

Agenda Item 06

Supplementary Information

Planning Committee on 14 September, 2016 Case No. 16/0730

Location 1 Draycott Avenue, Harrow, HA3 0BW
Description Demolition of existing detached dwellinghouse and erection of a part four storey, part three storey part 2-storey apartment block providing 1 x 3 bed; 5 x 2 bed and 3 x 1 bed self contained flats with associated basement level car and cycle parking, refuse storage, amenity space and landscaping

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Members queried a number of matters during the site visit that was undertaken on Saturday 10 September 2016.

Busy nature of road

Vehicular access is from Drayton Way to the side of the site and the Council's Highways officers consider the proposed access to be safe subject to the condition relating to the ramp gradient. The currently contains a residential dwellinghouse, with other residential dwellinghouses adjoining and opposite the site. The nature of the road is considered to be suitable for residential use.

The lack of parking restrictions and narrow nature of Drayton Way

Drayton Way is an adopted highway, but it is not sufficiently wide to allow a vehicle to pass if another has stopped within the road. The Council's Highways officers have commented that they do not consider it is likely that vehicles would park within the road given its narrow width, but that if the introduction of double yellow lines was required to ensure that this does not happen, the cost of implementing this would be £3,000.

The Council's Highways officers consider that the proposed layout allows safe access and egress to the basement car parking area for the proposed development.

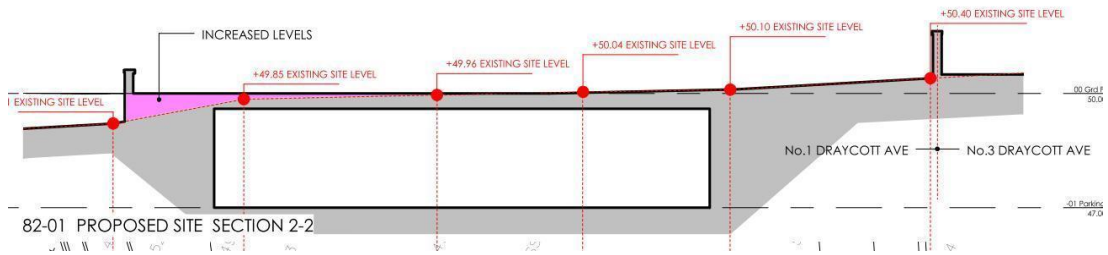
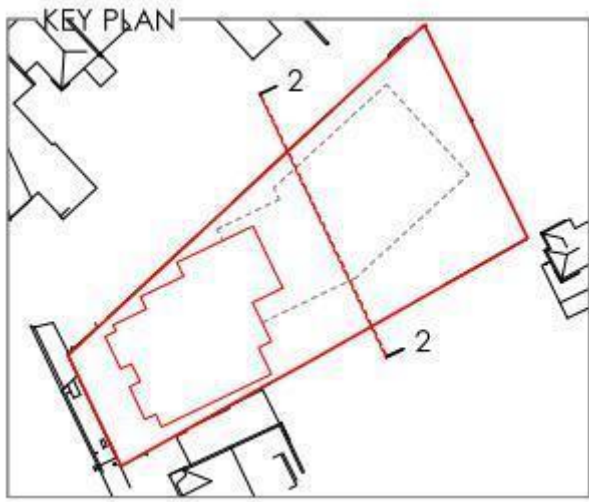
Construction management and construction traffic

A construction management plan is recommended to be secured through condition. Both adjoining roads are adopted highways are therefore are within the control of the Highways Authority (the Council).

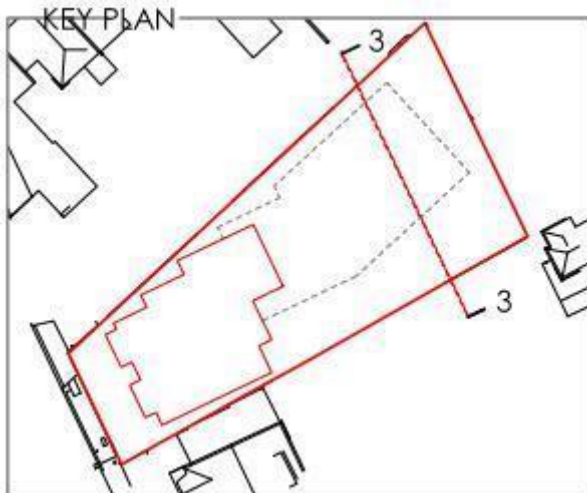
- Members requested that certain key dimensions are set out:
Distance to adjoining house: 2 m at the front reducing to 1.2 m at the rear (adjoining house has a stepped side wall).
- Height in relation to existing building. Please note that the site is sloped and the maximum height is specified above the highest point of land within the frontage to allow comparison. The lowest point in land within the frontage is approximately 0.85 m lower than this.
- Existing building: eaves approx. 5.75 m, maximum 9.4 m
- Proposed building: parapet above second floor: approx. 8.55 m to 9.0 m, maximum height 10.65 m
- Height in relation to adjoining property: Maximum height of proposed building is 0.14 m lower than ridge of adjoining house.
- Projection beyond existing rear wall of adjoining property: Stepped wall, projecting 1.55 m, 1.95 m, 4 m and 6.8 m beyond rear wall (complying with 1:2 guidance set out in SPG5). It should be noted that planning permission has been granted for a 3 m deep single storey rear extension to the adjoining property.

Clarification regarding levels within garden of proposed development and adjoining gardens: A number of sections are included within the application submission. Existing ground levels and increased levels have been identified on these drawings.

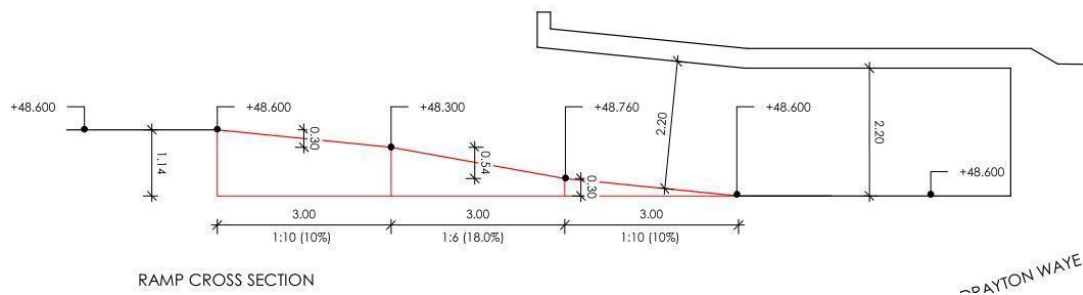
Section 2: C210-82 PROPOSED SITE SECTION 2-2 - PARKING MIDDLE (Rev H)



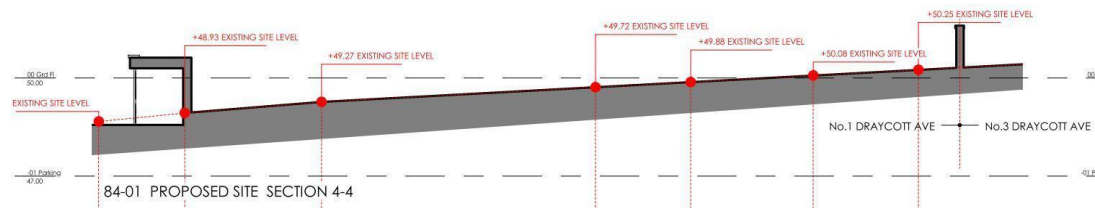
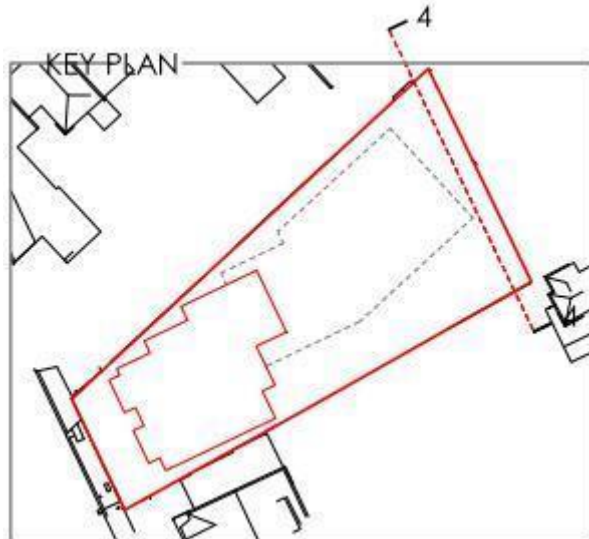
Section 3: C210-83 PROPOSED SITE SECTION 3-3 - VEHICULAR ENTRANCE (Rev H)



This is amended by the alteration to the ramps requested by Highways discussed below, resulting in the following ramp profile (note: height differences are correct but specified levels are incorrect with exception of the three levels to the left):



Section 4: C210-84 PROPOSED SITE SECTION 4-4 - REFUSE STORE (Rev H)



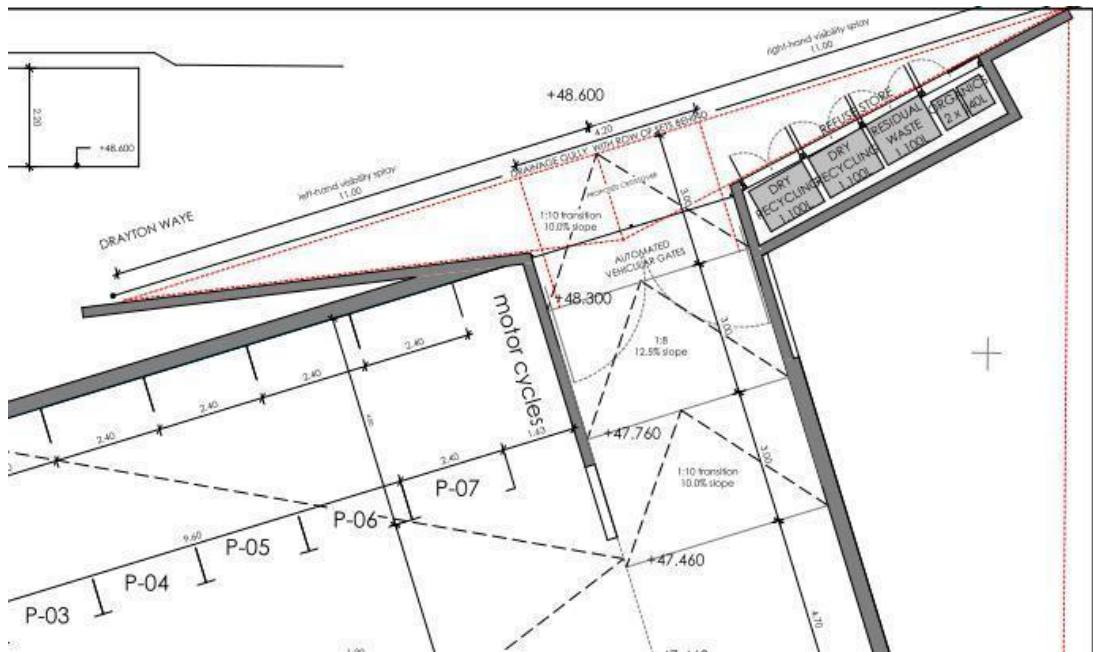
Flood risk status of the site

The site is within Flood Zone 1 (low risk of flooding) and a flood risk assessment is therefore not required for this proposal.

Revised drawing received (C210-51 Proposed Parking Layout Rev M)

A revised drawing has been received to address the matters raised within recommended condition 10 (agenda pack page 105), relating to the ramp gradient. This shows adjustments to the gradient to address the comments from Highways relating to the gradient of the upper, middle and lower sections of the ramp. The Council's Highways officers have commented that the proposed revised drawing addresses their previous comments. It is therefore recommended that recommended condition 10 is removed.

The layout does not materially alter the vehicular access to Drayton Way, and only minor changes are proposed to the clearance above the ramp and the associated ground levels above the ramp.



Recommendation:

- The recommendation for this application is unchanged, subject to the following:
 - Condition 10 (details of the car park ramp) is recommended to be removed.
 - Condition 2 is recommended to be amended to refer to the revised drawing, C210-51 Proposed Parking Layout Rev M

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