

Delegated Report (Members Briefing)		Analysis sheet		Expiry Date:		16/03/2007	
		N/A / attached		Consultation Expiry Date:		27/02/2007	
Officer				Application Number(s)			
Mary Samuel				2007/0293/P			
Application Address				Drawing Numbers			
349A West End Lane London NW6 1LT				See Draft Decision Notice			
PO 3/4	Area Team Signature	C&UD	Authorised Officer Signature				
Proposal(s)							
Change of use of the first and second floors from 1 x 3-bed self-contained maisonette to 2 x 2-bed self-contained units, including the installation of front, rear and side dormer windows to convert the loft space to habitable accommodation, together with the use of the flat roof of the rear extension as a roof terrace and alterations to front and rear windows.							
Recommendation(s):		Grant planning permission subject to legal agreement for car free development					
Application Type:		Full Planning Permission					
Conditions or Reasons for Refusal:		Refer to Draft Decision Notice					
Informatives:							
Consultations							
Adjoining Occupiers:		No. notified	31	No. of responses	01	No. of objections	01
				No. Electronic	00		
Summary of consultation responses:		<p>Objection is on grounds of appearance ('the building will look ugly and disjointed'), loss of light to ground floor office; increase in parking demand in an already congested area; concern about additional weight to the building and nuisance during building works (bad experience in recent past).</p> <p><i><u>Response:</u> The application was revised after the consultation and the originally proposed rear extension was removed from the scheme. The proposed dormers will be similar to those on the other half of the pair and restore symmetry to the pair. There will be no loss of light to rear ground floor windows now that the rear extension has been omitted. Parking pressure will not increase, as there will be a legal agreement for the new unit to be car free. Concerns about structural problems or nuisance during construction are not material planning considerations.</i></p>					
CAAC/Local groups* comments: <small>*Please Specify</small>		West End Green CAAC – no response received.					

Site Description

The site is located on the northern side of West End Lane, close to the intersection with Cannon Hill. The site accommodates a 3-storey building, part of a pair, comprising a ground floor shop unit and a 3-bedroom maisonette on the first and second floors.

The site is located within a designated Town Centre and the West End Green/Parsifal Rd Conservation Area.

Relevant History

On 24/3/05 p.p. was granted to convert the first and second floors into two residential units (2004/5455/P). Not subject to a car free legal agreement.

A planning application to convert the building into 3 units including a rear extension and conversion of the loft into habitable space was withdrawn in October 2006 (2006/3702/P)

Relevant policies

RUDP: S1 & S2 (Strategic policies); SD6 (Amenity of neighbours), B1 (Design), B3 (Alterations and extensions), B7 (Conservation areas), T8 (Car free housing), T3j (Cycle parking)

CPG 2006: Advice on conversions, alterations and extensions to residential buildings.

West End Green/Parsifal Rd Conservation Area Statement (CAS): Advice on alterations and extensions to buildings in the conservation area.

Assessment

The proposal originally included a rear extension and terrace at second floor level as well as the alterations detailed above, and was to provide 1 x 3-bed maisonette and 1 x 2-bed maisonette. It was revised to omit the rear extension and instead to enlarge the proposed roof terrace to cover most of the flat roof at rear 1st floor level. The accommodation now proposed is 2 x 2-bed units. Alterations at roof level involve the installation of 3 dormers, one on each roof slope. Alterations to the fenestration will be in timber sashes and French door to rear roof terrace. A 1.8m high screen is proposed along the west side of the terrace.

Main issues: Space standards of flats; impact on the appearance of the building and the character and appearance of the conservation area, impact on the amenity of neighbours and impact on parking in the area.

Assessment: The proposed two units meet the Council's minimum space standards and their layouts are well thought out.

The external alterations to the front (change of UPVC windows to timber sash windows, installation of new front dormer of subordinate size to windows below, centred over the eastern window and mirroring its semi-detached neighbouring dormer) will improve the appearance of the building and restore the symmetry with its pair, thus enhancing the character and appearance of the conservation area. At the rear, alterations to the fenestration, although less conspicuous, will follow the same appropriate proportions and materials and are considered acceptable.

Windows that could be affected by the original scheme were four bedroom windows on the side elevation of Alexandra Mansions, kitchen balconies and windows on Marlborough Mansions and an office window on the ground floor of the application property. To protect the amenity of these neighbours, the application was revised to omit a rear second floor extension, which would have reduced daylight to the above windows. The application now includes the use of most of the existing flat roof at first floor level as a roof terrace (The proposed use of part of it as a roof terrace did not raise any objections). A 1.8m screen is proposed along the west side of the proposed roof terrace, positioned so that no loss of light would result from it to lower bedroom windows on the side elevation of Alexandra Mansions, and to provide privacy for the users of the new terrace. A condition to install the screen before the use of the flat roof as a roof terrace commences and retain it thereafter is recommended.

There will be no additional parking demand as a result of this development as one of the units will be designated car free by legal agreement. Bike storage has been provided for the top floor maisonette and therefore it is this unit that should be designated car free. The previous scheme for the creation of 2 units, approved in March 2005, did not include a legal agreement for car free, as policy TR18 of the UDP 2000 supported the creation of one flat per floor without parking restrictions. This policy has now been superseded by T8, which does require this development to be made car free.

Approval is recommended

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