

Address:	13 Mandela Street London NW1 0DU		8
Application Number:	2013/3921/P	Officer: Neil Quinn	
Ward:	St Pancras & Somers Town		
Date Received:	21/06/2013		
Proposal: Change of use from alternative medicine training centre (Class D1) on ground and first floors, and erection of a mansard roof extension with front dormers and rear rooflights to provide seven self contained residential flats (3 x 2-bed, 2 x 1-bed and 2 x studio). Alterations to front elevation including replacement windows.			
Drawing Numbers: MAS-X-100; MAS-X-101; MAS-X-200; MAS-X-300; MAS-X-301; MAS-P-001; MAS-P-100; MAS-P-101A; MAS-P-300; MAS-P-301; Planning, Design and Access Statement prepared by dated June 2013; Daylight and Sunlight Assessment prepared by BVP Chartered Building Surveyors dated 28 Feb 2013; Environmental Performance Statement (including BREEAM Pre-Assessment Report) prepared by StudioMarkRuthven Architecture and Ian Waters dated 18 Feb 2013.			
RECOMMENDATION SUMMARY: Grant planning permission subject to a Section 106 Legal Agreement			
Applicant:		Agent:	
ARF C/o Agent		DP9 100 Pall Mall London SW1Y 5NQ	

ANALYSIS INFORMATION

Land Use Details:			
	Use Class	Use Description	Floorspace
Existing	D1	Non-Residential Institution	318m ²
Proposed	C3	Dwelling House	356m ²

Residential Use Details:										
	Residential Type	No. of Bedrooms per Unit								
		1	2	3	4	5	6	7	8	9+
Existing	Flat/Maisonette									
Proposed	Flat/Maisonette	4	3							

OFFICERS' REPORT

Reason for Referral to Committee:

The proposal is the creation of five or more residential flats from the conversion and change of use of an existing building [Clause 3(iii)].

1. SITE

- 1.1 The application site is a two storey terrace building located on the east-side of Mandela Street close to Camden High Street. The roof is pitched and finished with grey slate tiles. The building was recently sold by the LB Camden through its Community Investment Programme (CIP) and has a lawful use as a Class D1 community facility (being previously used for a clinic and school of acupuncture).
- 1.2 The area is generally mixed in its character with residential dwellings and commercial uses operating in harmony with each other. On the opposite side of the road is Centro, which comprises four buildings, recently refurbished to provide 120,000sqft office space and a café/bar/gym facility.
- 1.3 The east-side of Mandela Street is characterised by two storey commercial buildings that have been extended at roof level by way of mansard roof extensions. On the west-side of the street the built form consists of larger 4-5 storey commercial buildings.
- 1.4 The property is not listed and is not located within a conservation area. It is within a controlled parking zone (CA-G/F) and has a PTAL rating of 6a ("Excellent").

2. THE PROPOSAL

- 2.1 The change of use of the existing building from an alternative medicine training centre (Class D1) to seven self contained residential units (Class C3), with associated works comprising the erection of a mansard roof extension with dormer windows and associated external alterations to the front elevation.

3. RELEVANT HISTORY

- 3.1 Planning permission was granted on 29/09/1997 for a change of use of the property from offices (Class B1) to use as a clinic and school of acupuncture (Class D1).
- 3.2 Planning permission was granted on 25/02/2013 for the change of use of the building from an alternative medical training centre (Class D1) to a courier hub and taxi control office (sui generis) for temporary period of 12 months at ground and first level (retrospective).
- 3.3 Planning permission was granted on 17/07/2013 for amendments to condition 3 (namely to exclude taxi control office from operational hours restrictions) of planning permission 2012/6896/P dated 25/02/2013 (Change of use from Class D1 to a courier hub and taxi control office (sui generis) for temporary period of 12

months at ground and first level (retrospective)).

4. CONSULTATIONS

4.1 Adjoining Occupiers

<i>Number of letters sent</i>	34
<i>Total number of responses received</i>	00
<i>Number in support</i>	00
<i>Number of objections</i>	00

4.2 A site notice was displayed on 10/07/2013 in connection with the planning application. The occupiers of neighbouring properties were consulted by letter on 08/07/2013.

5. POLICIES

5.1 National Planning Policy Framework (2012)

National Planning Policy Framework (2012)
London Plan (2011)

5.2 LDF Core Strategy and Development Policies

CS1 (Distribution of growth)

CS3 (Other highly accessible areas)

CS5 (Managing the impact of growth and development)

CS6 (Providing quality homes)

CS8 (Promoting a successful and inclusive Camden economy)

CS9 (Achieving a successful Central London)

CS11 (Promoting sustainable and efficient travel)

CS13 (Tackling climate change through promoting higher environmental standards)

CS14 (Promoting high quality places and conserving our heritage)

CS15 (Protecting and improving our parks and open spaces and encouraging biodiversity)

CS18 (Dealing with our waste and encouraging recycling)

CS19 (Delivering and monitoring the Core Strategy)

DP2 (Making full use of Camden's capacity for housing)

DP5 (Homes of different sizes)

DP6 (Lifetime homes and wheelchair homes)

DP13 (Employment premises and sites)

DP16 (The transport implications of development)

DP17 (Walking, cycling and public transport)

DP18 (Parking standards and limiting the availability of car parking)

DP19 (Managing the impact of parking)

DP21 (Development connecting to the highway network)

DP22 (Promoting sustainable design and construction)

DP24 (Securing high quality design)

DP26 (Managing the impact of development on occupiers and neighbours)

DP28 (Noise and vibration)

DP29 (Improving access)

DP31 (Provisions of, and improvement to, open space and outdoor sport and

recreation facilities)

5.3 Supplementary Planning Policies Camden Planning Guidance (2011)

6. ASSESSMENT

6.1 The principal consideration material to the determination of this application and summarised as follows:

- Principle of development and the provision of new housing;
- Design of proposed mansard roof extension and external alterations;
- Amenity;
- Transport; and
- Sustainability.

6.2 These are assessed below in the context of planning policy and other material considerations.

Principle of development and the provision of new housing

Loss of community facility

6.3 Policy CS10 seeks to ensure that appropriate community facilities are provided for Camden's communities and for people who work in and visit the Borough. This includes medical training centres such as the alternative medical training centre, which remains the lawful use of the site. Part (F) of CS10 supports the retention and enhancement of such facilities. Policy DP15 sets out the Council's approach for the protection of community facilities. It states that their loss will be resisted unless:

(c) a replacement facility that meets the needs of the local population is provided;
or

(d) the specific facility is no longer required in its current use, and evidence is provided to show that the loss would not create, or add to, a shortfall in provision for the facility and that there is no demand for any other suitable community use on the site.

6.4 As stated in the site description section above, the application property was Council owned and sold as a means of generating funds through the Community Investment Programme (CIP). At a Cabinet meeting on 20th July 2011, the sale of the property was agreed by Councillors as it was recognised as being difficult to let as a community facility in the past despite extensive periods of marketing.

6.5 The property's condition is documented in the cabinet report as being poor, which seemingly contributed to the lack of interest shown towards its occupation. Prior to its sale, the property was leased on a short term arrangement to a firm of building contractors who used the premises as contractor's offices in connection with the

refurbishment of the adjacent office development at No.14-15 Mandela Street. Before this short term arrangement the property was vacant and offered to the voluntary sector and Primary Care Trust, however there was no demand from either to occupy the building.

- 6.6 The premises are currently occupied on a 12-month temporary basis as a courier hub and taxi control office, which was granted planning permission on 25th February 2012. Discussions with the applicants during the course of the previous application confirmed that this was intended to be a temporary solution, in the knowledge that the current application would be coming forward to permanently re-develop the site for residential purposes.
- 6.7 In light of these considerations the building is not considered to create a shortfall in community uses within the area and there is seemingly no demand for another type of community use on the site. As stated above in d), the Council's preference therefore would be for the provision of affordable housing on the site. However as the total floorspace for the building measures around 319sqm there is limited scope for the provision of affordable housing as it would not meet the required threshold of being able to accommodate 10+ units or 1000sqm of floorspace under policy DP3 of the LDF.

C3 Residential floorspace

- 6.8 Under policy DP2 the Council seeks to maximise the supply of additional residential accommodation within the Borough which meets acceptable standards. All of the proposed flats would be accessed via the existing entrance at ground floor on Mandela Street.
- 6.9 Policy DP5 seeks to provide a range of unit sizes to meet demand across the Borough. In order to define what kind of mix should be provided within residential schemes, Policy DP5 includes a Dwelling Size Priority Table and the expectation is that any housing scheme will seek to meet the priorities outlined in the table and will provide at least 40% 2 bedroom units. The application proposes 3 x 2 bedroom units out of a total of 7 units and therefore meets this requirement (approx. 43%).
- 6.10 The applicants have submitted an accommodation area schedule with the proposals. The proposed studio (1-person), 1-bed (2-person) and 2 bed (3-person) units meet the CPG2 minimum floorspace requirements for 1-person flats (32 sqm) 2-person (48sqm) and 3-person (61 sqm), and all bedrooms also meet the standards (both single and double bedrooms).
- 6.11 Four of the units fall slightly below the minimum floorspace standards for kitchens/living rooms set out by the Mayor's Housing SPG; however given this is not a requirement within the CPG, and the overall sizes of the units are satisfactory, this element of the proposal is considered acceptable.
- 6.12 The proposed flats are all single aspect and face to the south-west. The proposed window openings serving habitable rooms meet the size standards set out in CPG2 and are considered to provide acceptable levels of daylight, sunlight and natural ventilation. The proposed floor to ceiling heights at each floor level are also considered acceptable

- 6.13 Policy DP6 requires all new dwellings be designed to meet Lifetime Homes standards. The proposals meet all 16 criteria where possible; where these are not met, this is due to the constraints of the site (i.e. no off-street parking provided to meet criteria 1 and 2, and no space for the provision of a lift to meet criteria 5b); individual units are on a single level (i.e. no stair lift or through-floor lift being provided to meet criteria 12).
- 6.14 The proposed units include adequate internal storage for domestic goods and for the storage of waste and recyclable materials.

Public Open Space

- 6.15 The guidance in CPG6 requires the provision of 9sqm of open space per person for residential developments providing 5 or more additional dwellings. The Council initially expects for open space provisions to be provided on site. Where a site cannot provide open space provision on site the preferred option would be to provide suitable open space off-site, but at a maximum of 400m from the development. Having considered the existing constraints of the site it is clear that open spaces can not be provided on site. It would therefore be expected for this development to provide £7,180 ([£817 x 4 no. 1 bed units] + [£1,304 x 3 no. 2 bed units]). to improve existing public open spaces or towards the provision of new public open spaces within the area. This contribution would be secured through a Section 106 Agreement.

Education

- 6.16 All residential developments involving a net increase of 5 or more units will normally be expected to provide a contribution towards education provision in the Borough. The contribution sought is proportionate to the size of dwellings proposed, and is not sought for single-bed units, as these are unlikely to house children. The contribution for this development, secured through a Section 106 Agreement, would therefore be £6,639 (£2,213 x 3 no. 2 bed units).

Design

- 6.17 The proposed mansard roof would be set back behind a parapet created by increasing the height of the front façade by 0.7m. The existing streetscape on the east side of Mandela Street is characterised by what would originally have been two storey commercial premises. To the south of the site, the adjoining property, No. 14-15, has been extended at roof level to accommodate a mansard roof (granted planning permission in May 2009). To the north, nos. 5-12 have been extended at roof level by way of dormer roof extensions. Having regard to prevalent character of the immediate townscape, the principle of the mansard roof extension is considered acceptable.
- 6.18 In terms of its form and detailed design, the mansard roof extension would rise to a height of 9.1m from floor level to the ridge, an increase in height of 0.5m from the existing ridge height. This would sit a metre lower than the height of the adjoining building at no. 14-15 and 0.3m higher than the nos. 5-12. The height of the mansard would sit well within the roof-line of the street and would, in effect, create stepping-stone in height between the buildings either side.

- 6.19 To the front, the mansard would incorporate seven dormer windows set within the front roof slope. The dormers would be set 0.5m lower than the roof ridge and would be aligned with the existing pattern of fenestration at lower levels. The size and alignment of the dormer windows are therefore considered acceptable. The window frames are not detailed but are shown as casement opening in form.
- 6.20 Having regard to the age and architectural form of the building, it is considered that 6-over-6 pane timber sash windows would be appropriate. To the rear, the roof slope of the mansard would be of a shallower gradient and would incorporate five rooflights. This is considered acceptable as it reduces the bulk of the roof to the rear, where the site directly abuts the rear of residential dwellings on College Place.
- 6.21 The mansard is proposed to be finished in slate tiles. This is considered acceptable subject to the tiles being of a natural grey or black slate, a sample of which will be required by condition. The lead-clad coping to the dormer windows would also be acceptable.
- 6.22 The replacement of the false window on the front elevation at first floor level and the replacement of the ground floor level window adjacent to nos. 14-15 with a door are both considered acceptable.
- 6.23 Overall, the proposals are considered to be well designed in relation to the streetscape of Mandela Street and are considered sympathetic to the host building in terms of their size, form and detailed design. On this basis, the proposals comply with policies CS14 and DP24, and advice provided within CPG1.

Amenity

- 6.24 In order to satisfy the requirements of policies CS5 and DP26 and the guidance set out in CPG6, it needs to be demonstrated that the proposed increase in roof height would not have a negative impact on the amenity of the inhabitants of those properties on College Place by way of overshadowing, creating a sense of enclosure or overbearing, or by negatively effecting the outlook of its inhabitants.
- 6.25 The applicant has submitted a daylight and sunlight assessment in connection with the proposal, which has considered the guidance given in the Building Research Establishment's (BRE) document 'Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice'.
- 6.26 The study has assessed the impact of the roof extension to the rear windows to Nos. 79-87 College Place, residential properties to the immediate north-east of the site, which are south and west facing, and look onto a rear lightwell/courtyard.
- 6.27 The assessment demonstrates that the proposed roof extension would not result in any material loss of daylight or sunlight to neighbouring residential windows at ground or first floor level as a result of the extension. Although there would be some increase in bulk to the rear elevation with an increase in the height of the roof by approximately 1.5m, its impact is mitigated by being set back behind the rear parapet. There would be some loss of outlook to the first floor bay windows which

look onto the rear lightwell; however this would not reduce the vertical sky component by more than 27% of its existing value, and therefore would not result in any significant loss of daylight or sunlight. The second floor windows are at a sufficient height to ensure there would be no adverse effect to occupiers of habitable rooms at this level.

- 6.28 With regard to overlooking, the main new openings at second floor level would be inserted to the front elevation, and therefore not result in any material loss of privacy to neighbouring properties. Five new rooflights would be inserted to the rear elevation, but these would only allow oblique views towards properties on College Place. No openings are being proposed at ground and first floor rear level.
- 6.29 On this basis, the proposals would comply with policy CS5 of the Core Strategy and DP26 of the Development Policies Document, as well as the guidance set out in CPG6.

Transport

- 6.30 The site is located within the Central London Clear Zone. There is no vehicular access to the site and none is proposed. The site has a Public Transport Accessibility Level (PTAL) of 6b (excellent).

Cycle Parking

- 6.31 Policy DP18 requires development to sufficiently provide for the needs of cyclists, which are contained in Appendix 2 of the Development Policies document. The London Plan also provides guidance on cycle parking standards these are outlined in Table 6.3 of The London Plan 2011.
- 6.32 Camden's Parking Standards for cycles, states that 1 storage or parking space is required per residential unit. The proposal is for 7 residential units; therefore 7 cycle storage/parking spaces are required. During the determination of the application amended plans were submitted modifies the cycle store to accommodate a two-tiered Josta bicycle rack which would provide space for 8 bicycles, the doorway has been moved to provide a 2.5m circulation zone. The proposed arrangement is now acceptable.

Car-free and Car-capped Development

- 6.33 As the area is a Controlled Parking Zone (CPZ) which suffers from high levels of parking pressure and has a PTAL rating of 6b, it is appropriate to secure the new housing units as car-free via a Section 106 Agreement.

Construction Management Plan (CMP)

- 6.34 Policy DP21 seeks to protect the safety and operation of the highway network. Given this is largely a conversion scheme, it is not considered necessary to secure the submission of a construction management plan via Section 106 agreement in this instance. However given the building is located within a Mews and a degree of disruption would be expected through movement of construction vehicles, in order to mitigate any adverse impacts a condition is attached requiring the submission of a Construction Management Statement (CMS) before works begin.

- 6.35 Any occupation of the highway, such as for hoarding, skips or storage of materials, would require a licence from Highways Management and along with the CMS and existing on-street waiting and loading controls, should be sufficient to ensure the work is carried out in such a way as to not adversely affecting the safety or operation of the public highway.

Sustainability

- 6.36 The overall approach to energy should be in line with the Mayor's Energy Hierarchy (i) using less energy; ii) supplying energy efficiently; ii) using renewable energy. In line with the first element of the hierarchy and with LDF and CPG requirements Energy and Sustainability assessments were submitted for the new residential units. Camden's CPG requires a minimum score of 60% in the energy, 60% in the water and 40% in the materials categories for the Ecohomes pre-assessment.
- 6.37 In this case the applicants' pre-assessment suggests that an 'Excellent' score of 76.5% can be achieved, with minimum scores of 70% (energy), 80% (water) and 77% (materials) across the three sub-categories. On this basis, the proposal is considered acceptable.
- 6.38 It is not possible for the development to link into an existing or proposed decentralised energy scheme in line with the second element of the hierarchy. This is because the site is not in the vicinity of an existing or emerging network and is too restricted to provide on site CHP plant. No other renewable technologies are being proposed, but given the constraints of the site and the 'excellent' BREEAM rating achieved, this is considered acceptable. The sustainability and energy features outlined in the assessment will be secured via the Section 106 agreement.

7. CONCLUSION

- 7.1 The applicant has provided sufficient evidence to justify the conversion of the former community facility into 3 x 2 bedroom and 4 x 1 bedroom/studio Class C3 residential units. As the proposed development provides much needed residential accommodation within the area and would not harm the amenities of the occupiers of neighbouring properties or put additional pressure on the existing transport network it is considered to be acceptable in terms of national, city-wide and local planning policy.
- 7.2 Planning Permission is recommended subject to a S106 Legal Agreement covering the following Heads of Terms:-
1. Car-free Development;
 2. £7,180 financial contribution towards Public Open Space;
 3. £6,639 financial contribution towards Education;
 4. Compliance with energy/sustainability requirements

8. LEGAL COMMENTS

- 8.1 Members are referred to the note from the Legal Division at the start of the Agenda.

Condition(s) and Reason(s):

- 1 The development hereby permitted must be begun not later than the end of three years from the date of this permission.

Reason: In order to comply with the provisions of Section 91 of the Town and Country Planning Act 1990 (as amended).

- 2 All new external work shall be carried out in materials that resemble, as closely as possible, in colour and texture those of the existing building, unless otherwise specified in the approved application.

Reason: To safeguard the appearance of the premises and the character of the immediate area in accordance with the requirements of policy CS14 of the London Borough of Camden Local Development Framework Core Strategy and policy DP24 of the London Borough of Camden Local Development Framework Development Policies.

- 3 The development hereby permitted shall be carried out in accordance with the following approved plans: MAS-X-100; MAS-X-101; MAS-X-200; MAS-X-300; MAS-X-301; MAS-P-001; MAS-P-100A; MAS-P-101; MAS-P-300; MAS-P-301; Planning, Design and Access Statement prepared by dated June 2013; Daylight and Sunlight Assessment prepared by BVP Chartered Building Surveyors dated 28 Feb 2013; Environmental Performance Statement (including BREEAM Pre-Assessment Report) prepared by StudioMarkRuthven Architecture and Ian Waters dated 18 Feb 2013.

Reason: For the avoidance of doubt and in the interest of proper planning.

- 4 Detailed drawings, or samples of materials as appropriate, in respect of the following, shall be submitted to and approved in writing by the local planning authority before the relevant part of the work is begun:

a) Sample of the slate tile (either natural grey or black) to be used for the roof extension

The relevant part of the works shall be carried out in accordance with the details thus approved and all approved samples shall be retained on site during the course of the works.

Reason: To safeguard the appearance of the premises and the character of the immediate area in accordance with the requirements of policy CS14 of the London Borough of Camden Local Development Framework Core Strategy and policy DP24 of the London Borough of Camden Local Development Framework Development Policies.

- 5 The lifetime homes features and facilities, as indicated on the drawings and documents hereby approved shall be provided in their entirety prior to the first occupation of any of the new residential units.

Reason: To ensure that the internal layout of the building provides flexibility for the accessibility of future occupiers and their changing needs over time, in accordance with the requirements of policy CS6 of the London Borough of Camden Local Development Framework Core Strategy and policy DP6 of the London Borough of Camden Local Development Framework Development Policies.

- 6 Before the development commences, details of secure and covered cycle storage area for 8 cycles shall be submitted to and approved by the local planning authority in writing. The approved facility shall thereafter be provided in its entirety prior to the first occupation of any of the new units, and thereafter permanently retained thereafter.

Reason: To ensure the development provides adequate cycle parking facilities in accordance with the requirements of policy CS11 of the London Borough of Camden Local Development Framework Core Strategy and policy DP17 of the London Borough of Camden Local Development Framework Development Policies.

- 7 No part of the development hereby approved shall be commenced until a Construction Management Statement setting out measures for ensuring highway safety and managing transport, deliveries and waste (including recycling of materials) throughout the demolition and construction period, has been submitted to and approved by the local planning authority. The measures contained in the Construction Management Statement shall at all times remain implemented during construction.

Reason: In order to protect the pedestrian environment and the amenities of the area generally and to ensure the continued free flow of traffic in the area in accordance with policy CS5 of the London Borough of Camden Local Development Framework Core Strategy and policies DP21, DP22, DP26 of the London Borough of Camden Local Development Framework Development Policies.

Informative(s):

- 1 Your proposals may be subject to control under the Building Regulations and/or the London Buildings Acts which cover aspects including fire and emergency escape, access and facilities for people with disabilities and sound insulation between dwellings. You are advised to consult the Council's Building Control Service, Camden Town Hall, Argyle Street WC1H 8EQ, (tel: 020-7974 6941).
- 2 Noise from demolition and construction works is subject to control under the Control of Pollution Act 1974. You must carry out any building works that can be heard at the boundary of the site only between 08.00 and 18.00 hours Monday to Friday and 08.00 to 13.00 on Saturday and not at all on Sundays and Public Holidays. You are advised to consult the Council's Compliance and Enforcement team [Regulatory Services], Camden Town Hall, Argyle Street, WC1H 8EQ (Tel. No. 020 7974 4444 or on the website <http://www.camden.gov.uk/ccm/content/contacts/council->

contacts/environment/contact-the-environmental-health-team.en or seek prior approval under Section 61 of the Act if you anticipate any difficulty in carrying out construction other than within the hours stated above.

- 3 The Mayor of London introduced a Community Infrastructure Levy (CIL) to help pay for Crossrail on 1st April 2012. Any permission granted after this time which adds more than 100sqm of new floorspace or a new dwelling will need to pay this CIL. It will be collected by Camden on behalf of the Mayor of London. Camden will be sending out liability notices setting out how much CIL will need to be paid if an affected planning application is implemented and who will be liable.

The proposed charge in Camden will be £50 per sqm on all uses except affordable housing, education, healthcare, and development by charities for their charitable purposes. You will be expected to advise us when planning permissions are implemented. Please use the forms at the link below to advise who will be paying the CIL and when the development is to commence. You can also access forms to allow you to provide us with more information which can be taken into account in your CIL calculation and to apply for relief from CIL.

<http://www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil>

We will then issue a CIL demand notice setting out what monies needs to paid when and how to pay. Failure to notify Camden of the commencement of development will result in a surcharge of £2500 or 20% being added to the CIL payment. Other surcharges may also apply for failure to assume liability and late payment. Payments will also be subject to indexation in line with the construction costs index.

Please send CIL related documents or correspondence to CIL@Camden.gov.uk



Application No: 2013/3921/P

**13 Mandela Street
London NW1 0DU**

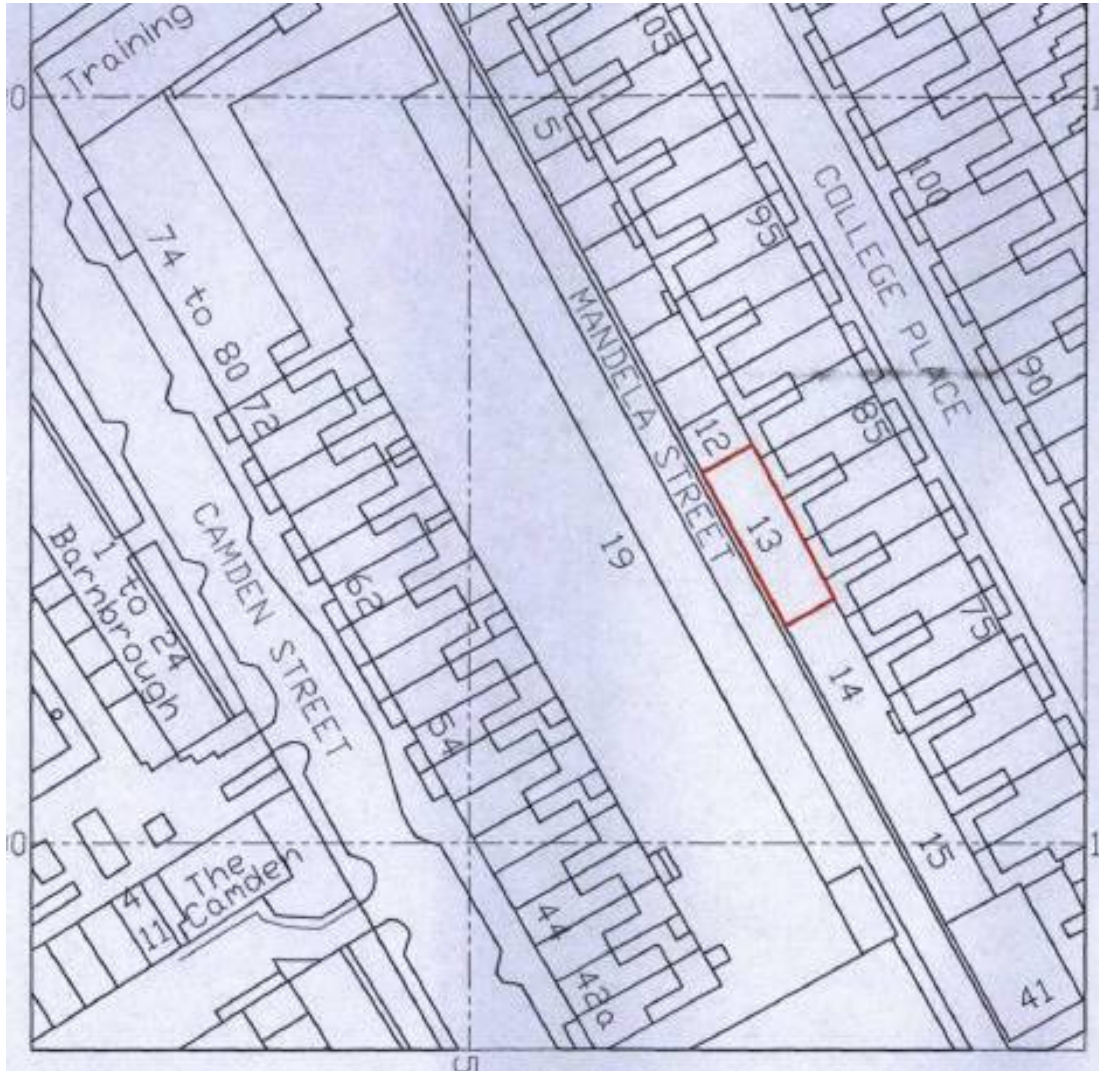
**Scale:
1:1250**

**Date:
22-Aug-13**



This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office, © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.

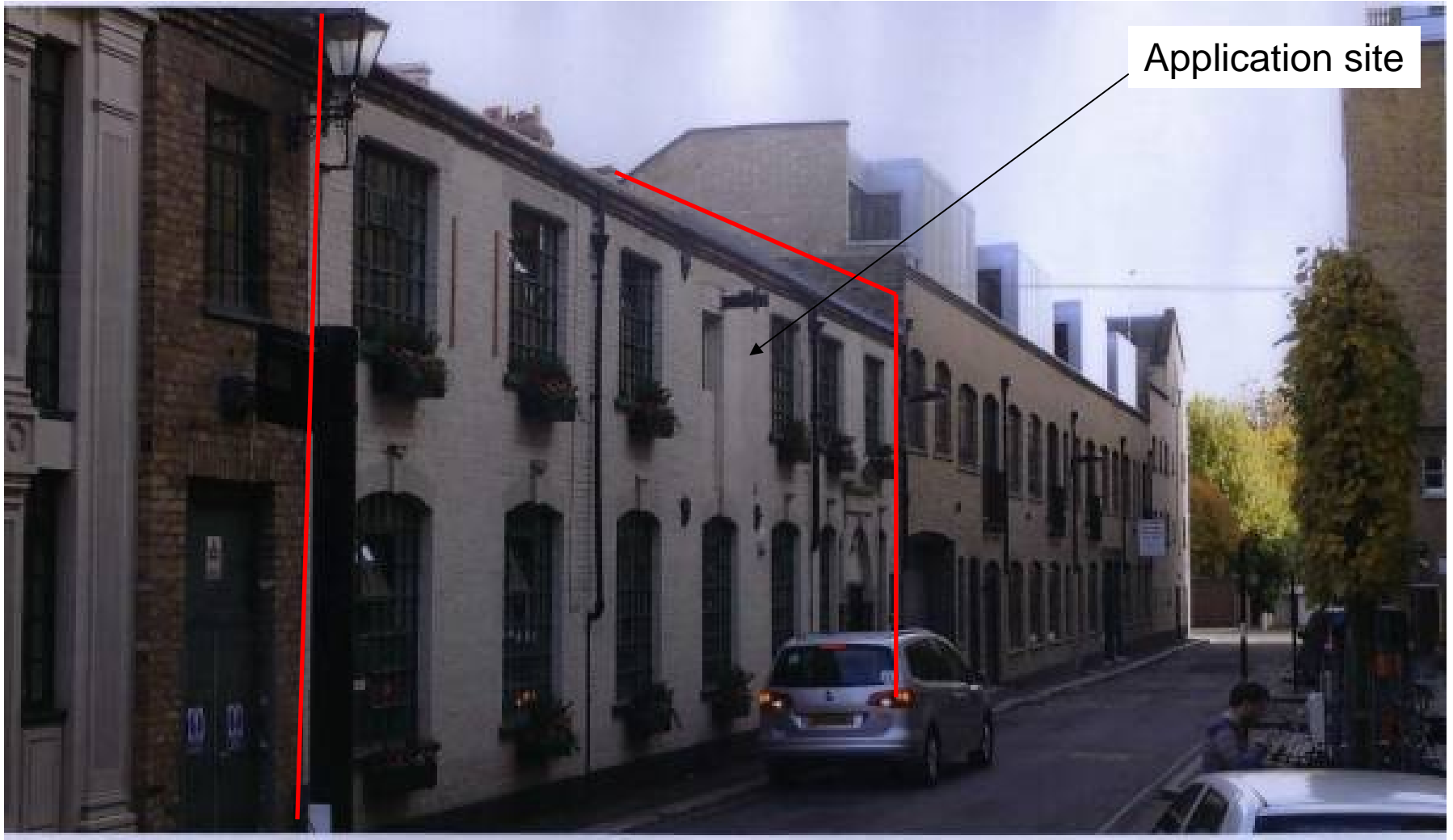
13 Mandela Street Site Location



13 Mandela Street front elevation



13 Mandela Street front elevation



13 Mandela Street Surrounding Context

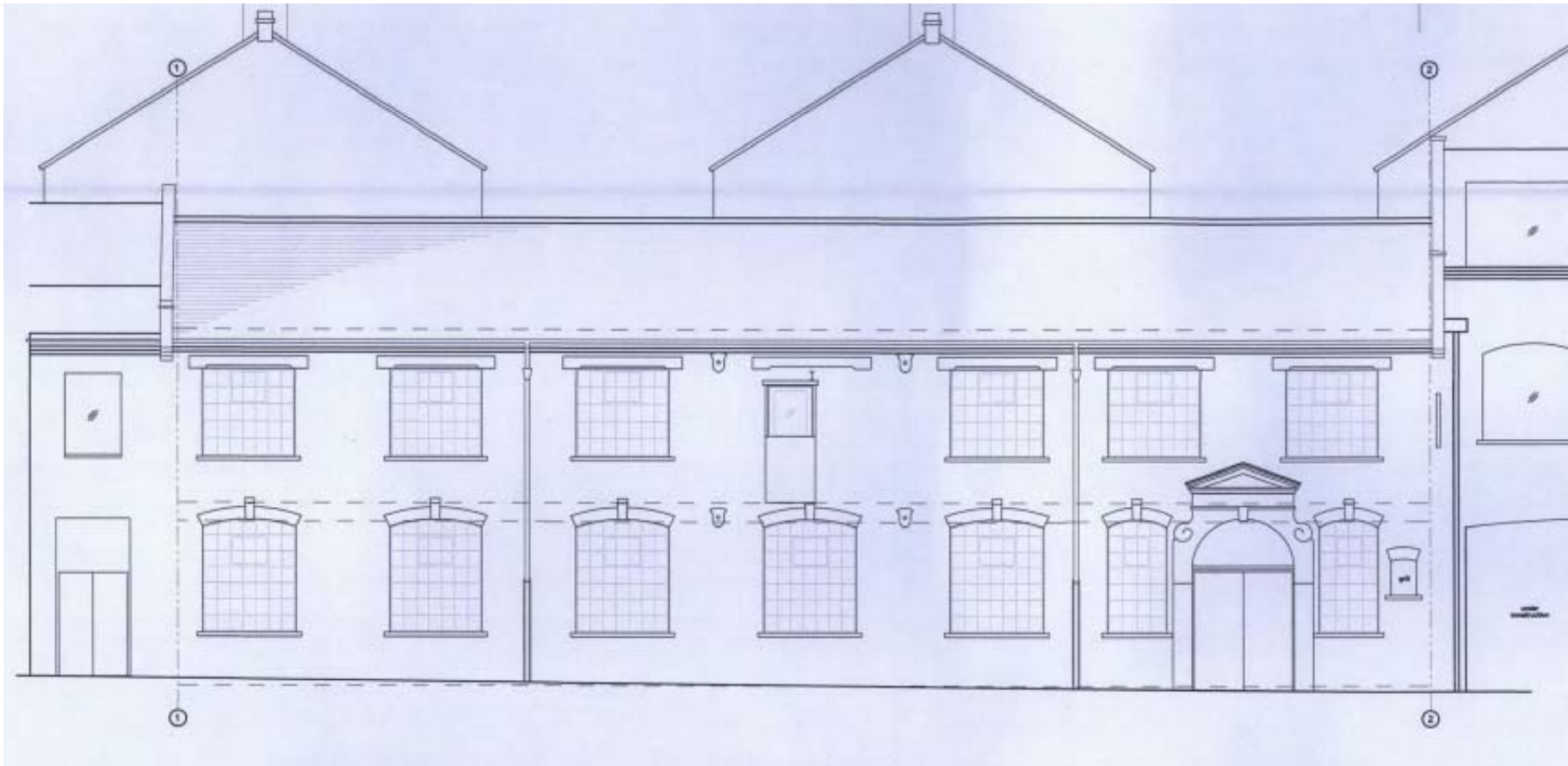


Buildings to rear at College Place



Buildings opposite at 19 Mandela St

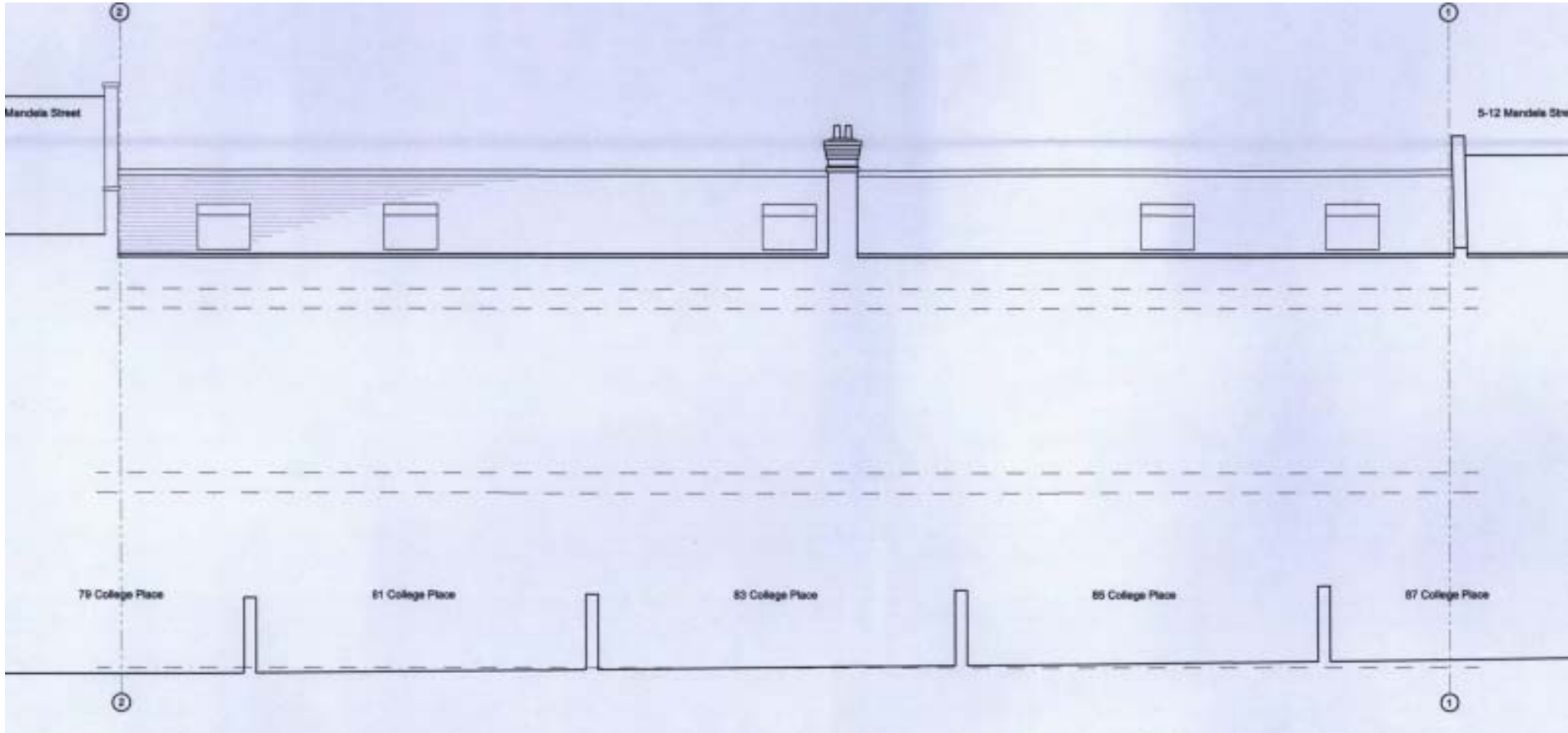
13 Mandela Street Existing Front Elevation



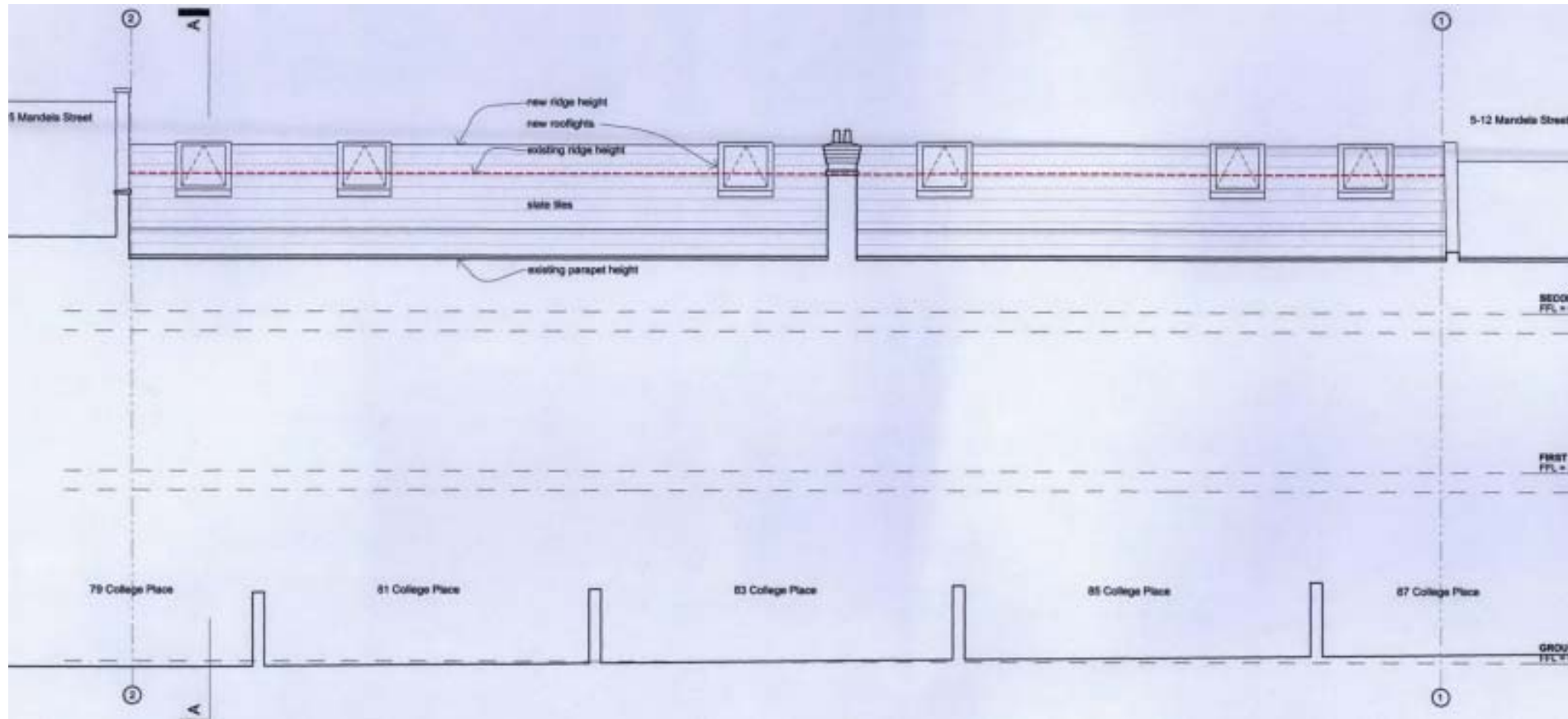
13 Mandela Street Proposed Front Elevation



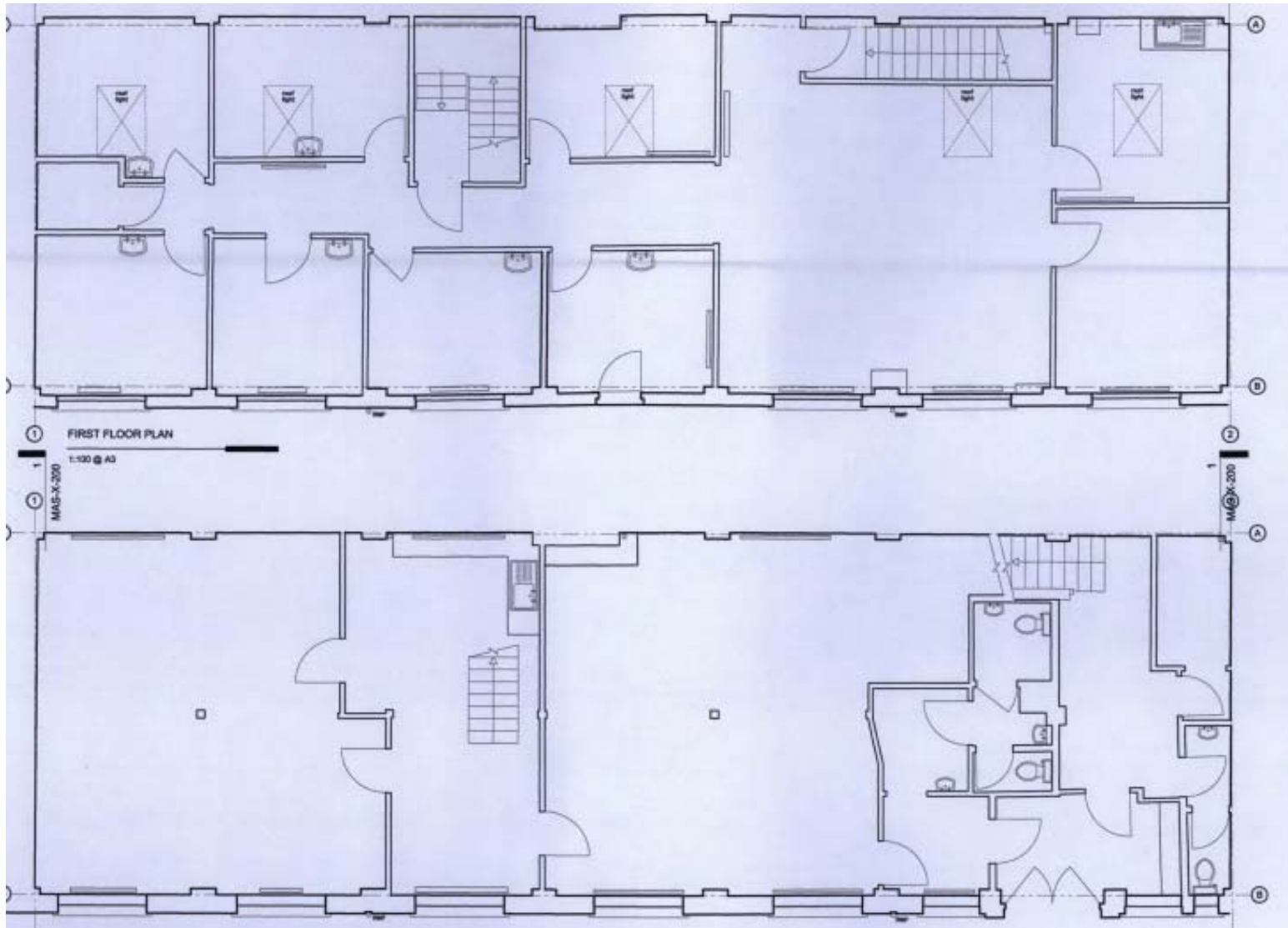
13 Mandela Street Existing Rear Elevation



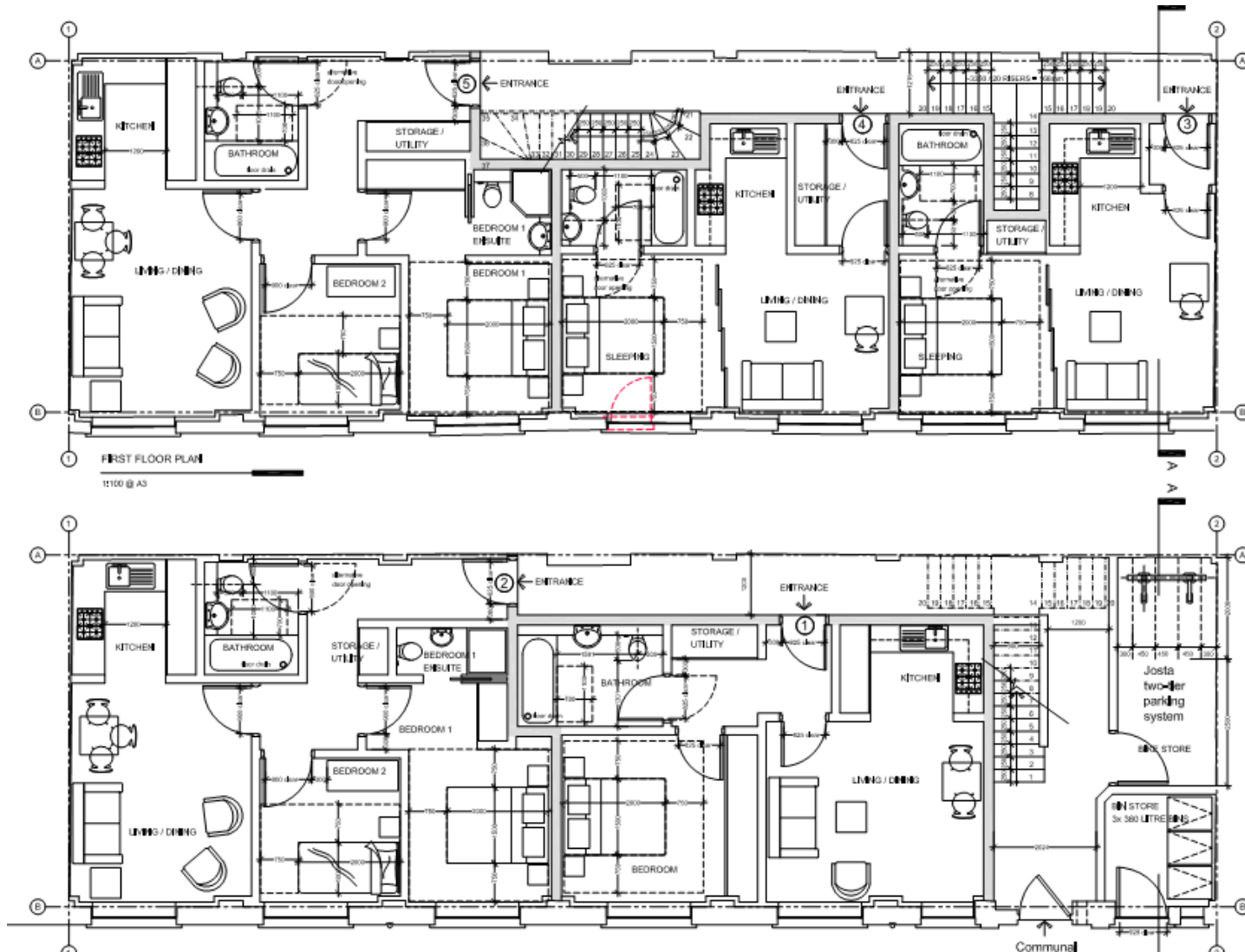
13 Mandela Street Proposed Rear Elevation



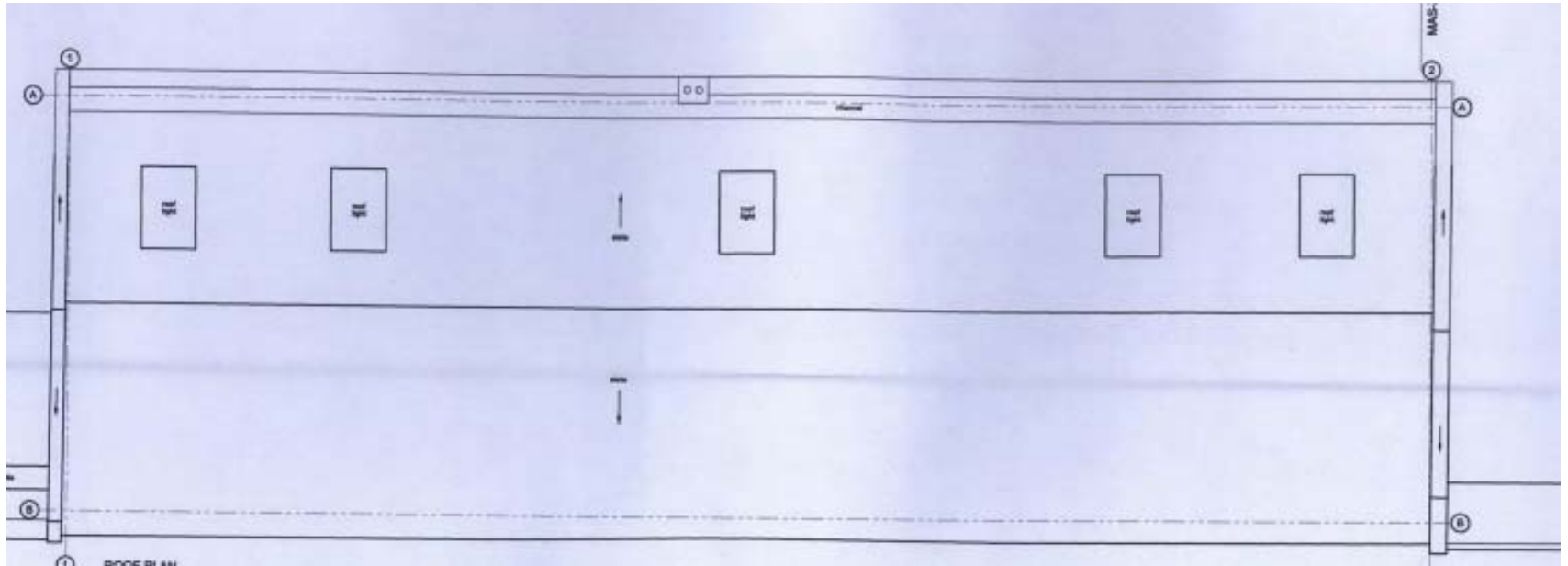
13 Mandela Street Existing Ground and First Floor Plan



13 Mandela Street Proposed Ground and First Floor Plan

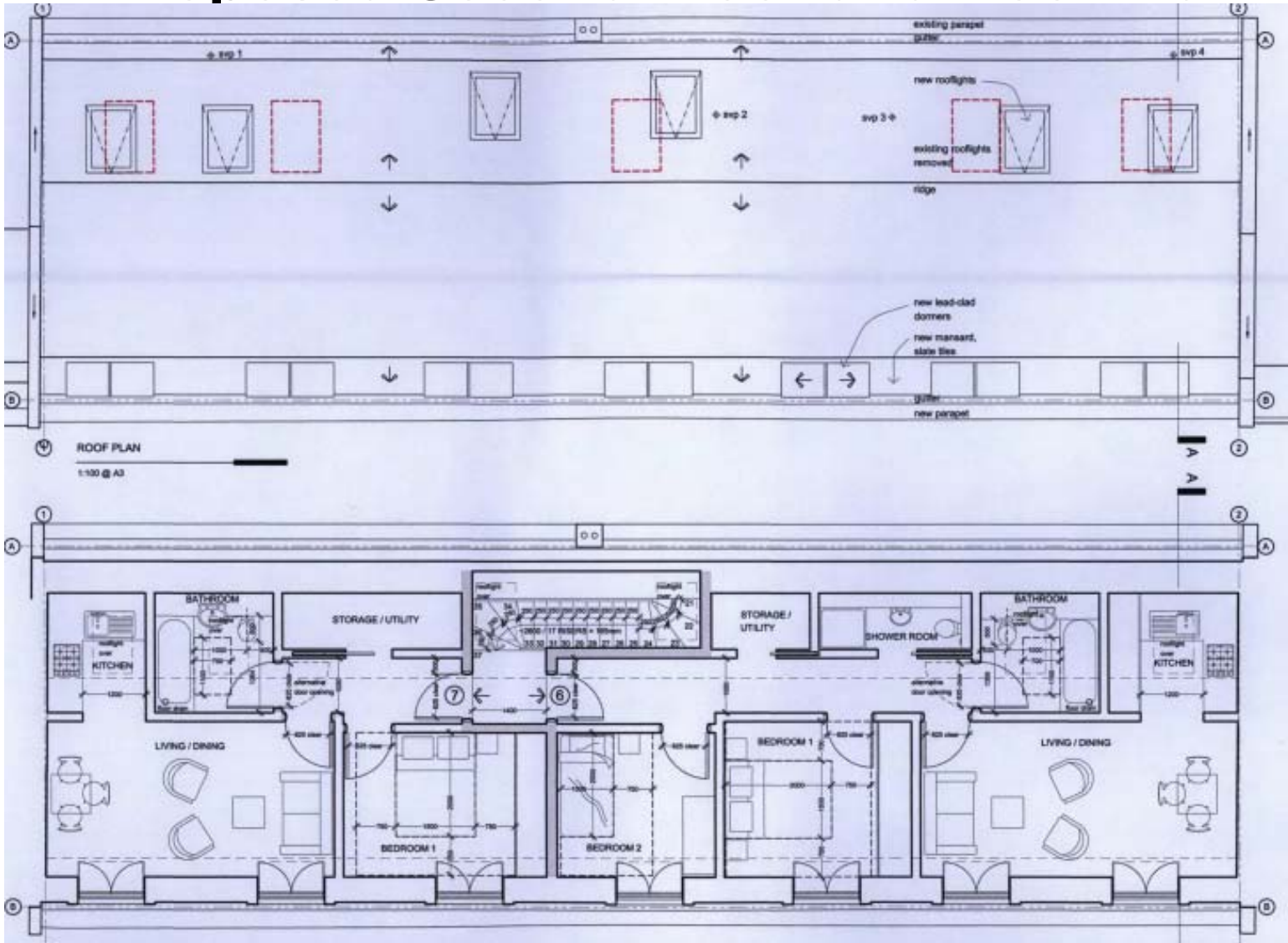


13 Mandela Street Existing Roof Plan



13 Mandela Street

Proposed Second Floor and Roof Plan



13 Mandela Street Existing and Proposed Section

