

# COMMITTEE REPORT

Planning Committee on  
Item No  
Case Number

15 March, 2017  
05  
16/3408

## SITE INFORMATION

RECEIVED	2 August, 2016
WARD	Tokyngham
PLANNING AREA	Brent Connects Wembley
LOCATION	1-129 INC, RAGLAN COURT, Empire Way, Wembley, HA9 0RE
PROPOSAL	Erection of roof extension comprising 2 additional floors over Block A and Block B to provide a total of 72 additional self-contained flats (36 x 1bed on each Block) with associated landscaping, ancillary servicing and plant, cycle parking and associated works
APPLICANT	Reading Residential Ltd
CONTACT	Dalton Warner Davis LLP
PLAN NO'S	Please see condition 2
LINK TO DOCUMENTS ASSOCIATED WITH THIS PLANNING APPLICATION	<p><b><u>When viewing this on an Electronic Device</u></b></p> <p>Please click on the link below to view <b>ALL</b> document associated to case <a href="https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&amp;keyVal=DCAPR_129546">https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&amp;keyVal=DCAPR_129546</a></p> <p><b><u>When viewing this as a Hard Copy</u></b></p> <p><b>Please use the following steps</b></p> <ol style="list-style-type: none"><li>1. Please go to <a href="https://pa.brent.gov.uk">pa.brent.gov.uk</a></li><li>2. Select Planning and conduct a search typing "16/3408" (i.e. Case Reference) into the search Box</li><li>3. Click on "View Documents" tab</li></ol>

## RECOMMENDATIONS

### RECOMMENDATION

1. That the Committee resolve to GRANT planning permission subject to:
  - A. Any direction by the London Mayor pursuant to the Mayor of London Order
  - B. Any direction by the Secretary of State pursuant to the Consultation Direction
  - C. The prior completion of a legal agreement to secure the following planning obligations:
    - a) Payment of legal and professional costs
    - b) Provision of Affordable Housing and review mechanism
    - c) Notification of commencement
    - d) Implementation of submitted Travel Plan
    - e) Training and employment plan targetting Brent residents
    - f) That the new units are parking permit restricted, including the submission of details prior to occupation setting out the formal naming and numbering of the new units
    - g) Any other planning obligation(s) considered necessary by the Head of Planning
2. That the Head of Planning is delegated authority to negotiate the legal agreement indicated above.
3. That the Head of Planning is delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:

Conditions

  1. Time Limit for commencement
  2. Approved drawings/documents
  3. Membership of Considerate Constructors Scheme
  4. Provision and retention of parking, cycle parking, etc
  5. Approval of external materials
  6. Approval of landscape details
  7. Implementation of the proposed noise mitigation measures
  8. Approval of Construction Method Statement
  9. Approval of emissions levels for boilers
  10. Approval of any external lighting
  11. Approval of parking management and allocation plan
  12. Any other planning condition(s) considered necessary by the Head of Planning

Informatives

  1. Community Infrastructure Levy
  2. Photographic survey of highway for damage prior to commencement
  3. Party Wall Act
  4. Any [other] informative(s) considered necessary by the Head of Planning
1. That the Head of Planning is delegated authority to make changes to the wording of the committee's decision (such as to delete, vary or add conditions, informatives, planning obligations or reasons for the decision) prior to the decision being actioned, provided that the Head of Planning is satisfied that any such changes could not reasonably be regarded as deviating from the overall principle of the decision reached by the committee nor that such change(s) could reasonably have led to a different decision having been reached by the committee.
2. That, if by 3 months of the committee date (14th June 2017) the legal agreement has not been

completed, the Head of Planning is delegated authority to refuse planning permission.

3. That the Committee confirms that adequate provision has been made, by the imposition of conditions, for the preservation or planting of trees as required by Section 197 of the Town and Country Planning Act 1990.

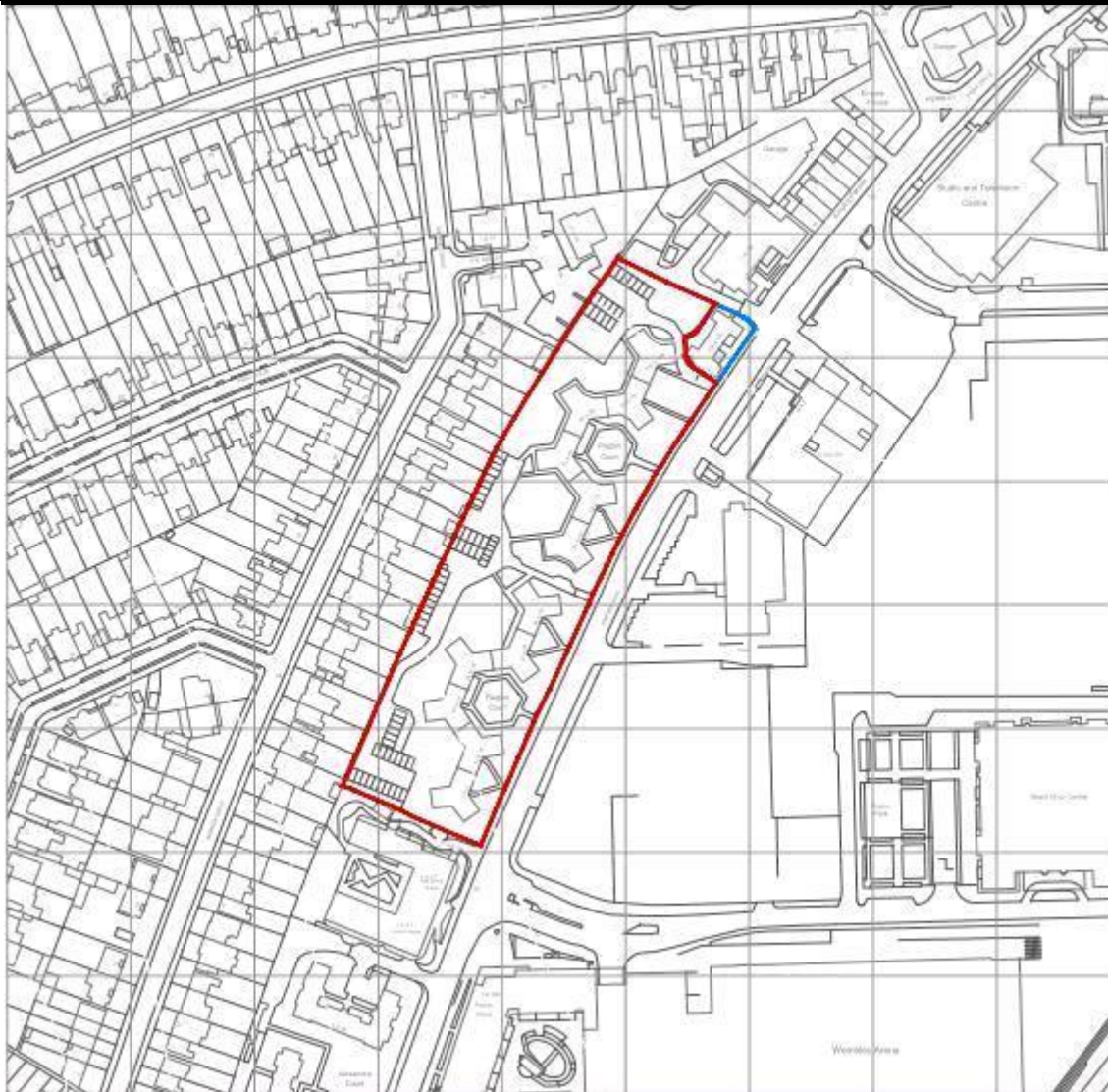
## SITE MAP



### Planning Committee Map

Site address: 1-129 INC, RAGLAN COURT, Empire Way, Wembley, HA9 0RE

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This map is indicative only.

## PROPOSAL IN DETAIL

The provision of 72 new flats within two additional storeys above Blocks A and B is proposed. The proposed mix of units comprises 36x1 units above Block A and 36x1 bed units above Block B. The overall resultant mix (i.e. existing and proposed) would be 72x1 beds (40%), 84x2 beds (46.6%) and 24x3 beds (13.3%).

The Proposed Development will provide two separate children's play areas located at the rear of Raglan Court. All new flats will have 6.7sqm of private amenity space in the form of recessed balconies.

## EXISTING

Raglan Court is situated on the western side of the Empire Way between the junctions of Fulton Road and Engineers Way. The site backs on to the rear garden areas of a row of semi-detached dwellings fronting Manor Drive. On the opposite side of the road, the site faces the former Palace of Arts site, the Quality Hotel and former Dexion House.

Raglan Court is not within a conservation areas nor is it a listed building. The site is located directly adjacent to (but not within) the Wembley Regeneration Area.

The site occupies 1.48ha and consists of two three storey residential blocks (Blocks A and B) each arranged around a hexagonal courtyard. Both blocks have a pair of 'Y' shaped wings which extend along the site frontage.

Blocks A and B contain 108 residential units of which 92 are two bedroom and 16 are three bedroom.

The design of the buildings is typical of a 1920s style flatted development and comprises red brick and tiled roof material. Blocks A and B are set back from Empire Way in a well landscaped frontage.

A three metre wide access road runs between Blocks A and B and provides access to residential parking comprising 59 garages and 21 marked hard stand spaces. A second 4 metre wide access point is located adjacent to the Ladies Block and provides access to 24 garages and 5 marked hard stand bays.

## SUMMARY OF KEY ISSUES

**Principle of proposed development:** The general principle of the provision of additional residential accommodation at Raglan Court is considered acceptable given that the site and surrounding buildings are residential in their nature.

**Representations received:** A petition against the proposal containing 44 signatures from 33 different properties was received. Additionally, 8 representations objecting to the proposal were also received. Points raised include: design and scale of development; transportation issues; impact of development.

**Design and Scale:** The scale and massing of the proposed extensions are considered to be appropriate in the context of the surrounding built environment, mediating between the suburban dwellings to the west and the high density development to the east.

**Housing mix and Affordable housing:** Proposal is for 72 x 1bed units with affordable housing provision of 11 units (15.3%). The resulting housing mix (including the residential dwellings that already exist within the buildings) is considered to be in accordance with the Wembley Area Action Plan. The proportion of Affordable Housing is considered to represent the maximum reasonable proportion, despite being considerably lower than the 50 % target, given the unusually high build costs of this type of development and the viability of the scheme has been tested during the course of the application.

**Quality of accommodation:** All of the proposed units exceed the minimum sizes set out in the London Plan and Brent Policy.

**Impact on residential amenity:** The relationship between the proposed developments and all surrounding properties is considered to be acceptable due to the separation distances involved, according with Supplementary Planning Guidance No. 17.

**Sustainability and energy:** The scheme will achieve a reduction of 35% CO2 reduction in accordance with Policy 5.2 of the London Plan.

**Highways:** There are no objections on transportation grounds to the proposed development given the public transport accessibility of the site.

## MONITORING

The table(s) below indicate the existing and proposed uses at the site and their respective floorspace and a breakdown of any dwellings proposed at the site.

## Floorspace Breakdown

Primary Use	Existing	Retained	Lost	New	Net Gain (sqm)
Dwelling houses				4796	4796

## Monitoring Residential Breakdown

Description	1Bed	2Bed	3Bed	4Bed	5Bed	6Bed	7Bed	8Bed	Unk	Total
EXISTING ( Flats û Market )		92	16							108
EXISTING ( Affordable Rent Flat )										
EXISTING ( Flats û Intermediate )										
PROPOSED ( Flats û Market )	61	92	16							169
PROPOSED ( Affordable Rent Flat )	6									6
PROPOSED ( Flats û Intermediate )	5									5

## RELEVANT SITE HISTORY

Consent was granted in 2010 for a two storey extension to the roof of the existing buildings to provide 56 flats and an additional 7 flats within the "Ladies block". This consent was technically commenced and therefore remains extant:

### 06/3591 – Granted 01/06/2010

Erection of fourth-floor and roof extension to Block A to form 28 additional self-contained flats, fourth floor and roof extension to Block B to form 28 additional self-contained flats, fourth floor and roof extension, four storey rear extension and internal alterations to Ladies Block to form 7 additional self-contained flats, 2m<sup>2</sup> additional retail floorspace at ground-floor level and new disabled-access ramp, alterations to widen vehicular access to site, demolition of 11 existing garages, provision of 47 car-parking spaces including 5 disabled bays, 70 cycle-parking spaces, refuse and recycling store, alterations to amenity space and landscaping and subject to a Deed of Agreement dated 20th May 2010 under Section 106 of the Town and Country Planning Act 1990, as amended

## CONSULTATIONS

**Site Notice:** 22nd September 2016

**Press Notice:** 8th September 2016

1055 nearby and adjoining owner/occupiers were notified of the development 5th September 2016.

A petition against the proposal containing 44 signatures from 33 different properties was received. Additionally, 8 representations objecting to the proposal were also received.

1 neutral comment was received specifying that a detailed method statement and programme setting out management measures that would be required/necessary to address the potentially significant impacts on the existing residents, including restricted start and completion times, any decanting that may need to take place (e.g. in association with the structural work is required to the roof over the top floor flats), etc.

Works above existing buildings can be highly disruptive for existing residents. However, the impacts of construction cannot generally be controlled through planning. Nevertheless a Construction Method Statement has been recommended to be secured through condition, which is often considered necessary where significant construction takes place in close proximity to existing residents. Membership and adherence to the Considerate Constructors Scheme is also recommended. The level of control afforded through planning does not extend to the measure that are suggested within the comment. For example, the hours of construction are controlled through separate legislation, whilst if the proposed development required works that directly affected the existing flats (e.g. if ceilings were to be removed with the roof) then the developer would need to resolve through appropriate legal channels. Granting planning consent for the proposed development would not convey legal rights to undertake works to property that another party has legal rights over (e.g. a leaseholder of a flat within the existing block).

The objections raised the following issues:

<b>Objection</b>	<b>Response</b>
Loss of light, privacy and outlook	The impact of the proposal on surrounding properties has been assessed in the report in paragraphs 33-41 and is found to be acceptable, according with the Council's guidance.
Size and design of building not in keeping with residential character	Officers consider that the design, scale and height of the proposal to be acceptable for the reasons discussed in paragraphs 9-18 of the report below.
Traffic congestion and pedestrian safety concerns	The impact on traffic of the development has been assessed by the transportation team and the proposal is not considered to result in significant additional vehicle movements or compromise pedestrian safety. Please see paragraphs 48-57.
Adverse effect on parking	Parking has been assessed by the transportation team, with parking levels considered to be acceptable. This is discussed in paragraphs 49-52 below.
Development will add to stress on public amenities like schools, parks and council services	Through the Community Infrastructure Levy, the development will contribute to the cost of the infrastructure it will rely upon.
Considerable disruption will be caused to existing residents with concerns over health and safety	A Construction Method Statement is recommended to be secured through condition to minimise potential disruption. However, works above existing buildings are typically disruptive by their very nature. Health and safety is controlled through separate legislation.
Additional storeys without a lift could cause issues for future occupants	It is not mandatory to add a lift under the building regulations Part M for a building of this height.
Will add to existing significant noise levels	Subject to a condition Environmental Health officers have no objection in relation to noise. This is also controlled through the building regulations.
Will interfere with satellite reception	There is no reason to believe that the proposed development will have a significant impact on TV reception given the separation from adjoining properties and the extent of the increase in height.

### **Consultees**

#### Environmental Health

No objection subject to conditions relating to noise, construction noise and dust, and air quality.

## **POLICY CONSIDERATIONS**

### **National**

National Planning Policy Framework 2012

### **Regional**

London Plan consolidated with alterations since 2011 (March 2016)

### **Local**

Brent Local Plan 2016

Brent Core Strategy 2010

Wembley Area Action Plan 2015

SPG17 - Design Guide for New Development

## DETAILED CONSIDERATIONS

### 1. Principle of the Proposed Development

2. The site lies within the Wembley Park Corridor as identified in the Wembley Area Action Plan (WAAP) 2015. The WPC policy allocation supports residential development, although it is emphasised that development in the WPC area must operate as a physical transition in scale and character between the suburban development to the West and the large development in the wider Wembley Park Regeneration Area to the East.
3. London Plan policy identifies Wembley as an opportunity area, and the site is within the designated Wembley Opportunity Area which has been identified as having the capacity to deliver 11,500 new homes and 11,000 jobs.
4. The extant permission (06/3591) for two additional floors providing residential units at Raglan Court is also a material consideration in the determination of this application.
5. Given the residential nature of the site, the site's history and Policy allocation, the principle of additional residential development in this location is considered to be acceptable.

### 6. Design and Scale

#### 7. *Density*

8. Taking into consideration the existing 108 units within Blocks A and B, the proposed development would result in an overall total of 180 units. This equates to a density of 129 units per hectare and 484 habitable rooms per hectare based on the net residential site area. The development is therefore within the indicative range of the London Plan (140 to 405 units per hectare and 650-1100 habitable rooms per hectare). The proposed development is below the London Plan range. However, this is not considered to constitute the sub-optimal use of the land as the proposal involves the construction of units above an existing building rather than the comprehensive redevelopment of the site and the ability to provide additional density is therefore limited.

#### 9. *Scale*

10. The scale and massing of the proposed extensions to Blocks A and B are considered to be appropriate in the context of the surrounding built environment. The development is proposed to result in a building that is of a scale between the 2 storey houses which front Manor Drive to the west of the site and the 10 storey Quality Hotel, 9-18 storey Dexion House and Quintain Plot NW01 to the east of the site with 9 storeys fronting Empire Way.
11. Due to the slope of the site, the increase in height from natural ground level is varied between the buildings, although it should be noted that the increased heights from the existing buildings are consistent.
12. The scale and massing of the scheme at five stories in height is therefore appropriate in the context of the surrounding built environment, mediating between the suburban housing to the west and high density development to the east. The modest increase of 1.4m above the previously approved scheme is not considered to result in any adverse impacts.
13. The minimum setback distance of Blocks A and B of 6 metres from the Empire Way frontage, coupled with the number of mature trees and vegetation to the front of the site offsets the potential of the development to creating a building that would be visually intrusive to the streetscene.

#### 14. *Design*

15. The proposed extension is a lightweight structure which is sited above the existing elevations in place of the roof, set back from the existing building line. The new facade has been designed as a simple arrangement of horizontal and vertical elements, finished in visually light-weight modern materials to create a contrast with the existing building and brickwork yet complimenting the overall material palette and scale of development.

16. The resultant built form is recessed to provide external balconies which help to reduce the bulk and visual appearance of the development, ensuring the extensions are subservient to the main building and street scene.
17. Metal and glass are proposed for the finish, comprising lightweight vertical metal fins and full height aluminium glazed windows. The windows provide a contrast to the metal façade and tie in to the existing elevational language below.
18. The proposal results in a form of development that ties in appropriately with the subject building and street scene. The terraces, window openings, cladding, materials and roof form will create a much more modern finish to the building which will compliment the existing subject building, street scene and wider locality. It is considered that the proposed size, siting, design and use of materials will deliver an acceptable quality of design, satisfying Brent Development Management Policies, as well as the principles of the NPPF.

#### **19. Layout and quality of accommodation**

20. London Plan Policy 3.5, the Mayor's Housing SPG (March 2016), Core Strategy CP6, Local Plan policies DMP1, DMP18 and DMP19 and SPG17 all promote quality in new housing developments. The proposed development complies with the guidelines set out in the Mayor's SPG as all of the proposed units exceed the minimum floor size standards. The proposal provides a 2.4m floor to ceiling height which exceeds the national prescribed standard of 2.3m but falls slightly short of the London Plan target of 2.5m. However, this slight shortfall is considered to be acceptable in this instance given that the scheme accords with the national standard, the units proposed will have large windows and doors allowing daylight into the units as well as the fact that there is no north facing single aspect units. All units are provided with a good level of outlook as well as private amenity space in the form of recessed balconies. The proposed units will not be overlooked and will provide an appropriate standard of living for future occupants.
21. In terms of accessibility, the proposed units will meet Standard M4(2) (equivalent to Lifetimes Homes) as the provision of lifts to accommodation at fourth floor level and above is encouraged but not mandatory. The proposed units would not meet standard M4(3) due to the absence of a lift to the proposed additional floors. The scheme will therefore not provide 10 % of units as wheelchair accessible or easily adaptable homes. However, this is considered to be acceptable in this particular instance as the proposal involves extensions to provide additional floors over an existing building.
22. All new flats will have 6.7sqm of private amenity space in the form of recessed balconies which meet the Mayor's minimum standards. In addition to private amenity space the residents will have access to the communal amenity space with the Raglan Court site.
23. The total area of existing soft landscaping on the site is 8,028sqm and this area would be reduced by 15% to 6,835sqm due to the addition of the required cycle parking, refuse stores and plant rooms to serve the proposed development. Taking into account the 72 proposed units as well as the 118 existing units within Blocks A and B and the adjoining ladies block, there will be an average of 36sqm external amenity space per unit which would exceed the overall policy requirement of 20sqm set out in SPG17.
24. The standard of accommodation proposed is considered to be acceptable and would accord with the relevant policies and guidance.

#### **25. Housing Mix and Affordable Housing**

26. Brent Core Strategy Policy CP2 sets out that 25% of all new housing should be family-sized (3+ bedroom) accommodation. The Wembley Area Action Plan sets out a target mix. Whilst the proposed new units do not accord with these targets in themselves, the proposed accommodation site on top of the existing units within the site and the over-all mix (considering both existing and proposed) has been considered.
27. The proposal would provide 72 new one-bedroom flats, comprising 36 units above Block A and 36 units above Block B. Six of these would be Affordable at 65 % market of rent and five would be at 80 % market rent (see below for further discussion). This will result in a combined mix of private units for the overall site of 61 x 1bed (36.1 %), 84 x 2beds (49.7 %) and 24 x 3beds (14.2 %). The Wembley Area Action Plan targets for this part of Wembley specify the following mix in relation to private units: 30 % 1-bedroom, 55 % 2-bed and 15 % 3-bed. The site as a whole falls marginally below the target proportion

of 3-bedroom units and slightly above the target proportion for one-bedrooms. However, the shortfall, the shortfall of three bedrooms is small (1 units) and the slight over-provision of one-bedroom units is not considered to have a significant impact on the provision of housing to meet identified need in the borough.

	1-bedroom	2-bedroom	3-bedroom
Existing Private	0	84	24
Proposed private	61	84 (no change)	24 (no change)
Proposed 65% rent	6	0	0
Proposed 80% rent	5	0	0

28. Policy 3.13 of the London Plan requires affordable housing provision on sites which provide 10 or more units. Policy CP2 of Brent's Core Strategy sets a target of 50% of new units delivered to be affordable. In order to reach these targets, the maximum reasonable amount of affordable housing will be sought when negotiating on individual schemes.
29. In line with planning policy, the applicant submitted a Financial Viability Assessment which tested a range of options for the scheme to provide affordable housing. The submitted assessment concluded that the proposed scheme cannot viably provide any affordable housing nor any payment in lieu of affordable housing.
30. The Council subsequently reviewed the schemes viability and sought an independent review of the viability appraisal by external consultants. It was acknowledged that the bespoke nature of the scheme, with a sizeable two storey vertical extension on top of the existing building, will result in complexities in terms of construction and management, and attract relatively higher build costs. However, elements of the initial Financial Viability Assessment were disputed relating to the benchmark land value and overall conclusion that the scheme could not viably support any affordable housing. Following subsequent discussions and agreement regarding key pieces of information, it was concluded that the scheme could reasonably provide 11 affordable housing units, representing 15.3% affordable housing..
31. Given that the new residential accommodation will be accessed through existing shared cores in blocks managed as private rented sector housing by the applicant, it is considered that flexibility is required such that the applicant have the option to own and manage the affordable rented units rather than dispose to a Registered Provider. Of the 11 affordable rented units, 6 will be delivered as Discounted Market Rent (DMR) units at rents no more than 65% market rent and capped at Local Housing Allowance levels (equivalent to Affordable Rent), and 5 DMR units at rents no more than 80% market rents (equivalent to Intermediate Rent), inclusive of service charges. An appropriate s106 agreement will secure appropriate nominations rights for the Council for the 6 DMR units at 65% of market rent. It will also include provisions to allow reasonable priority for people living and working within Brent for the 5 DMR units at 80% market rent, as well as details on housing management arrangements.
32. Whilst the 15.3% level of Affordable housing is considered to represent the maximum reasonable proportion of Affordable Housing based on the assumptions within the FVA which are reasonable at this point in time, it falls significantly below the Local Plan 50% target. However, there is considerable uncertainty surrounding the final residential sales and build costs variables underpinning the scheme viability given the bespoke nature of the development. As such, and in line with London Borough of Brent DMP 15, a post implementation financial review mechanism will be required in this case, to capture any improvement in scheme viability in the form of additional on-site DMR units or a commuted payment for offsite affordable housing.
33. **Impact on Residential Amenity**
34. The vertical nature of the extensions to these blocks has meant that although there would be an increase in the number of windows facing neighbouring properties. However, the distance of these windows from the property boundaries and neighbouring locations will remain unchanged. Generally, the windows provided in the extended areas that face the western and northern boundaries of the site are sited a minimum of 10 metres from the respective site boundaries and are over 20 metres from the rear elevations of the houses in Manor Drive and the side elevation of Imperial Court. These distances accord

with SPG17 with respect to habitable room windows.

35. The openings proposed in the flank wall of Block A face the southern boundary of the site are 6 metres from this boundary, with 20 metres from the nearest habitable room windows in Ada Lewis House. These face communal space within the Ada Lewis House site and as such, no undue loss of privacy will occur as a result of the scheme. Another consideration of this elevation is the fact that the windows on Raglan Court are at offset angles rather than directly facing the property boundary. It is therefore considered that the design of the building will mitigate any potential outlook issues from these units that would be detrimental to the future occupiers of the southern flats.
36. The separation distance to the buildings on the opposite side of Empire Way (over 20m) is considered to be sufficient for no significant overlooking to occur.
37. To the west of the site are the semi-detached dwellings on Manor Drive. These dwelling are more than 20 metres away are also set on higher ground. Therefore, it is considered that this low rise semi-detached form will not be directly affected by the additional height to the Raglan Court blocks. The roof extensions sit within a line drawn at 30 degrees from the rear habitable room windows of the properties in Manor Drive (measured at a height of 2m above internal floor level of the habitable rooms of the properties on Manor Drive) and within a line drawn at 45 degrees from the boundary with the rear gardens of Manor Drive (measured at a height of 2m above the ground level of the rear gardens in Manor Drive). The proposed roof extensions comply fully with SPG17 in terms of the relationship to existing properties on Manor Drive.
38. The properties either side of the application site would not be significantly affected in terms of loss of light. The buildings are generally in a linear type of development and it is expected that any side facing windows would receive a slightly lesser amount of light as a result. The separation distances of over 20m are considered sufficient to ensure this is the case also.
39. The separation of over 20m to the properties on the opposite side of Empire Way is considered sufficient to ensure that no significant overshadowing or loss of light will occur.
40. The proposed extension sits comfortably within the 30 degree line when measured from habitable room windows with the existing Raglan Court blocks (measured at 2m high from internal floor level). The extensions are sited directly above the existing buildings and are not considered to have any significantly detrimental impacts on the occupiers of the existing units in terms of loss of outlook.
41. Overall, it is considered that the development would not have a significant overbearing impact, result in overlooking, loss of light or overshadowing to neighbouring properties. The proposal would therefore maintain a satisfactory standard of environment at the adjoining properties.

#### **42. Landscape**

43. The applicant has submitted indicative plans for proposed landscape improvements. The proposals are said to enhance and add to the existing landscape features within the site, however, no detailed plans or information has been provided at this stage. The indicative proposals include a number of new features including new trees and vegetation along the front of the site in order to strengthen the Empire Way frontage. A condition will be attached to any permission which may be granted securing details of the landscape proposal for the site and for this to be agreed by the Council prior to the commencement of development on site.

#### **44. Sustainability Assessment**

45. The proposed development would achieve the CO2 reduction in line with current London Plan standards. The scheme also responds positively to adopted policy within Brent's LDF Core Strategy (2010).
46. The building will be water efficient and designed to 105 litres per bed space per day. The new units would be provided water through the centralised plant which would be separately metered for billing purposes. The building will capture water for use on perimeter landscaping.
47. The new build units will achieve a reduction of 35% CO2 reduction in accordance with Policy 5.2 of the London Plan. To achieve this, the building incorporates a range of energy demand reduction and efficiency measures which follows the Mayors Energy Hierarchy. The proposals make significant reductions in CO2 emissions through passive design measures and energy efficiency integral to the

services strategy. Natural light is achieved through triple aspect units in combination with good thermal fabric, MVHR and PV will be used to further reduce emissions.

#### **48. Transportation**

##### **49. *Parking***

50. The parking standards for residential dwellings are given in Wembley Area Action Plan. The lower parking allowances are applicable, as the site has very good access to public transport services (PTAL of 5). The current site has 106 off-street parking spaces, the majority of which are provided within garages. The submission does not demonstrate how many garages are let or how many parking spaces are occupied. However, census data from 2011 shows that the existing residents of flats within Raglan Court have an average car/van ownership of 0.496 vehicles per flat and that 56% of households do not own a vehicle. This proportion would correspond to 54 cars for the 108 flats that currently exist.
51. The flats are permitted 0.4 spaces per 2 unit and 0.6 spaces per 3-bed unit, giving a total allowance of 48 spaces for the existing 108 flats. The proposed 72 units will have an additional parking allowance of 28.8 spaces, totalling 76 spaces for the site as a whole. This is a significant change to parking standards as a result of this proposal.
52. The scheme originally proposed approx. 111 off street parking spaces within the site, which exceeded the Council's standards. A large number of the new spaces were considered impractical though, as they'd obstruct access to other parking spaces. Revised plans have been submitted omitting some of these spaces from the scheme and reducing the overall number of spaces to 76 which is now considered to be acceptable. These parking spaces could be used by existing and proposed residents. Given the high public transport accessibility of the site, the provision of new residential units without parking spaces is typically considered to be acceptable. However, given that the new units could displace parking that may already occur if the allocation of spaces is not adequately managed, resulting in over-spill parking on the local highway network. As such, a parking management and allocation plan is recommended to be secured through condition, setting out how parking will be controlled and how parking spaces will be allocated to residents within the existing and proposed elements of the development, and between tenures within the development.

##### **53. *Transport Assessment***

54. The existing vehicular trip rate for Raglan Court as surveyed showed an AM peak of 3 arrivals/9 departures and a PM peak of 11 arrivals/2 departures. The assessment does not provide an estimated vehicular trip for the new additional flats, as they will be 'car free' and therefore no additional car parking or additional traffic is anticipated from the development. However, this does not stop vehicles parking on surrounding residential streets, which are currently not within a Controlled Parking Zone.
55. A "parking permit restriction" for the new flats is therefore sought in the event that a year-round CPZ is introduced in the future. It would in the meantime apply on Wembley Stadium event days. A condition is recommended to this effect, requiring the owner to notify all residents that they will not be entitled to on-street parking permits.
56. Census data also suggests that the existing parking is not fully utilised and therefore existing parking spaces could also be provided to the new residents, which would add to additional traffic on the highway network. However, this is not expected to have a significant impact in relation to existing traffic volumes along Empire Way.
57. The Transport Assessment takes into account multi-modal trips, with public transport trips predicted to have an AM peak of 41 trips and a PM peak of 47 trips. These figures are not considered significant in relation to the large number of public transport services passing close to the site

##### **58. *Refuse***

59. Point 4.7 of the Transport Assessment states London Borough of Brent collect refuse from Empire Way and this is likely to continue. It has been confirmed by Brent's Waste & Recycling service that Brent's contractors currently collect the bins from Empire Way and would prefer to continue this practice. The bin store has therefore been relocated within 10m of Empire Way, to comply with maximum wheeling distances, but not on the highway or along any access roads.

## 60. *Cycling*

61. Plans have been provided demonstrating that the scheme will provide 1 cycle space per flat, totalling 190 spaces, to comply with PS16 of the UDP-2004. The cycle parking units will be at the rear of the site in different shelters around block A and B, which are acceptable.

## 62. *Travel Plan*

63. The Travel Plan has been assessed using TfL's ATTrBuTE programme, and has passed. The travel plan has set targets over a three and five year period and the travel plan will be reviewed and updated after the initial travel modal split survey 6 months after opening. The targets are to encourage sustainable modes of transport such as walking and cycling. The targets do not provide any reduction in vehicles that use the current off-street parking spaces. Regardless of the site being a 'car free' development, the site has excessive levels of off street parking compared to current standards which is likely to be under utilised and the surrounding residential streets are not within a Controlled Parking Zone. Therefore objectives should include reduction in existing vehicle travel and any additional vehicle travel as a result of the development.

64. This travel plan will be secured via a S106 Agreement.

## 65. *Drainage and SUDS*

66. The submission is accompanied by a foul drainage and SuDS Strategy Statement setting out the strategy for the treatment of foul water and surface water. With regard to foul water, it is proposed that the new units will discharge into the existing soil vent pipes. It specifies that an initial assessment has been undertaken which sets out that pipe diameters are sufficient to carry the additional flows. With regards to surface water, the submission specifies that the proposal will maintain the existing drainage regime, with discharge to the public surface water sewer. The report identifies that the existing site is 52% impermeable, with run-off to the public sewer at four locations. The proposed extensions introduce green roofs which would reduce the impermeable area from 52 % of the site to 32 %. The proposal therefore results in a decrease in run-off generated by the proposal for a 1:100 year (+30 % climate change) from 13.3 l/s to 10.3 l/s and therefore represents a significant improvement over the existing situation. As the proposal involves extensions above the existing building to provide the new homes, this is considered to be acceptable.

## 67. **Conclusion**

68. The general principle to increase the amount of accommodation at Raglan Court is considered to be acceptable. The proposal would make a more efficient use of a site, in a location which is appropriate for residential use and for which there is significant demand. The proposed additional storeys would be a sensitive addition to this property and wider area and therefore it is recommended that planning permission be granted, subject to conditions and a Section 106 legal agreement.

## **S106 DETAILS**

The application requires a Section 106 Agreement, in order to secure the following benefits:-

1. Payment of the Council's legal and other professional costs in (a) preparing and completing the agreement and (b) monitoring and enforcing its performance;
2. Affordable Housing Review mechanism;
3. Notification of material start 28 days prior to commencement;
4. Join and adhere to Considerate Constructors scheme;
5. Implementation of the submitted Travel Plan;
6. Car free agreement;
7. Training and employment for Brent residents.

And, to authorise the Head of Area Planning, or other duly authorised person, to refuse planning permission if the applicant has failed to demonstrate the ability to provide for the above terms and meet the policies of the Unitary Development Plan and Section 106 Planning Obligations Supplementary Planning Document by concluding an appropriate agreement.

## CIL DETAILS

This application is liable to pay **£1,364,411.68\*** under the Community Infrastructure Levy (CIL).

We calculated this figure from the following information:

Total amount of eligible\*\* floorspace which on completion is to be demolished (E): sq. m.

Total amount of floorspace on completion (G): 4796 sq. m.

Use	Floorspace on completion (Gr)	Eligible* retained floorspace (Kr)	Net area chargeable at rate R (A)	Rate R: Brent multiplier used	Rate R: Mayoral multiplier used	Brent sub-total	Mayoral sub-total
Dwelling houses	4796		4796	£200.00	£35.15	£1,160,460.71	£203,950.97

BCIS figure for year in which the charging schedule took effect (Ic)	224	224
BCIS figure for year in which the planning permission was granted (Ip)	271	
<b>Total chargeable amount</b>	£1,160,460.71	£203,950.97

\*All figures are calculated using the formula under Regulation 40(6) and all figures are subject to index linking as per Regulation 40(5). The index linking will be reviewed when a Demand Notice is issued.

**\*\*Eligible** means the building contains a part that has been in lawful use for a continuous period of at least six months within the period of three years ending on the day planning permission first permits the chargeable development.

**Please Note :** CIL liability is calculated at the time at which planning permission first permits development. As such, the CIL liability specified within this report is based on current levels of indexation and is provided for indicative purposes only. It also does not take account of development that may benefit from relief, such as Affordable Housing.

## DRAFT DECISION NOTICE



# Brent

## DRAFT NOTICE

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

### DECISION NOTICE – APPROVAL

Application No: 16/3408

To: Mr Bowen  
Dalton Warner Davis LLP  
Dalton Warner Davis LLP  
21 Garlick Hill  
London  
EC4V 2AU

I refer to your application dated 02/08/2016 proposing the following:  
Erection of roof extension comprising 2 additional floors over Block A and Block B to provide a total of 72 additional self-contained flats (36 x 1bed on each Block) with associated landscaping, ancillary servicing and plant, cycle parking and associated works  
and accompanied by plans or documents listed here:  
Please see condition 2

at 1-129 INC, RAGLAN COURT, Empire Way, Wembley, HA9 0RE

The Council of the London Borough of Brent, the Local Planning Authority, hereby GRANT permission for the reasons and subject to the conditions set out on the attached Schedule B.

Date: 03/03/2017

Signature:

**Alice Lester**  
Head of Planning, Transport and Licensing

#### Notes

1. Your attention is drawn to Schedule A of this notice which sets out the rights of applicants who are aggrieved by the decisions of the Local Planning Authority.
2. This decision does not purport to convey any approval or consent which may be required under the Building Regulations or under any enactment other than the Town and Country Planning Act 1990.

DnStdG

**SUMMARY OF REASONS FOR APPROVAL**

- 1 The proposed development is in general accordance with the:-  
National Planning Policy Framework 2012  
London Plan consolidated with alterations since 2011  
Brent Local Plan 2016  
Wembley Area Action Plan 2015  
Brent Local Development Framework Core Strategy 2010

- 1 The development to which this permission relates must be begun not later than the expiration of three years beginning on the date of this permission.

Reason: To conform with the requirements of Section 91 of the Town and Country Planning Act 1990.

- 2 The development hereby permitted shall be carried out in accordance with the following approved drawing(s) and/or document(s):

RAG-SBA-DRW-E-S-0001  
RAG-SBA-DRW-E 0130  
RAG-SBA-DRW-P 0131  
RAG-SBA-DRW-E-S 0002  
RAG-SBA-DRW-P-S 0003  
RAG-SBA-DRW-P-S 0004  
RAG-SBA-DRW-E-S 00 0005  
RAG-SBA-DRW-P-S 00 0006  
RAG-SBA-DRW-E-S 00 0007  
RAG-SBA-DRW-P-S 00 0008  
RAG-SBA-DRW-E-A 00 0010  
RAG-SBA-DRW-E-A 01 0011  
RAG-SBA-DRW-E-A 02 0012  
RAG-SBA-DRW-E-A RF 0013  
RAG-SBA-DRW-E-B 00 0014  
RAG-SBA-DRW-E-B 01 0015  
RAG-SBA-DRW-E-B 02 0016  
RAG-SBA-DRW-E-B RF 0017  
RAG-SBA-DRW-P-A 03 0030  
RAG-SBA-DRW-P-A 04 0031  
RAG-SBA-DRW-P-A RF 0032  
RAG-SBA-DRW-P-B 03 0033  
RAG-SBA-DRW-P-B 04 0034  
RAG-SBA-DRW-P-B RF 0035  
RAG-SBA-DRW-E-A 0050  
RAG-SBA-DRW-E-A 0051  
RAG-SBA-DRW-E-A 0052  
RAG-SBA-DRW-E-B 0053  
RAG-SBA-DRW-E-B 0054  
RAG-SBA-DRW-E-B 0055  
RAG-SBA-DRW-P-A 0060  
RAG-SBA-DRW-P-A 0061  
RAG-SBA-DRW-P-A 0062  
RAG-SBA-DRW-P-B 0063  
RAG-SBA-DRW-P-B 0064  
RAG-SBA-DRW-P-B 0065  
RAG-SBA-DRW-P-A 0070  
RAG-SBA-DRW-P-A 0071

RAG-SBA-DRW-P-A 0072  
 RAG-SBA-DRW-P-B 0080  
 RAG-SBA-DRW-P-B 0081  
 RAG-SBA-DRW-P-B 0082  
 RAG-SBA-DRW-E-A 0100  
 RAG-SBA-DRW-E-A 0101  
 RAG-SBA-DRW-E-B 0102  
 RAG-SBA-DRW-E-B 0103  
 RAG-SBA-DRW-P-A 0110  
 RAG-SBA-DRW-P-A 0111  
 RAG-SBA-DRW-P-B 0112  
 RAG-SBA-DRW-P-B 0013  
 RAG-SBA-DRW-P 0120  
 RAG-SBA-DRW-P0121  
 RAG-SBA-DRW-P0122  
 RAG-SBA-DRW-P 0123  
 Design and Access Statement by SBA  
 Air Quality Assessment by MLM  
 Acoustic Assessment by MLM  
 Daylight, Sunlight and Shadow Study by Devla Patman Redler LLP  
 Sustainability Statement and Energy Assessment by Envision  
 Transport Assessment by EAS  
 Residential Travel Plan by EAS  
 Foul Drainage and SuDS Strategy Statement by MLP  
 Services Report by TPS  
 Assessment of Economic Viability report by DWD

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

- 3 The constructor of the development shall join the Considerate Constructors Scheme prior to the commencement of works on the development hereby approved and shall adhere to the scheme throughout the duration of construction works.

Reason: To safeguard the amenity of the neighbours by minimising impacts of the development that would otherwise give rise to nuisance.

- 4 The proposed parking spaces and cycle parking facilities shall be implemented in full prior to first occupation of the residential units hereby approved and thereafter maintained and retained for the life of the development.

Reason: In the interest of the free and safe flow of traffic on the local highway network.

- 5 Details of materials for all external work, including samples which shall be made available for viewing on site, shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced. The work shall be carried out in accordance with the approved details.

Reason: To ensure a satisfactory development which does not prejudice the amenity of the locality.

- 6 A landscaping scheme shall be submitted to and approved in writing by the Local Planning Authority prior to first occupation of the units hereby approved. The approved scheme shall be completed in full prior to first occupation of the development hereby approved and thereafter retained for the life of the development.

The landscaping scheme shall include:

1. Details of plants, including location, species, planted size and density/number;
2. Details of any trees and hedges to be retained;
3. Details of car parking layouts, pedestrian accesses and other hard surfaced area, including materials;
4. Details of play equipment, refuse storage areas, any signage;
5. Details of drainage of the areas of hard landscaping, demonstrating that those areas will drain to area of soft landscaping within the site;

6. Details of fences/gates/other means of enclosure;
7. Any contouring and any alteration of the ground levels;

Any trees and shrubs planted or to be retained in accordance with the landscaping scheme which, within 5 years of planting is removed, dying, seriously damaged or become diseased shall be replaced in similar positions by trees and shrubs of similar species and size to those originally planted unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure satisfactory landscape treatment of the site in the interests of visual amenity, and in the interest of pedestrian and vehicular safety.

- 7 Prior to the occupation of the development, a report shall be submitted to and approved in writing by the Local Planning Authority which demonstrates that the mitigation measures described in the approved Noise Impact Assessment (MLM Acoustics noise assessment MS/100765/SL/R1 dated June 2016) have been implemented.

Reason: To protect acceptable local noise levels in the interest of the amenities of occupiers, in accordance with DMP1

- 8 Prior to the commencement of the construction of the development a Construction Method Statement shall be submitted to and approved in writing by the Local Planning Authority outlining measures that will be taken to control dust, noise and other environmental impacts of the development. The construction of the development shall be carried out in accordance with the approved statement.

Reason: To safeguard the amenity of the neighbours by minimising impacts of the development that would otherwise give rise to nuisance.

- 9 Prior to first occupation of the residential units, details of all domestic boilers to be installed within the development demonstrating that the rated emissions of Oxides of Nitrogen (NOx) which shall not exceed 30 mg/kWh (unless an alternative level is submitted to and approved in writing by the Local Planning Authority) shall be submitted to and approved in writing by the Local Planning Authority and the approved details shall be implemented prior to first occupation of the units.

Reason: To protect local air quality, in accordance with Brent Policy DMP1

- 10 Prior to first occupation of the residential units hereby approved, details of any external lighting to be installed (if any) including lighting fixtures and light levels and light spill plans shall be submitted to and approved in writing by the Local Planning Authority and the approved details shall be implemented in full prior to first occupation of the units.

Reason: In the interest of residential amenity and pedestrian and vehicular safety.

- 11 Prior to first occupation of the residential dwellings hereby approved, a parking management and allocation plan shall be submitted to and approved in writing by the Local Planning Authority and the parking spaces within the application site shall thereafter be managed in accordance with the approved plan for the life of the development. The plan identify the parking spaces and shall set out how these parking spaces will be managed and allocated to residents of the existing and proposed dwellings and between the different tenures of dwellings within the development. The parking spaces identified within the parking management and allocation plan shall not be used other than for the purpose of the parking of vehicles ancillary to the residential dwellings within the application site.

Reason: In the interest of highway flow and safety.

## INFORMATIVES

- 1 The applicant is advised that this development is liable to pay the Community Infrastructure Levy; a Liability Notice will be sent to all known contacts including the applicant and the agent. Before you commence any works please read the Liability Notice and comply with its contents as otherwise you may be subjected to penalty charges. Further information including eligibility

for relief and links to the relevant forms and to the Government's CIL guidance, can be found on the Brent website at [www.brent.gov.uk/CIL](http://www.brent.gov.uk/CIL).

- 2 The applicant is advised to notify the Council's Highways Service of the intention to commence works prior to commencement. They shall contact Mark O'Brien (Public Realm Monitoring Manager) at [Mark.O'Brien@brent.gov.uk](mailto:Mark.O'Brien@brent.gov.uk), and include photographs showing the condition of highway along the site boundaries.
- 3 The provisions of The Party Wall etc. Act 1996 may be applicable and relates to work on an existing wall shared with another property; building on the boundary with a neighbouring property; or excavating near a neighbouring building. An explanatory booklet setting out your obligations can be obtained from the Communities and Local Government website [www.communities.gov.uk](http://www.communities.gov.uk)

Any person wishing to inspect the above papers should contact Andrew Neidhardt, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 1902