



## Supplementary Planning Committee

**Wednesday 14 September 2016 at 7.00 pm**  
Conference Hall - Brent Civic Centre, Engineers Way,  
Wembley, HA9 0FJ

### Membership:

#### Members

Councillors:

Marquis (Chair)  
Agha (Vice-Chair)  
Hylton  
Long  
Maurice  
Moher  
J Mitchell Murray  
Pitruzzella

#### Substitute Members

Councillors:

A Choudry, Colacicco, Daly, Ezeajughi, Hoda-Benn, Khan and Naheerathan

Councillors

Colwill and Kansagra

**For further information contact:** Joe Kwateng, Governance Officer  
020 8937 1354; [joe.kwateng@brent.gov.uk](mailto:joe.kwateng@brent.gov.uk)

For electronic copies of minutes, reports and agendas, and to be alerted when the minutes of this meeting have been published visit:  
[democracy.brent.gov.uk](http://democracy.brent.gov.uk)

**The press and public are welcome to attend this meeting**

**Members' briefing will take place at 6.00pm in Boardrooms 7 and 8**

# Agenda

Introductions, if appropriate.

Apologies for absence and clarification of alternate members

ITEM		WARD	PAGE
4.	Ref. 16/2171 Press House, Press Road, London, NW10 ODW	Welsh Harp	1 - 4
5	Ref. 16/0730 1 Draycott Avenue, Harrow, HA3 0BW	Kenton	5 - 8

**Date of the next meeting:            Wednesday 5 October 2016**



Please remember to switch your mobile phone to silent during the meeting.

- The Conference Hall is accessible by lift and seats will be provided for members of the public on a first come first served principle.

## Agenda Item 04

### Supplementary Information Planning Committee on 14 September, 2016

Case No. 16/2171

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Location Press House, Press Road, London, NW10 0DW  
Description Demolition of Press House building and erection of part 3, 6 and 9 storey building providing 74 residential units (33 x 1bed, 28 x 2bed and 13 x 3bed) with associated car and cycle parking spaces, bin stores, amenity space and landscaping

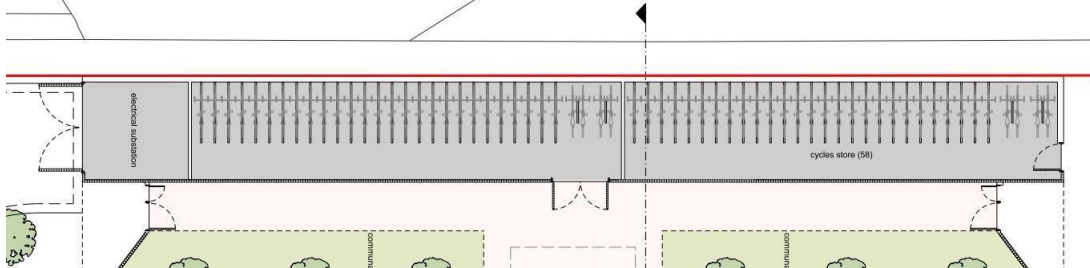
#### Agenda Page Number: 27

#### Height of existing building:

- The height of the taller element of the existing building is partly 22.5 m to 25 m above ground level (approx.).
- The height of the taller element of the proposed building is approximately 28.5 m above ground level.

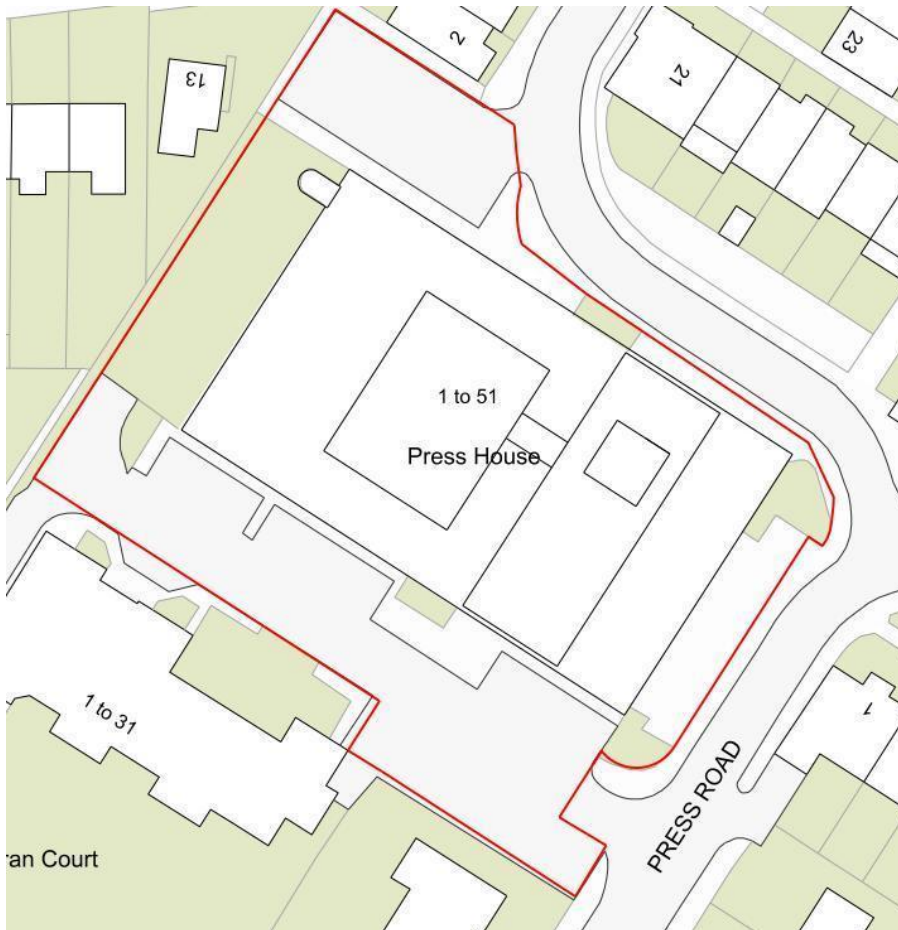
#### Plan of cycle store

The layout and location of the cycle store is shown on the proposed ground floor plan (A81\_PL\_100 Rev F). Highways consider this to be acceptable.  
Excerpt of proposed ground floor plan:



#### How do illustrated parking bays compare with existing?

The existing layout as shown within drawing A381\_EX\_001 Existing site plan, involves parking on both the northern and southern side of the building. The proposed layout also includes parking on the northern and southern sides of the site with additional spaces provided on the southern side. A new parking area is proposed internally within the building, with residential units and accesses surrounding it.  
Existing site plan:



Proposed ground floor plan:



**Security issues in terms of access through site**

The proposal results in significant improvements in the levels of natural surveillance of the areas surrounding the building, resulting in significant improvements to security and safety.

**Other matters – Drawing numbers referred to in condition 2**

The drawing numbers referred to in condition 2 do not include the revision numbers specified on the drawings. The most recent revisions of the drawings of the have been considered and discussed in the committee report. They are all available to view on the Council’s web site. Where relevant, the revision numbers will be inserted into condition 2 and will be specified within the decision notice.

**Recommendation: Remain approval**

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## Agenda Item 06

### Supplementary Information

**Planning Committee on 14 September, 2016**

Case No.

16/0730

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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

#### Agenda Page Number: 83

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.

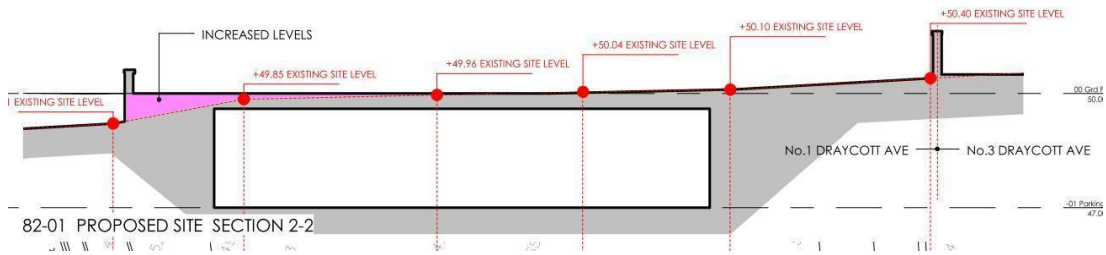
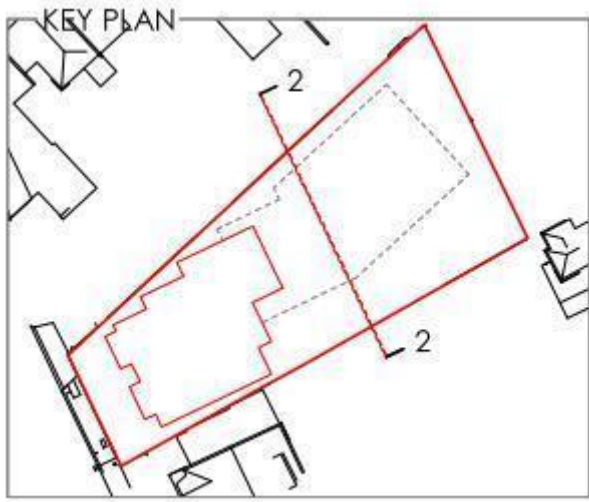
#### Construction management and construction traffic

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).

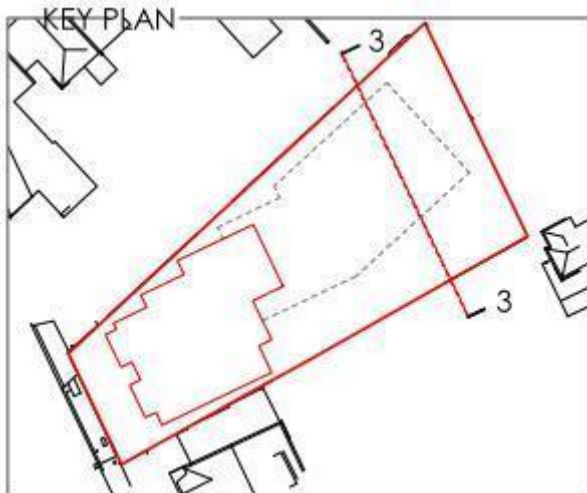
- Members requested that certain key dimensions are set out:  
Distance to adjoining house: 2 m at the front reducing to 1.2 m at the rear (adjoining house has a stepped side wall).
- Height in relation to existing building. Please note that the site is sloped and the maximum height is specified above 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.

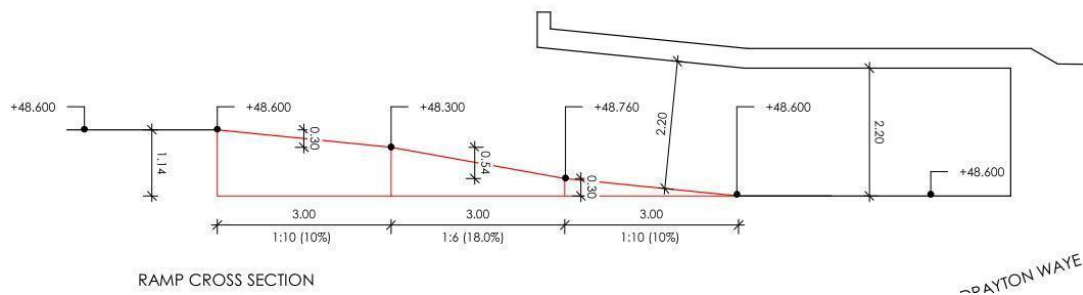
Section 2: C210-82 PROPOSED SITE SECTION 2-2 - PARKING MIDDLE (Rev H)



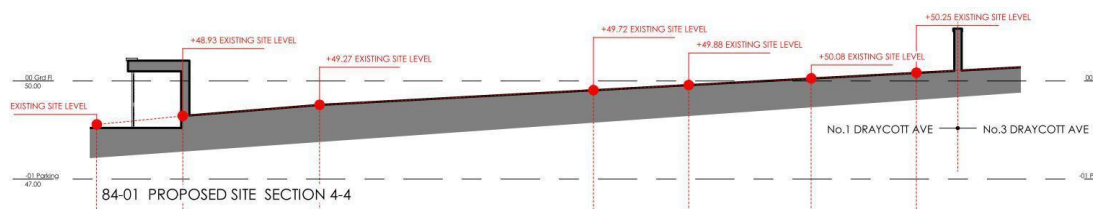
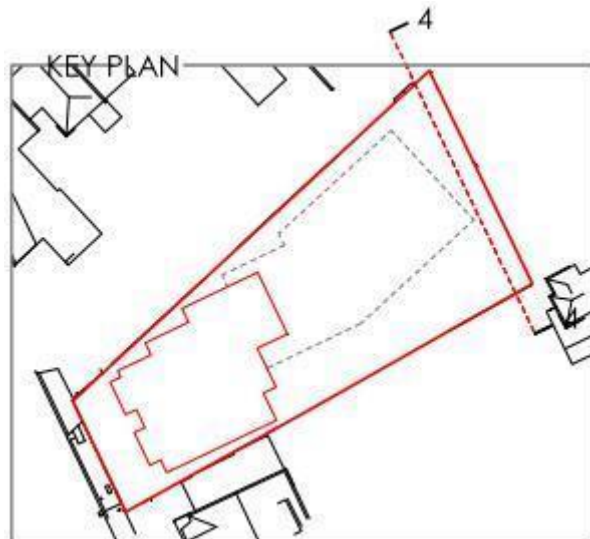
**Section 3: C210-83 PROPOSED SITE SECTION 3-3 - VEHICULAR ENTRANCE (Rev H)**



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)**



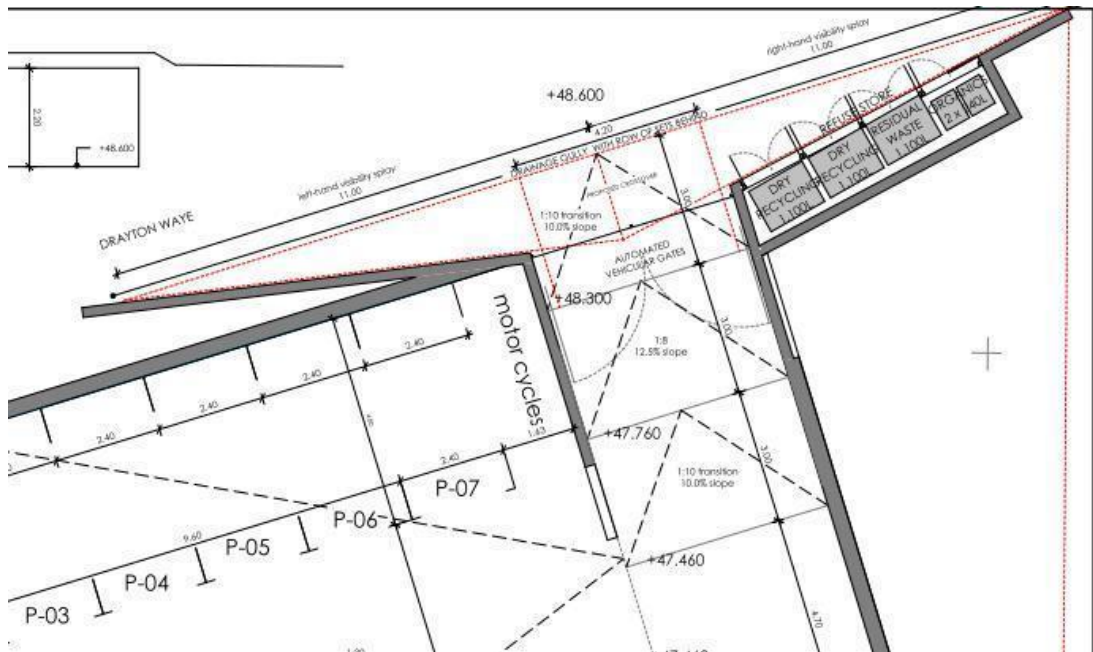
**Flood risk status of the site**

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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