

## Agenda Item 06

### Supplementary Information Planning Committee on 18 November, 2015

Case No. 15/3316

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Location	42A-D and 43A-C St Julians Road, London, NW6 7LB
Description	Proposed erection of mansard roofs with two front dormer windows and two rear dormer windows with inset balconies, to create two third floor flats (1x1bed) with front refuse storage to front of properties

#### Agenda Page Number: 73

The rear elevations of No.42 and 43 St. Julian's Road are located 22 metres from the front elevation of Opal Mews at their closest point. The majority of the units in Opal Mews have previously been converted to residential. The proposal complies with the guidance in SPG17 with regard to the separation of 20 metres between the application site and existing residential units. Therefore officers find that an adequate separation distance between the residential units in Opal Mews and the proposed additional storeys on No.42 and 43 will be maintained which will help to reduce problems of overlooking and maintain adequate levels of privacy. A site plan has been provided below which shows the distance between the site and the neighbouring properties.

The amount of refuse storage required for new flats has been clarified by the Council's Refuse Management and Public Realm Management department as 60 litres dry recycling and 60 litres residual waste per flat. Taking this into consideration two 240 litre bins for each property should provide adequate refuse storage for the unit as a whole. Currently the site contains an oversupply of wheelie bins that are stored directly on the public footpath which is both a street care and transport concern. The proposal will see the creation of two designated bin stores for each building that will help to remove at least two of the existing bins per building from the footpath and is a visual and highway safety improvement on the current situation. Public Realm Monitoring has also confirmed that no new bins will be issued to the residents of the proposed additional units and that the sharing of existing bins can be enforced.

With regard to a permit free agreement the parking permit system has recently been transferred to an online system which means that the proposed flats can be identified if a resident applies for a parking permit. Prospective residents will therefore not be able to obtain a parking permit as the property will be identified as being car free. When a resident applies for a parking permit the permit is issued to the address that the resident applies for. As the address of the proposed flats will be removed from the parking permit system future residents will not be able to apply for these specific properties.

The current second floor flats in each building will be reduced from two bed units to two studio flats. The reduction in floor space is to accommodate the staircase to allow access to the proposed additional units at third floor level in both buildings. Although there will be a reduction in floor space the proposed studio flats at second floor level exceed the minimum floor area for a studio flat as contained in the London Plan. The proposed additional units will be accessed via the continuation of the staircase at second floor level in both buildings. The proposed studio flats at second floor level will have their own entrance in a communal hall at second floor level. The proposed third floor flats will also have an entrance in the communal hall at second floor level which will then lead upstairs via the new stairway to the third floor.

Due to a technical problem the site plan was omitted from the committee report but has now been included below.



**Recommendation: Remains approval**

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