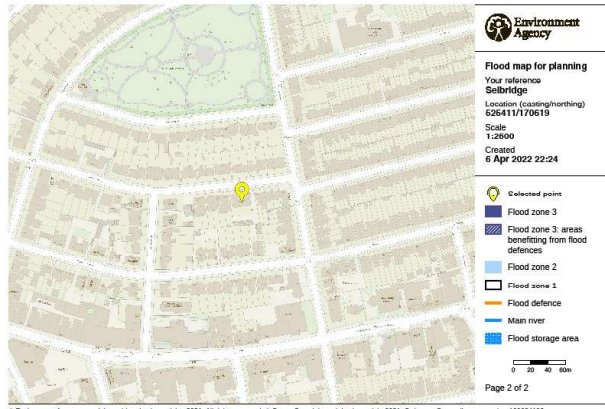
The building is not listed and the site is not within a Conservation Area, but Prince's Road forms the boundary with the South Park CA, so that houses on the north side of the street are within it. There are no planning policy constraints.

Whilst most of properties in Prince's Road date from the late-19th and early-20th centuries, Selbridge Court dates from the 1970's, and is of an aesthetic typical of its time; as a simple, unremarkable, modernist building of brick with in-fill panels (now of uPVC boarding) and a flat-roof.

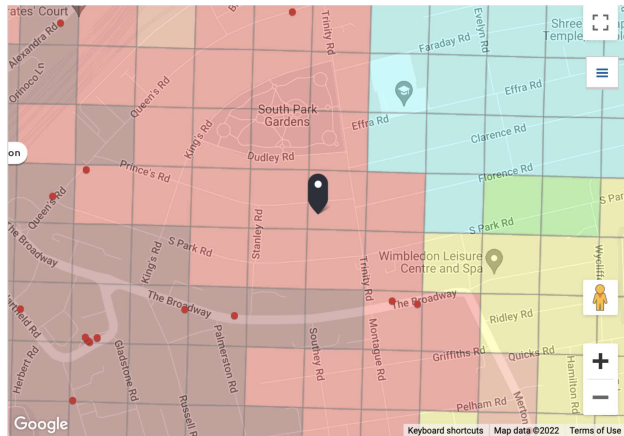
Due to the lower floor-to-ceiling heights, the existing building is slightly lower than its neighbours, even though it is 3-storeys and the adjoining properties are 2-storeys with pitched roofs (most with loft conversions).

Whilst there appears to be a degree of general consistency of buildings and houses in terms of types and styles on the north side of Prince's Road, within the CA, the southern side has a very different character (see previous page). This southern side is more fragmented, with a series of short terraces of differing styles and aesthetics interspersed with a number of individual buildings of differing sizes and heights, consisting of blocks of flats, large detached and semi-detached houses. This local area bounded by the southern side of Prince's Rd, Trinity Rd, South Park Rd, Stanley Rd and King's Rd has therefore a very an eclectic character, giving variations in styles and heights to the streetscape and adding to the local character. The 4-storey apartment blocks of Keble Court (South Park Rd) and Alden Court (Stanley Rd), give height variations that add interest, as punctuation marks, to the surrounding streetscape. The recent planning consent for 19 Prince's Rd for an additional storey also enhances this local variance, adding to the area's eclectic character. The proposal subject of this application is entirely consistent with this theme, further enhancing this local character and the streetscene.

The site is within a PTAL 6a zone and a Flood zone 1.



Flood Risk - zone 1



You can click anywhere on the map to change the selected location.

PTAL output for Base Year 6a

SW19 8RH
 Prince's Rd, London SW19 8RH, UK
 Easting: 525413, Northing: 170618

PTAL -zone 6a

USE:

The building is currently 12no. 2-bedrooms apartments and is C3 use class. The proposal is to extend the roof by a single storey to create 4no. new dwellings. The current C3 use will be maintained.

AMOUNT:

The proposal is to construct a single additional storey to create 4no. new flats. The flats will set back from the outline of the flats below and will be set back by 2.7m from the front facing Prince's Rd and 1.2m in from each of the sides. This will create 2no. 2-bed units and 2no. 1-bed units, all with balconies providing appropriate external amenity space.

The new dwellings will be built to not only provide sustainable low energy living, but also sustainable construction. The scheme does not provide any additional car parking spaces but does provide a total of 8no. secure bicycle spaces for the new residential units. The flats have a private balconies spaces of approx. 5.7m². They generally exceed minimal sizes, and provide 2no. 2-bed(3p) units at 62.2m² and 2no. 1-bed(2p) units at 51.5m².

LAYOUT:

The layout of the flats, generally, follow the layout of those on the lower floors. However, the layouts do vary and provide bathrooms-en-suite to the main bedroom. The layout is such that the rooms exceed minimum sizes. The layout also allows for easy storage and collection of refuse.

However, due to the layout of the existing block of flats it is not possible to install a lift, hence access to the new flats will be by the existing staircase, which will be extended up to the new floor.

SCALE:

The local context is made up of building styles that very much reflect their own time, and the scale of these buildings is appropriate to their time. The new extended storey is carefully designed to maintain and compliment the scale and proportions of existing subject building.

The additional storey therefore is designed as zinc-clad 'roof' style structure, giving the appearance and proportions of a mansard. Further the construction of the connection between the existing roof of the building and the floor structure of the new storey is designed to give a clear distinction and separation between the old (brick) and the new (zinc) structures. This evokes the concept of a cornice in a classical manner and enhances the proportions. The design of this junction also creates a small void which allows the waterproofing to the lower flats to be maintained during construction. Further, this small void also allows for an acoustic and services buffer between the existing roof slab and new floor structure, which improves acoustic separation and allows easy distribution of service lines and ducts etc.

Following the previous refusal, the front of the extension has been set back by 2.3 metres (2.7 metres from the front projecting bays). It has also been set back from the sides by 1.2 metres. These setbacks are similar to the recently approved scheme at No.19 and significantly reduce the scale and massing of the proposed extension. The proposed obscure glazed balustrades are also set back behind the parapet and 1.2 metres from the sides. These help to screen the extension and break up the massing, as well as providing amenity space.

The trees along the front garden areas will be retained to further ensure the impact of the new units on the streetscape will be minimised.



LANDSCAPING:

The effects of the proposal on the landscaping will be limited. The bins storage area will be enlarged to accommodate additional flats and a small bike storage/racking area will be created. However the external areas are such that the above can be easily accommodated. These are along the side returns and therefore impact on the street-scene will be minimal.

APPEARANCE:

A new storey is designed to create the aesthetic of a mansard roof, which is significantly set back from the main body of the building. This allows the new mansard storey to appear significantly sub-servient, thus minimising apparent massing. The zinc cladding will clad the new structure and allow this 'roof style' to appear as a roof extension. Further being very light-weight, it can be craned into place in this location.

The modeling and articulation, both in plan and elevation, of the building's form and its use of materials has been designed to balance its scale so that it can not only act as a visual transition between the old and the new parts but also the wider street scene.

The appearance of the proposed single-storey extension remains contemporary whilst referencing the existing structure, by replicating horizontal fascias and parapets and aligning all fenestration to the existing windows below.

ACCESS:

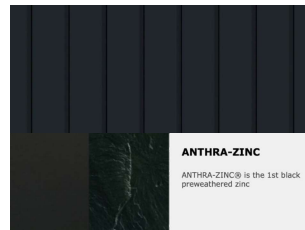
The surrounding streets are generally level, which allows level access, via entrances areas. However, universal access is not possible as there is only one means of access, which is via the existing stairs.

As far as access to the wider environment is concerned, the Transport Statement submitted as part of the application addresses the accessibility of the site.

CONCLUSIONS:

The proposal makes full use of an existing site, providing much needed additional accommodation, but without adversely affecting the area. The residential units will have adequate and appropriate external space. The proposed zinc materials allow the scheme to respect the area, and remain subservient to the existing building. In turn, the building will be enhanced by the 'roof' aesthetic; allowing it to echo other properties in the street of having a distinct difference between main body of the building (brick) and a 'roof' (slates or zinc).

Overall, the scheme will provide additional housing giving significant economic, social and design benefits, without adversely affecting either the existing building, the streetscape or the conservation area opposite.



VM Zinc "Anthra-Zinc" to rear extension.



Al. windows and patio doors to be RAL 7016

Proposed Materials



CGI View along Prince's Road looking West

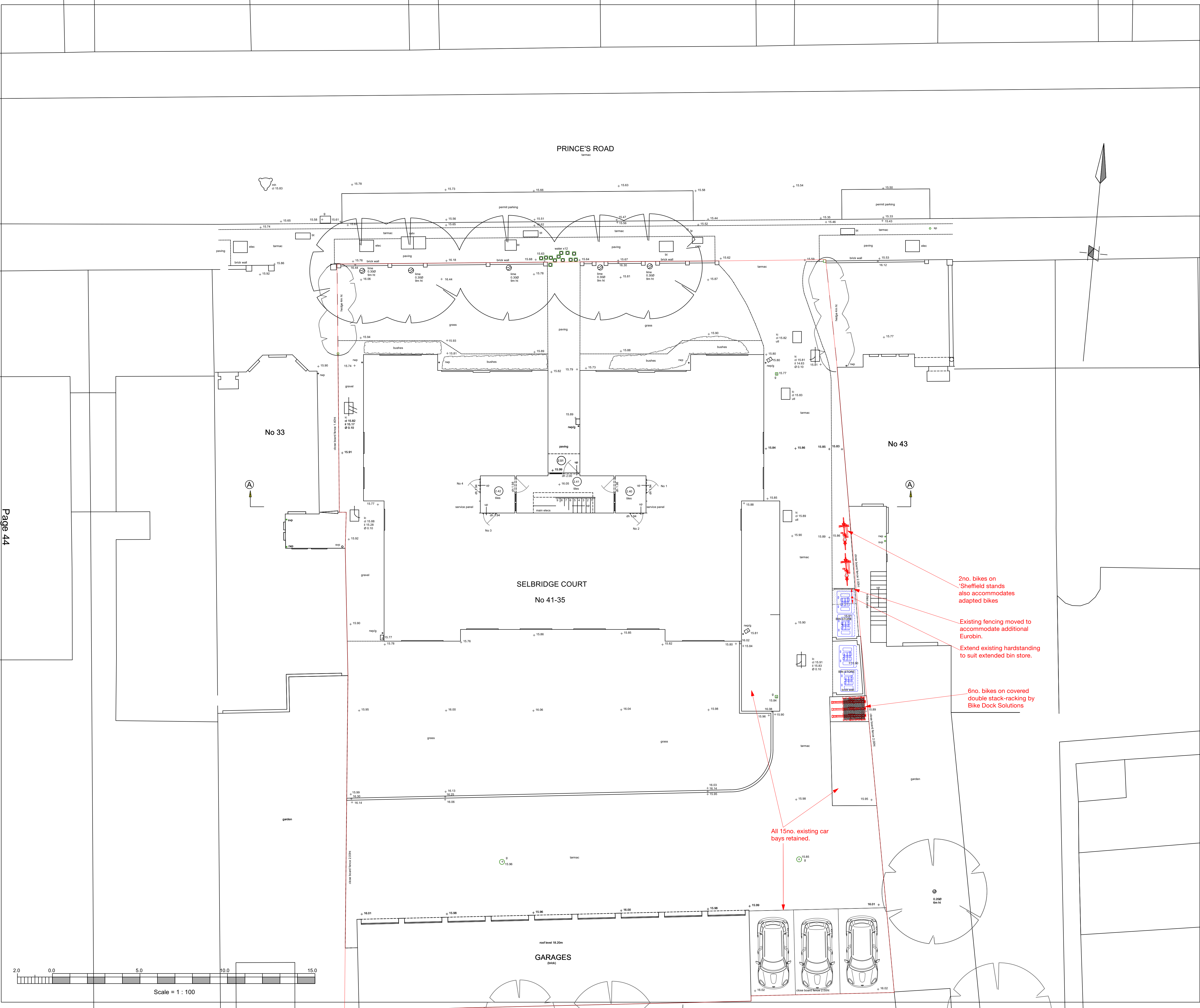


CGI View along Prince's Road looking East



1/100
 ALL LEVELS ARE IN METRES DERIVED FROM GPS TRANSFORMATION
 OSGM15
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- sh sill to head height
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- conc concrete
- rl roof light
- cup'd cupboard
- fp fireplace
- sd sliding door
- s/vp soil and vent pipe
- r/wp rain water pipe
- carpet
- ⊙ room height
- roof slope
- radiator



2no. bikes on Sheffield stands also accommodates adapted bikes

Existing fencing moved to accommodate additional Eurobin.

Extend existing handstanding to suit extended bin store.

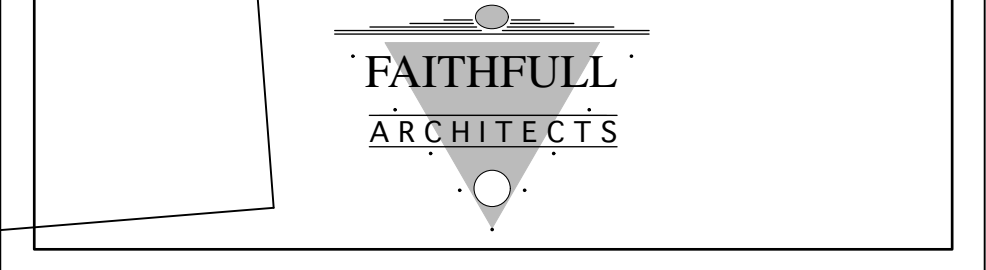
6no. bikes on covered double stack-racking by Bike Dock Solutions

All 15no. existing car bays retained.

Page 44

REV.	DATE	DRWN.	DESCRIPTION	INIT.
B	May 23		Bike racking to be covered	
A	Feb 23		Scheme revised	

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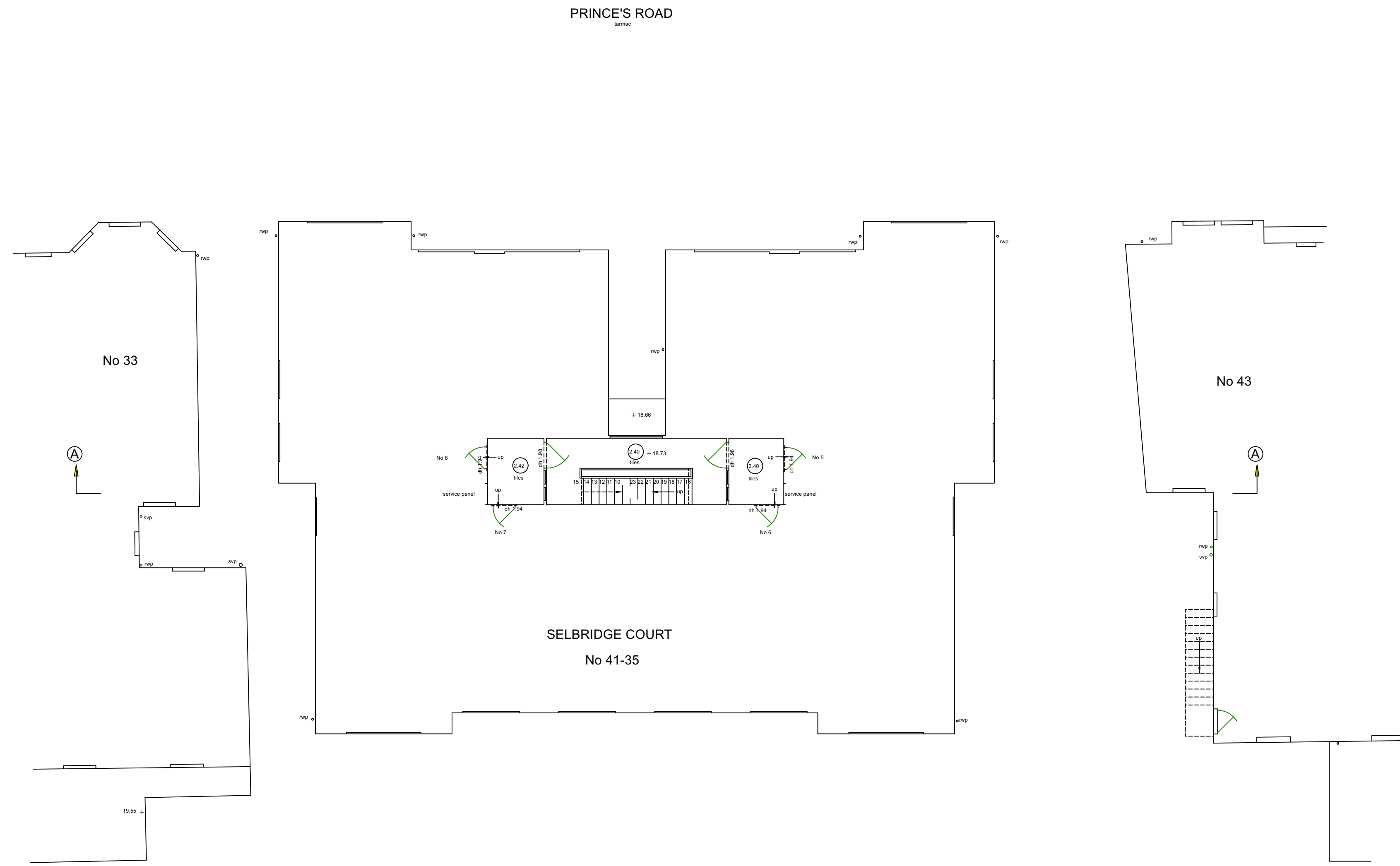
PROJECT: SELBRIDGE COURT
 35-41 PRINCE'S ROAD SW19 8RH

CLIENT: City Loft Airspace

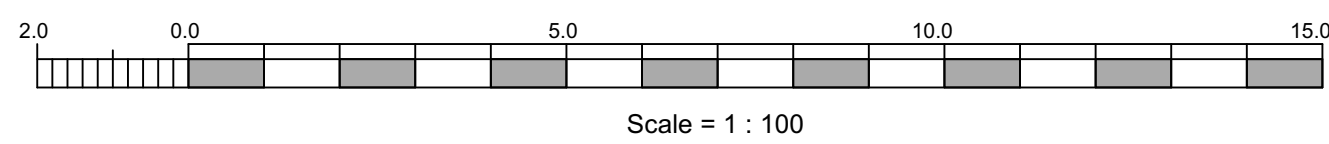
DRAWING: Proposed Ground Floor Plan

SCALE: 1:100 @A1 DRAWN BY:

DATE: January 2022 DRAWING NO. 1035/P/08 REV. B

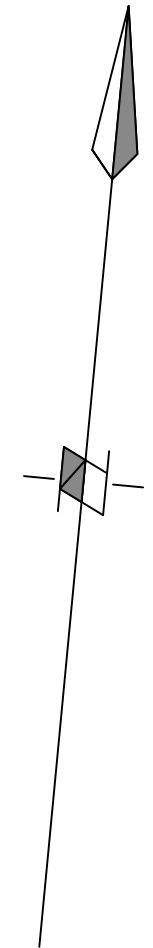


FIRST FLOOR PLAN



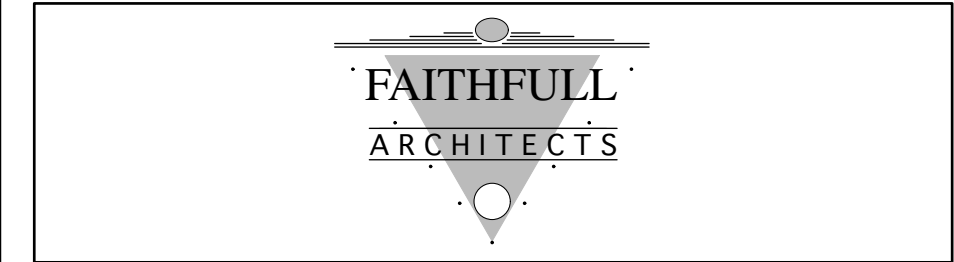
1/200
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- rwp rain water pipe
- C carpet
- 3.17 room height
- roof slope
- radiator



REV.	DATE	DRWN.	DESCRIPTION	INIT.

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PROJECT: SELBRIDGE COURT
 35-41 PRINCE'S ROAD SW19 8RH

CLIENT: City Loft Airspace

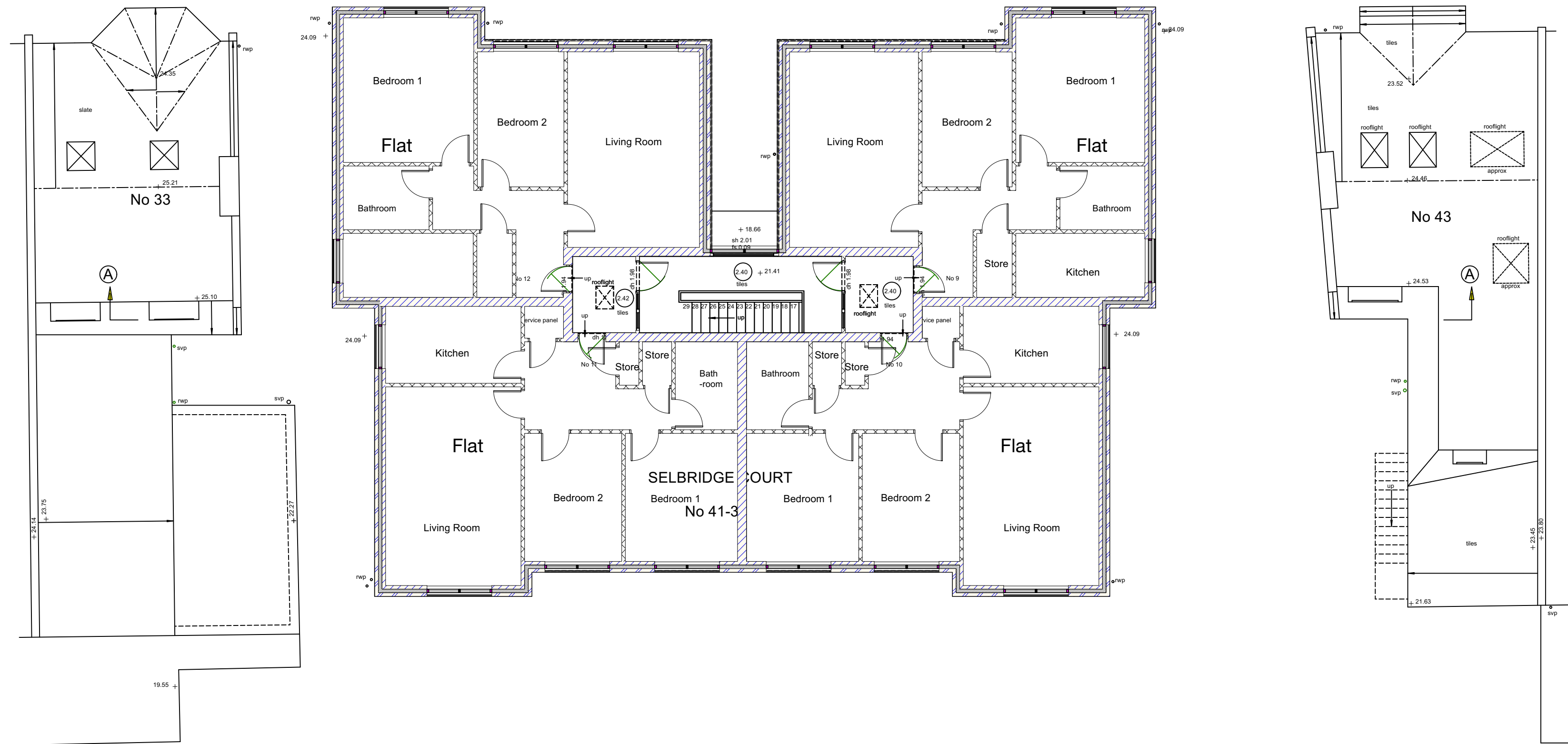
DRAWING: Proposed First Floor Plan

SCALE: 1:100 @A1	DRAWN BY:
DATE: January 2022	DRAWING NO. 1035/P/09
	REV.

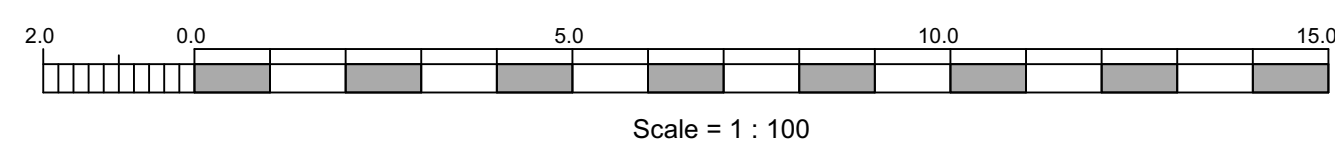
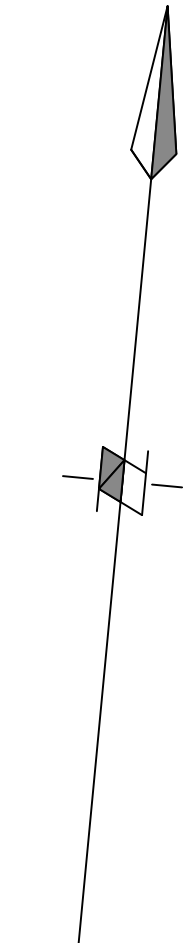
1/200
ALL LEVELS ARE IN METRES DERIVED FROM GPS TRANSFORMATION
OSGM15
THE CO-ORDINATES ARE DERIVED FROM THE ORDNANCE SURVEY
ACTIVE STATION NETWORK OSTN15

- sh sill to head height
- fs floor to sill height
- u/s underside height
- t/s topside height
- fb floorboard direction
- conc concrete
- rf roof light
- cup'd cupboard
- fp fireplace
- sd sliding door
- svp soil and vent pipe
- rwp rain water pipe
- ⊙ carpet
- ⊙ 3.17 room height
- ↘ roof slope
- radiator

PRINCE'S ROAD

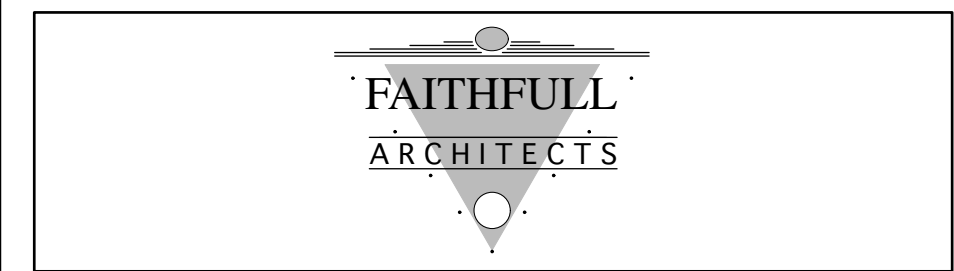


SECOND FLOOR PLAN



REV.	DATE	DRWN.	DESCRIPTION	INIT.

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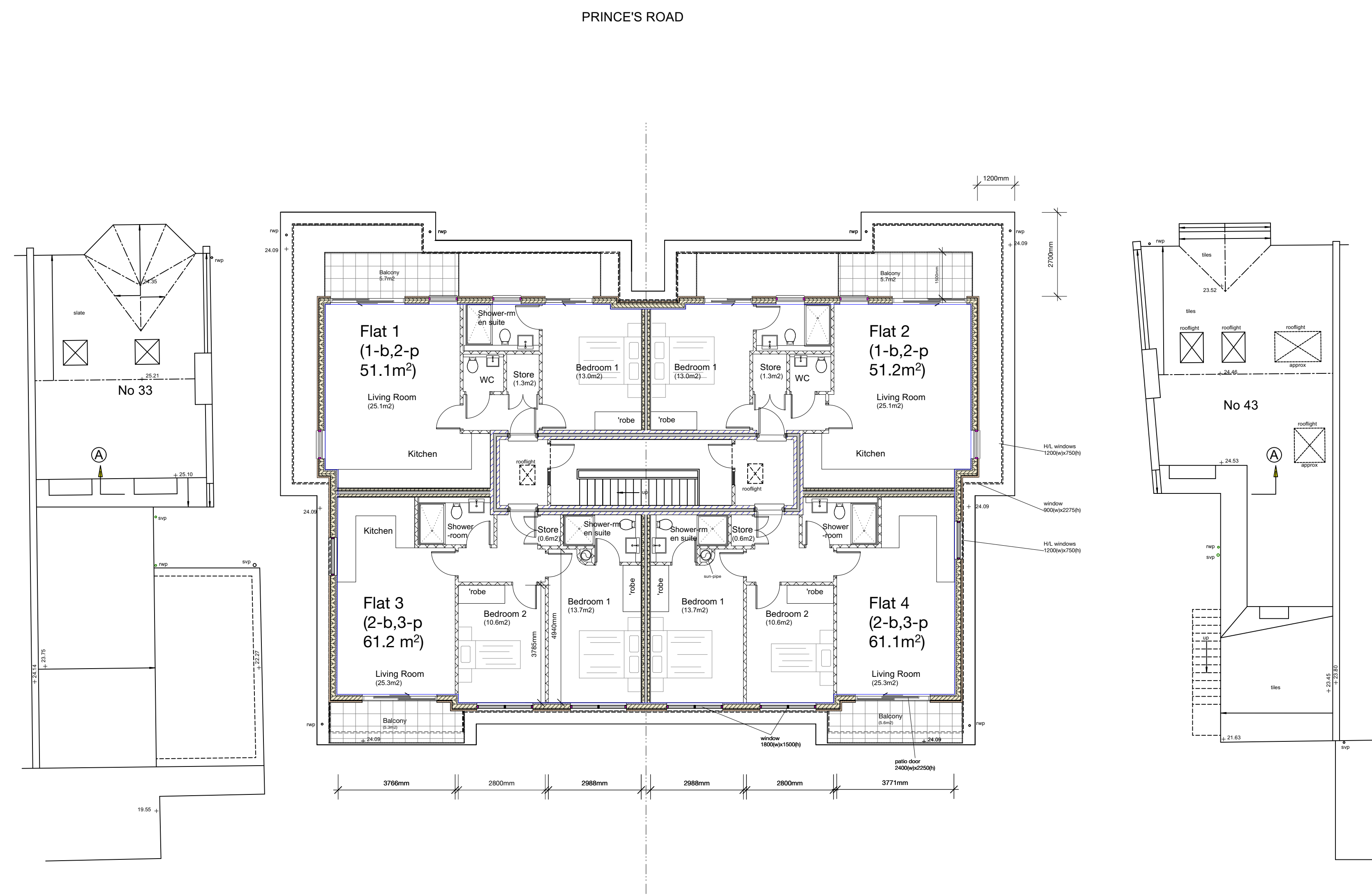
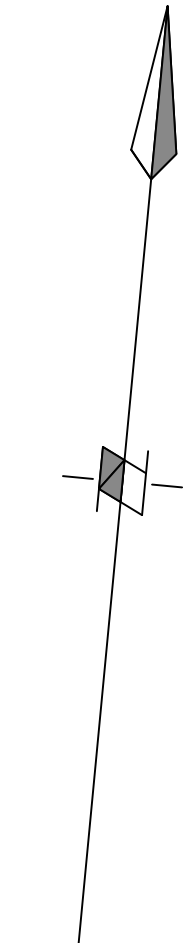
CLIENT: City Loft Airspace

DRAWING: Approx 2nd floor layout

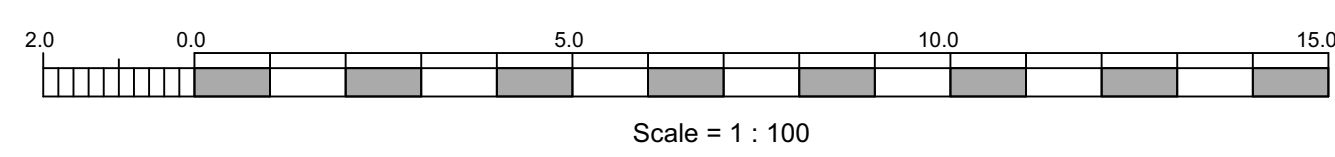
SCALE: 1:100 @A1	DRAWN BY:
DATE: January 2022	DRAWING NO. 1035/P/10
	REV.

1/200
ALL LEVELS ARE IN METRES DERIVED FROM GPS TRANSFORMATION
OSGM15
THE CO-ORDINATES ARE DERIVED FROM THE ORDNANCE SURVEY
ACTIVE STATION NETWORK OSTN15

- sh sill to head height
- fs floor to sill height
- u/s underside height
- t/s topside height
- fb floorboard direction
- conc concrete
- rf roof light
- cup'd cupboard
- fp fireplace
- sd sliding door
- svp soil and vent pipe
- rwp rain water pipe
- ⊙ carpet
- ⊙ 3.17 room height
- ↘ roof slope
- radiator

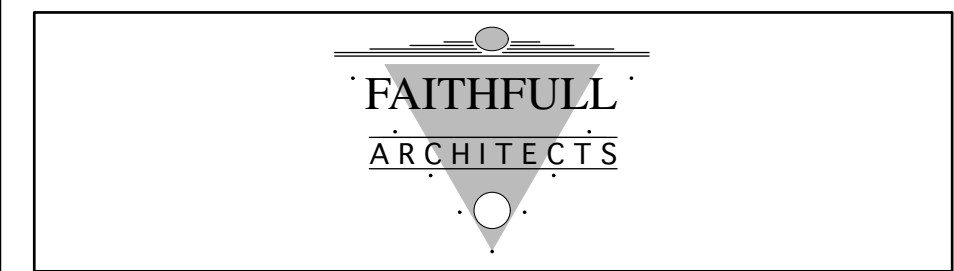


THIRD FLOOR PLAN



REV.	DATE	DRWN.	DESCRIPTION	INIT.
B	Mar 23		Scheme revised	
A	Feb 23		Scheme revised	

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PROJECT: SELBRIDGE COURT
35-41 PRINCE'S ROAD SW19 8RH

CLIENT: City Loft Airspace

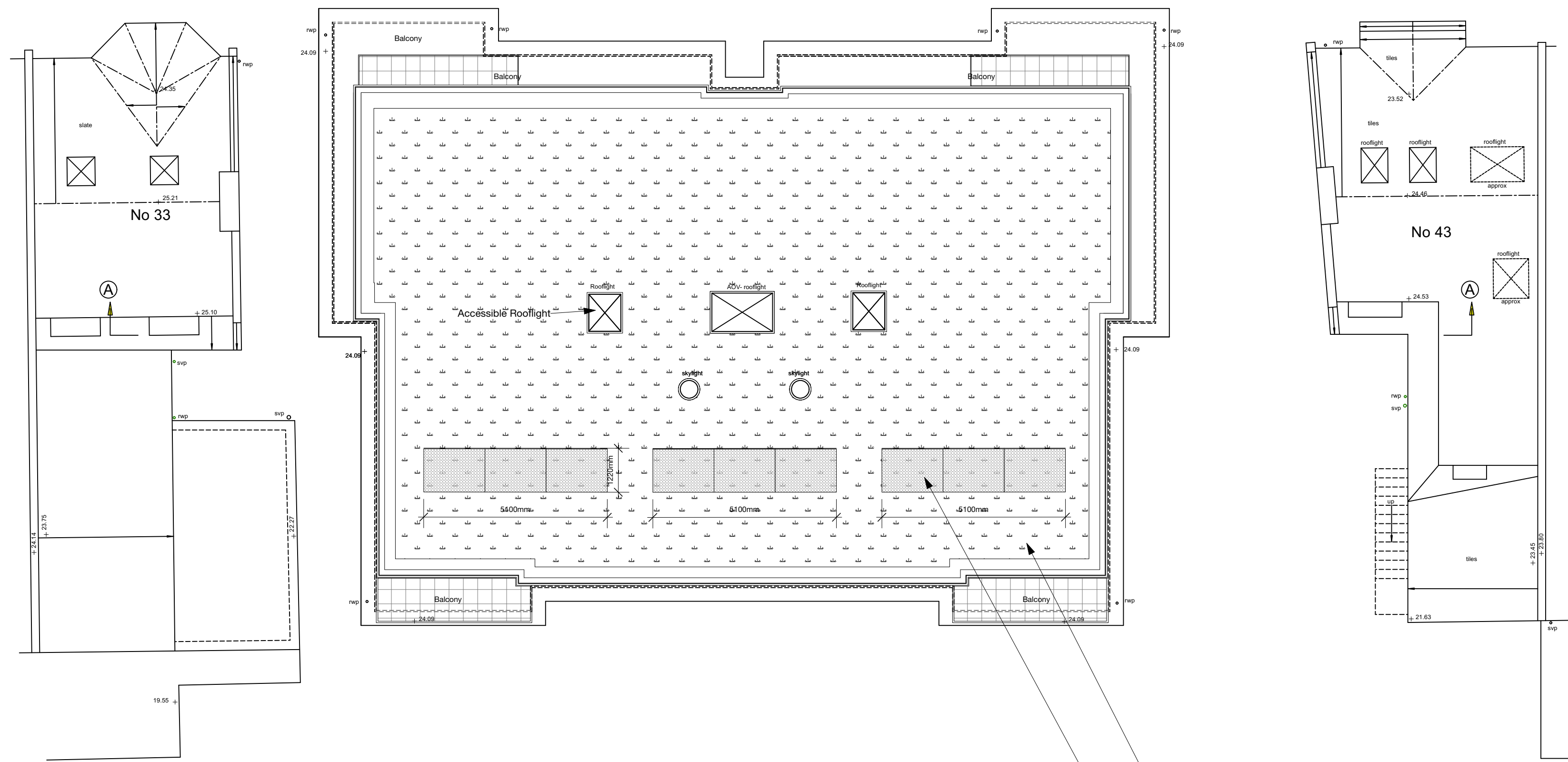
DRAWING: Proposed Third Floor Plan

SCALE:	1:100 @A1	DRAWN BY:	
DATE:	January 2022	DRAWING NO.	1035/P/11
		REV.	B

1/200
 ALL LEVELS ARE IN METRES DERIVED FROM GPS TRANSFORMATION
 OSGM15
 THE CO-ORDINATES ARE DERIVED FROM THE ORDNANCE SURVEY
 ACTIVE STATION NETWORK OSTN15

- sh sill to head height
- fs floor to sill height
- uls underside height
- ts topside height
- fb floorboard direction
- conc concrete
- rf roof light
- cup'd cupboard
- fp fireplace
- sd sliding door
- svp soil and vent pipe
- rwp rain water pipe
- ⊙ carpet
- ⊙ 3.17 room height
- ↘ roof slope
- radiator

PRINCE'S ROAD



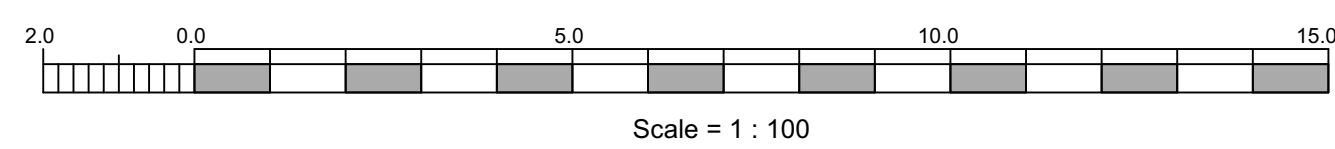
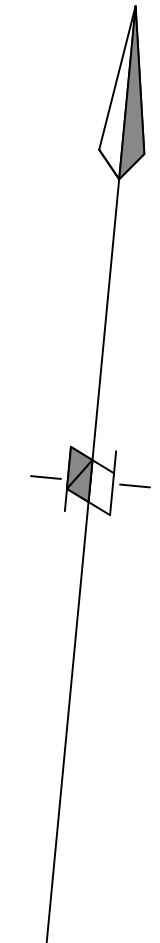
THIRD FLOOR PLAN

Sedum roof to be:

Bauder Lightweight Sedum System, as:
 Bauder XF301 Sedum Blanket (mixed) on
 Bauder SDF Mat, drainage layer, inc.
 Bauder AL40 sedum blanket Edge trim.

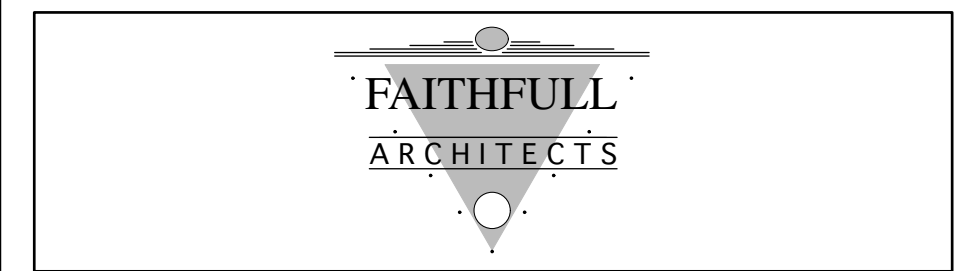
PhotoVoltaic panels:

1.2x1.7m PV panels
 in 3no, banks of 3:
 total: 18.36m²



B	Mar 23		balconies set back	
A	Feb 23		Scheme revised	
REV.	DATE	DRWN.	DESCRIPTION	INIT.

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PROJECT: SELBRIDGE COURT
 35-41 PRINCE'S ROAD SW19 8RH

CLIENT: City Loft Airspace

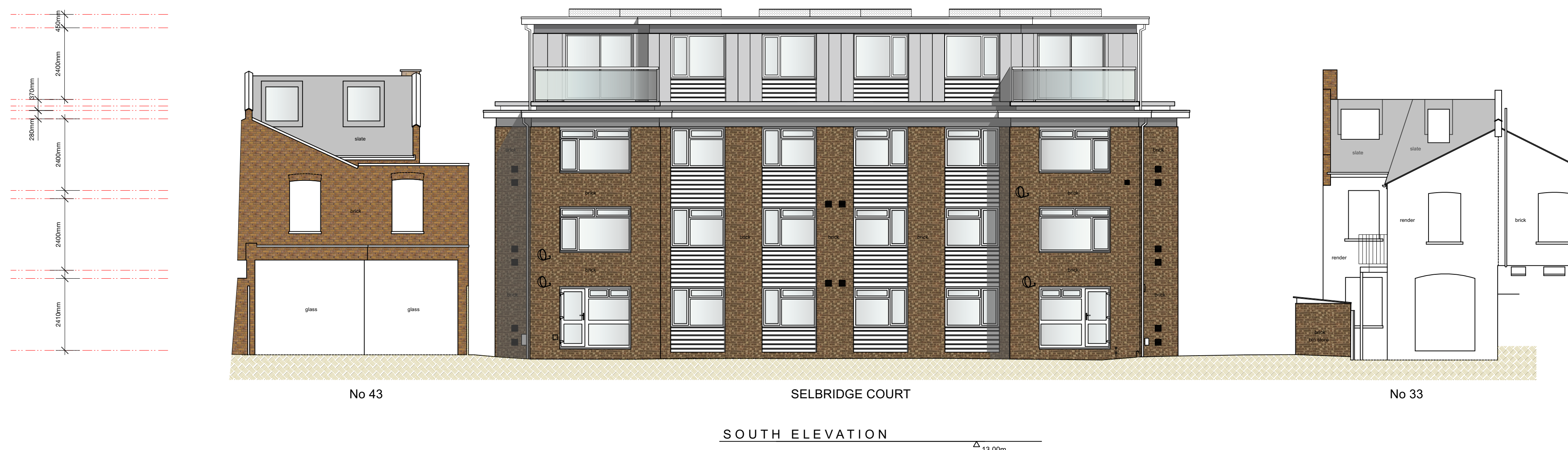
DRAWING: Proposed Roof Plan

SCALE: 1:100 @A1	DRAWN BY:
DATE: January 2022	DRAWING NO. 1035/P/12 REV. B

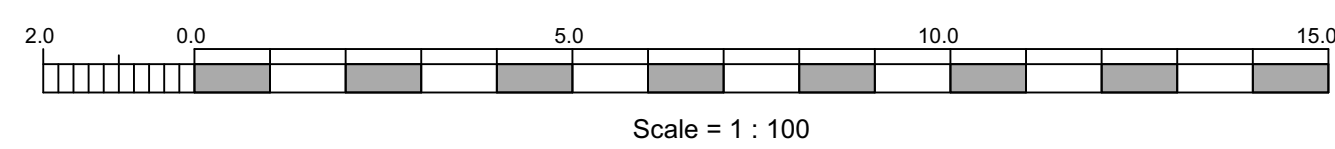
1/100
ALL LEVELS ARE IN METRES DERIVED FROM GPS TRANSFORMATION
OSGM15



NORTH ELEVATION (Selbridge Court) 14.00m

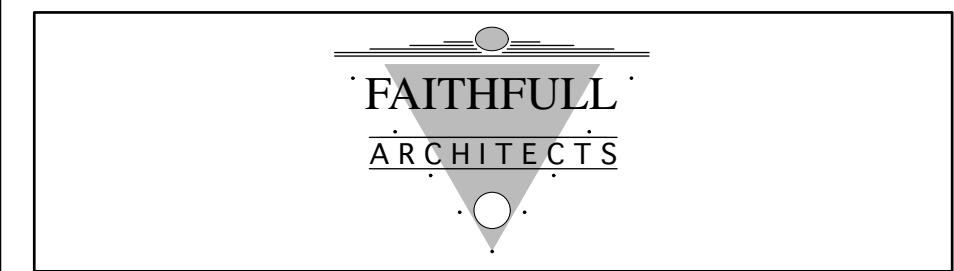


SOUTH ELEVATION (Selbridge Court) 13.00m



REV.	DATE	DRWN.	DESCRIPTION	INIT.
D	May 23		Panelling layout to zinc sheeting amended	
C	Mar 23		balconies set back	
B	Feb 23		Scheme revised	
A	Dec 22		colour rendering shown	

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PROJECT: SELBRIDGE COURT
35-41 PRINCE'S ROAD SW19 8RH

CLIENT: City Loft Airspace

DRAWING: Proposed Front and Rear Elevations

SCALE: 1:100 @A1	DRAWN BY:
DATE: January 2022	DRAWING NO. 1035/P/13 REV. D

1/100
ALL LEVELS ARE IN METRES DERIVED FROM GPS TRANSFORMATION
OSGM15



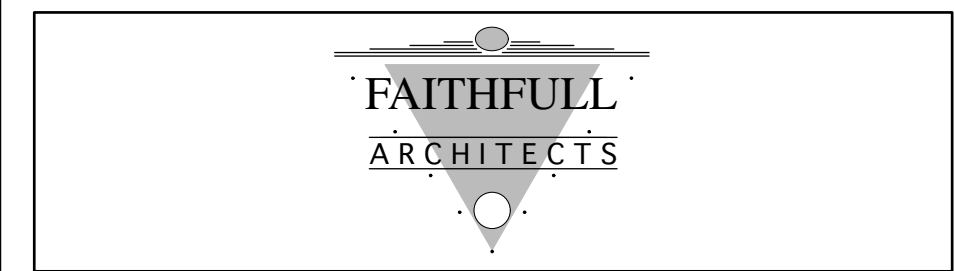
2700mm
2300mm



Page 50

REV.	DATE	DRWN.	DESCRIPTION	INIT.
C	May 23		Panelling layout to zinc sheeting amended	
B	Mar 23		balconies set back	
A	Feb 23		Scheme revised	

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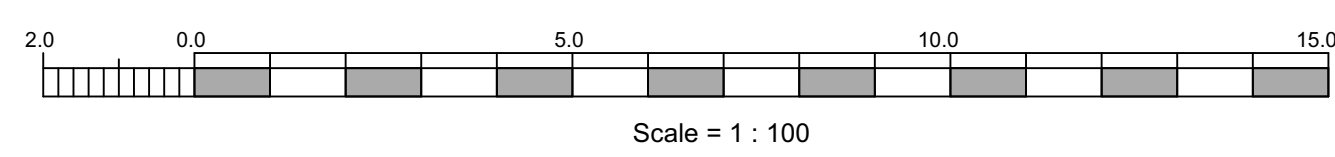
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PROJECT: SELBRIDGE COURT
35-41 PRINCE'S ROAD SW19 8RH

CLIENT: City Loft Airspace

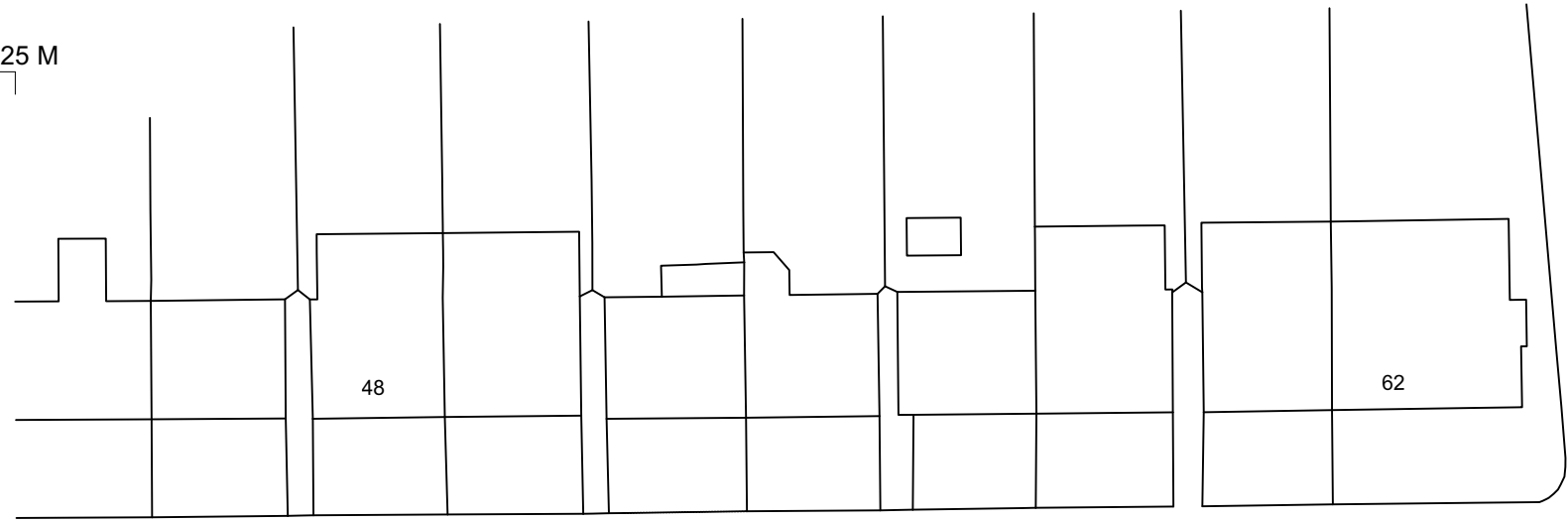
DRAWING: Proposed Side Elevations

SCALE: 1:100 @A1	DRAWN BY:
DATE: January 2022	DRAWING NO. 1035/P/14
	REV. C



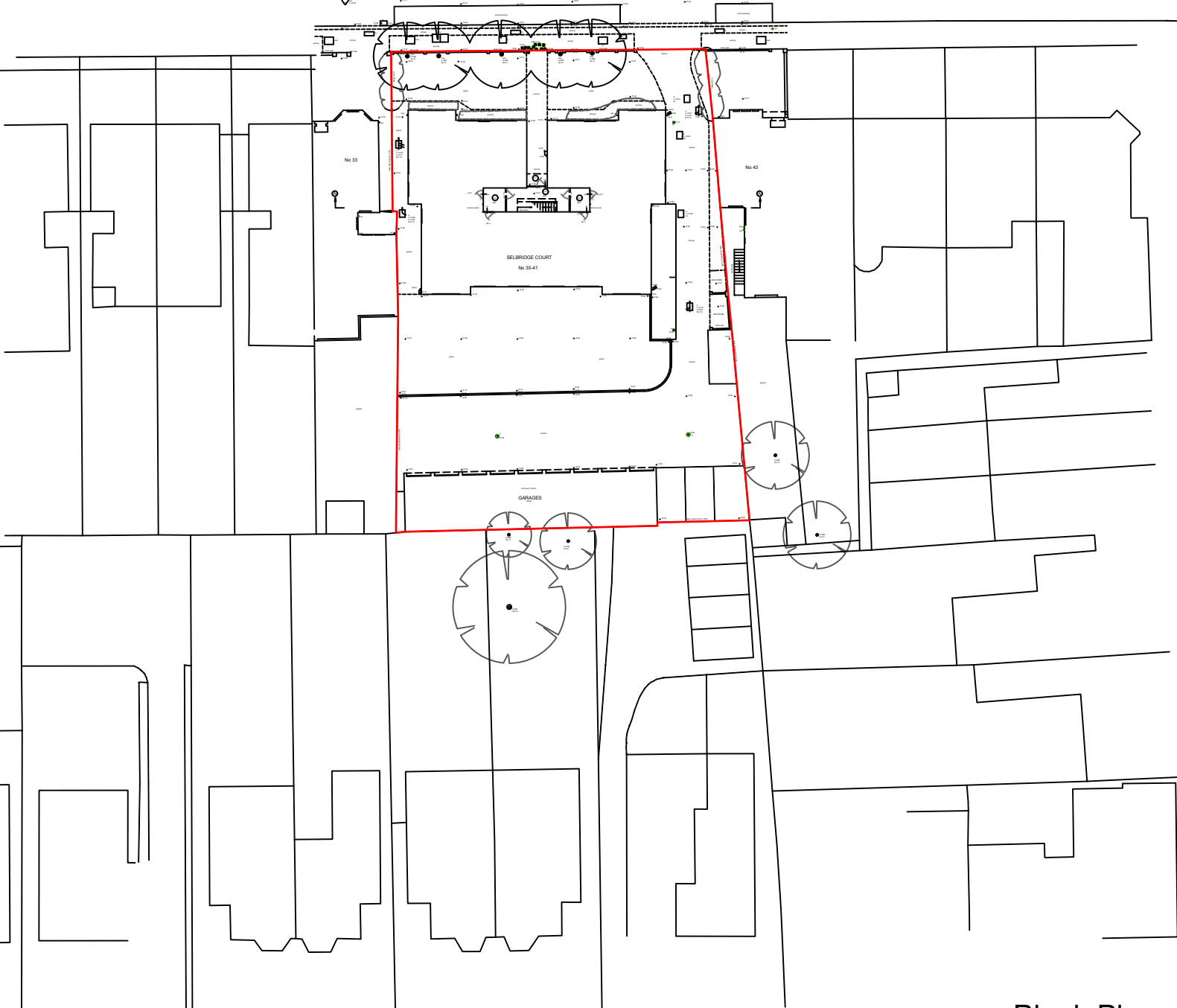
0 5 10 15 20 25 M

Site Area = 1,251m².



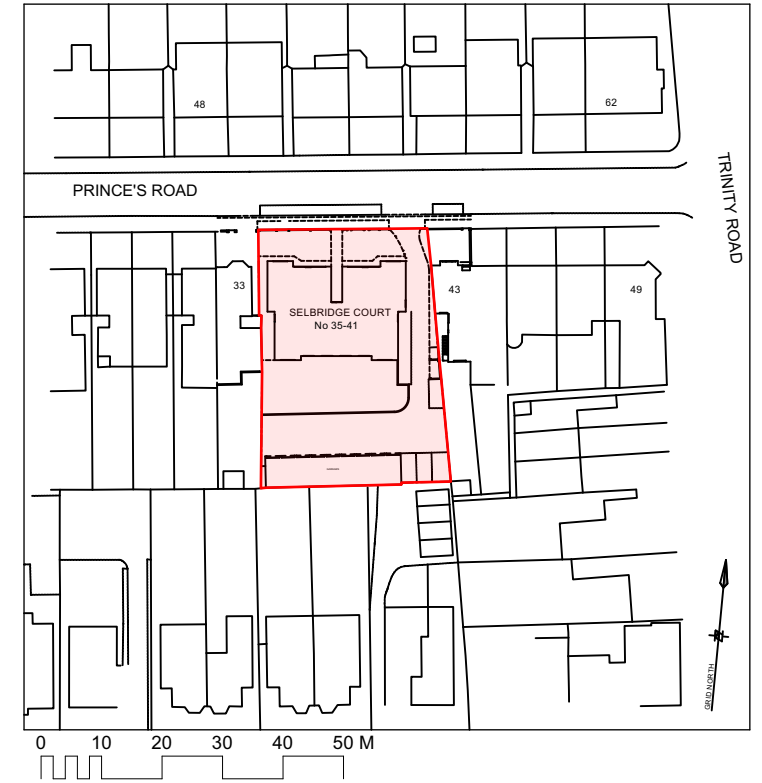
PRINCE'S ROAD

TRINITY ROAD




Block Plan
scale 1:500

GRID NORTH



Location Plan
scale 1:1250

REV.	DATE	DRWN.	DESCRIPTION	INIT.
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PROJECT: SELBRIDGE COURT 35-41 PRINCE'S ROAD SW19 8RH				
CLIENT: City Loft Airspace				
DRAWING: Location Plan & Block Plan				
SCALE:	1:500 @A3	DRAWN BY:		
DATE:	March 2022	DRAWING NO.	1035/P/01	REV.