

Committee Report
Planning Committee on 30 June, 2010

Item No.
Case No.

3/08
09/2245

RECEIVED: 2 November, 2009

WARD: Stonebridge

PLANNING AREA: Harlesden Consultative Forum

LOCATION: 2 & 2A, Hannah Close, London, NW10

PROPOSAL: Proposed demolition of rear ancillary prefabricated office block, change of use from warehouse (Use Class B8) to materials-recovery facility (Sui Generis), installation of 2.5MW biomass combined heat & power plant with flue stack, installation of new vehicle access to front and rear elevations, 6 cooler tanks to the rear and 2 sprinkler tanks to front, erection of detached three-storey side building consisting of ground-floor workshop (Use Class B2) and first-floor & second-floor offices (Use Class B1), new hard and soft landscaping, parking provision, erection of security office to front, new pedestrian access from Great Central Way and associated works

APPLICANT: Careys Environmental Services Ltd

CONTACT: RPS Planning & Development

PLAN NO'S:
(See Condition 2 for the approved plans)

RECOMMENDATION

Grant planning permission subject to referral to the Mayor for London and the completion of a satisfactory Section 106 or other legal agreement and delegate authority to the Director of Environmental Services to agree the exact terms thereof on advice from the Borough Solicitor

SECTION 106 DETAILS

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

- (a) Payment of the Council's legal and other professional costs in (i) preparing and completing the agreement and (ii) monitoring and enforcing its performance.
- (b) A contribution of £43,325 (£25sqm of additional B Class space), due on material start and index linked from the date of committee for Training, Sustainable Transport and Open Space & Sports in the local area.
- (c) Sustainability - submission and compliance with the sustainability check-list ensuring a minimum score of 50% is achieved along with a BREEAM Excellent rating, with compensation should it not be delivered. In addition to adhering to the Demolition Protocol.
- (d) Offset 20% of the site carbon emissions through onsite renewable generation.
- (e) Join and adhere to the considerate constructors' scheme.
- (f) Use reasonable endeavours to employ local people and companies during construction.
- (g) Prior to Occupation, submit, gain approval for and adhere to a Servicing and Accessing Plan.

And, to authorise the Director of Environment and Culture, 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.

EXISTING

The application site is located to the north of Great Central Way, to the east of Wembley Stadium. The site is accessed from Hannah Close, which in turn is accessed from Great Central Way. This in turn provides access to the North Circular Road. The site has its own rail siding and the site is bound to the north and east by Network Rail and London Underground rail lines.

The site itself is roughly triangular in shape and extends to 2.96 hectares in area, including its rail siding. The site accommodates a large steel-framed warehouse occupying an area of approximately 12,000 sqm. There is also a temporary office building, engine shed and a small security hut. The remainder of the site comprises the rail siding, the internal access road, areas of hardstanding and car parking and an undeveloped area fronting Great Central Way, which is covered in scrub vegetation. A hedge runs along the southern elevation of the warehouse and there are some trees situated along the boundary of the site with Great Central Way. The site is currently enclosed by a palisade fence of between 2.45 and 3 metres in height, which will be retained. The site is currently unused.

The surrounding area is largely industrial in character, with a range of businesses, including some existing waste management operations. The site is relatively remote from any housing and is separated from the nearest dwellings by industrial areas and railway lines and sidings. The nearest residential properties are located over 300 metres from the site, separated from the site by London Underground's Neasden Depot.

PROPOSAL

The proposed development will involve the change of use and conversion of the existing warehouse building to provide a Material Recycling Facility with capacity to deal with 1.17 million tonnes of waste per annum. The proposal includes the installation of a 2.5 Mega Watt Biomass Combined Heat and Power (CHP) plant within the existing warehouse; the erection of a 30 metre high chimney flue, the erection of an ancillary building and associated works including the creation of new car parking areas, pedestrian and cycle facilities and landscaping.

HISTORY

Relevant planning history:

- 28.01.1997 Planning permission granted for the retention of temporary office building (Ref: 96/2048).
- 28.01.1987 Planning permission granted for the erection of a freight complex with rail sidings and a warehouse unit with ancillary office accommodation, garage, plant room and provision of open space landscaping and parking (Ref: 86/1442).

POLICY CONSIDERATIONS **Brent Unitary Development Plan 2004**

The following saved policies of the Council's Unitary Development Plan are relevant to this application:

- STR 8** Traffic management measures and planning powers will be used to reduce traffic levels.
- STR 9** The Council will ensure that development proposals do not prevent the London Road

Network from functioning efficiently.

- STR 12** Planning decisions should protect public health and safety.
- STR 13** Environmentally sensitive forms of development will be encouraged.
- STR 15** Major development should enhance the public realm.
- STR 23** Strategic and Borough Employment Areas will be protected for industrial, business & warehouse use.
- STR 24** The regeneration of Strategic and Borough Employment Areas will be encouraged.
- STR 39** A network of integrated waste management facilities will be developed in co-operation with other London Boroughs.
- BE 2** New development should be designed with regard to its local context.
- BE 9** New development should embody the principles of good design and architecture.
- BE12** The principles of sustainable design will be encouraged in new development.
- BE 15** Particular regard will be had to the design of new development on vicinity of Transport Corridors & Gateways.
- EP 4** Development should be located and operated so as limit pollution.
- TRN 3** New development should not cause an unacceptable environmental impact.
- TRN 16** Development proposals should support and not undermine the role of the London Road Network.
- TRN 32** There will be a presumption in favour of the transfer of freight from road to rail.
- TRN 34** The provision of servicing facilities is required in all development.
- EMP 8** Strategic and Borough Employment Areas will be protected for industrial, business & warehouse use or closely related uses.
- EMP 10** Development within employment areas should not have an unacceptable environmental impact on other employment uses or nearby residential properties.
- W 3** Criteria for assessing new waste management facilities.
- W 4** Designated Waste Management Areas.
- W 6** Waste Management Facilities outside designated Waste Management Facilities.

Other relevant policy documents:

Supplementary Development Guidance 19 - Sustainable Design, Construction and pollution control: This *Supplementary Guidance* focuses on the principles and practice of designs that save energy, sustainable materials and recycling, saving water and controlling pollutants. It emphasises environmentally sensitive, forward-looking design, and is consistent with current Government policy and industry best practice.

London Plan (2008): Strategic planning framework for London. Policies relevant to this application include those relating to waste management, sustainable transport, energy use and environmental protection.

The Mayor's Municipal Waste management Strategy: Sets out the Mayor for London's policies relating to waste management.

Planning Policy Statement 10- Planning for Sustainable Waste Management: Sets out the

Government's national policies relating to waste management.

CONSULTATION

Internal

Highways - No objection to the proposal subject to the adoption of an approved Travel Plan.

Environmental Health - No objection subject to conditions to control potential environmental impacts.

Landscape - No objection in principle subject to some changes to the proposed landscape proposals. The applicants have agreed in principle to these changes. Further details of a landscape scheme will be agreed and its implementation and retention secured through an appropriate planning condition.

External

Quintain Developments - No objection in principle but considers that there are serious shortcomings in the submitted Transport Assessment accompanying the application. Officers feel that these concerns have been addressed following meetings between officers of the Council's Transportation and Planning Services, Transport for London and the applicants and their consultants. These meetings have resulted in a number of conditions being agreed capping the total number of HGV movements annually and daily at morning and evening peak times. The s106 agreement will also secure adoption of a travel plan which limits the movement of traffic serving the facility through the Wembley Regeneration Area.

Friends of the Earth - Where possible, wood waste should be reused (e.g. in the case of furniture, much of which is disposed of at the moment) or recycled. Where possible, discarded wood and timber products should be consolidated and sorted for recycling (sometimes for a different purpose). Clean untreated waste wood can be processed for higher value non-energy markets (animal bedding, etc.), with energy processing as a last resort. Friends of the Earth has substantial concerns about the thermal processing of contaminated wood, given the evidence of increased pollutant emissions, even in WID-compliant energy systems. Parks and garden waste (green waste) is generally too wet and soil-contaminated for combustion, and better treated by well-managed composting (some green waste fines may be suitable also for AD).

Greater London Authority - Provided a lengthy Stage 1 response that generally supported the proposal subject to a number of caveats relating principally to

Transport for London - Support the use of rail to transport waste. had some concerns regarding the potential impact of additional vehicular movements on the North Circular Road at peak times. Following discussions this issue has been addressed by the applicants agreeing to a condition to restrict HGV movements during the morning and evening rush hours.

Environment Agency - The proposed development will be acceptable if the measures as detailed in the Flood Risk Assessment submitted with this application are implemented and secured by way of a planning condition on any planning permission. Also suggested informatives to remind the applications of their obligations with respect to environmental legislation including the Environmental Permitting (EP) Regulations 2008.

Thames Water - No objection subject to the applicant gaining the necessary consents to discharge any commercial effluent.

Network Rail Ltd - Have been in discussions with the applicant regarding the use of the sites rail sidings. Have pre-agreement with the applicants over the use of a number of 'rail paths'. Network Rail support the proposal.

REMARKS

Summary

The principle of locating a waste management facility at the proposed location is considered acceptable. The site is located within one of the Council's designated Strategic Employment Areas and far from any sensitive neighbours. The nearest residential dwellings are over 300 metres away, on the other side of the railway lines and London Underground's Neasden depot. The sites proximity to the North Circular avoids the need for traffic to travel on the borough's local road network. The site also has its own rail sidings which will enable a degree of modal shift from road to rail traffic. The applicants have agreed to an annual cap of 1.17 million tonnes of waste a year and a cap of 750,000 tonnes that will be transported by road each year, with the rest (40%) being transported by rail. The applicants have also agreed to a cap limiting the number of HGV movements during morning and evening rush hour.

The facility will process a mixture of construction and demolition waste, commercial and industrial waste and municipal solid waste. The proposed Combined Heat and power bio-mass plant will consume approximately 30,000 tonnes of waste wood a year to generate electricity and heat. The CHP plant will be fuelled by low-grade waste wood unsuitable for reuse. The wood will be recovered and burnt to generate steam and produce electrical power to be exported to the National Grid. At present there is little scope for reusing the heat given the site is some distance from an appropriate user, but a connection will be available should a feasible future user come forward.

Waste management

As part of the London Plan's policy requirement for London to deal with its own waste and reduce landfilling, Brent is currently drawing up a Joint Waste Development Plan Document (JWDPD) with 5 other West London boroughs, Ealing, Harrow, Hounslow, Hillingdon and Richmond upon Thames, and the West London Waste Authority (WLWA).

Through the London Plan (2004) Brent was allocated a specific tonnage of municipal solid waste (MSW) and Commercial & Industrial waste (C&I) to process annually. These figures are a proportion of the total amount of MSW and C&I waste that is produced by the whole of London and from which Brent and other outer London Boroughs are allocated a quantity to process. This quantity is known as an 'apportionment measured in tonnes per annum (tpa). However, under the new Draft London Plan (2009), Brent's apportionment has fallen to 3.4% of London's total MSW & C&I arisings. As such, Brent's apportionment figures are now:

- 249,000tpa by 2011
- 284,000tpa by 2016
- 320,000 tpa by 2021
- 359,000 tpa by 2026
- 400,000 tpa by 2031

To deal with these waste loads, specific sites for waste management facilities have been identified as part of the JWDPD process, which will be published in a West London Waste Plan (WLWP). Brent's new sites have direct access to the North Circular Road and have little negative impact on Brent's regeneration initiatives. The Hannah Close site was not one of the identified sites. However it does have certain benefits such as an industrial location, proximity to the North Circular Road, its own rail sidings and is relatively far from any residential properties. The site was not identified because of its proximity to the Wembley Regeneration Area. There was concern that waste traffic may be routed through the regeneration area. Restrictions to the volume of waste the site will deal

with, controls on peak hour traffic movements and the adoption of a Travel Plan will to a certain extent overcome this concern.

The proposed facility, a MRF, will occupy a 2.96 hectare site and will handle 1.17 mtpa of waste. Of this tonnage, 31% (363,000 tpa) will comprise MSW & C&I waste from West London Waste Authority (WLWA) contracts as illustrated in table 2.2 of its planning statement. This is more than Brent's new apportionment figure for 2011 and will make up a significant proportion the estimated apportionment figure for 2031.

The London Plan's strategic framework for waste management focuses on minimising the level of waste generated, increasing re-use, recycling and composting of waste and promoting advanced waste conversion technologies in order to reduce the amount of waste going to landfill and to support London's environmental industries. The London Plan sets a target of achieving recycling and re-use levels in construction, excavation and demolition waste of 95% by 2020. The London Plan also seeks to increase London's ability to deal with its own waste by increasing waste management capacity.

The applicant has submitted a waste management plan which details anticipated types and volumes of waste generated on the site and how each waste type generated can be re-used, recycled, or recovered. It is anticipated that the waste recovery rate of the MRF will be over 91%. The residual waste that cannot be recovered will be further refined to create other products, including energy from waste fuel, with the residual sent to landfill.

Overall it is considered that the proposal provides the opportunity to deliver additional waste management capacity to enable Brent and West London to manage a greater proportion of the waste they generate. The proposal will contribute towards the 'proximity' and 'self-sufficiency' objectives of the London Plan.

Design

The external alterations to the existing building are in keeping with the buildings industrial appearance. Except for the flue stack, the bulk and massing of the building remains unchanged. The flue stack itself, whilst over 30 meters high is slender, which would mitigate its visual impact.

The proposed new ancillary building has a contemporary and functional design which is appropriate to its industrial context. The scale of the building is significantly less than the warehouse building, such that it would appear subordinate.

The existing landscaping along the Great Western Way frontage is to be retained and enhanced with further planting. The Council's Landscape Team have suggested further enhancements which will be secured through condition.

Sustainability

An energy statement has been submitted which provides estimates for the energy demand and carbon emissions of the development. The applicant has broadly followed the energy hierarchy of the London Plan. The energy statement proposes a number of energy efficiency measures to reduce the energy demand of the building including improved insulation levels and lighting strategy. These measures will only reduce the carbon emissions of the buildings by 1 % compared to the baseline of 5,999 tonnes of CO₂ per annum. The nature of the processes involved make it difficult to achieve significant reductions by improving the efficiency of the buildings.

The main opportunity with this development is to export heat from the proposed biomass power plant, and in this regard the applicant has investigated possible opportunities. There are plans for a district heating network around the stadium however this is at present too remote from the application site for a connection to be practical. The applicant has undertaken a consultation

exercise with neighbouring sites to see if there is any scope for utilising the heat locally. Some of the heat will be used within the MRF and ancillary building but unfortunately the industrial nature of the area means there is currently no scope for use of the heat outside the site. However the system has been designed to include a suitable connection to the site boundary so that it can be linked to any future district heating system.

The CHP plant will be fuelled by low-grade waste wood unsuitable for reuse. The wood will be recovered and burnt to generate steam and produce electrical power to be exported to the National Grid. This process qualifies as a renewable technology and will produce an estimated saving of 13,439 tonnes of CO₂ per annum. This is equivalent to a 242% reduction in CO₂ emissions.

Water efficiency measures include flow restructure and meters, together with rainwater harvesting which will be used in the CHP cooling system, for boiler top up and for dust suppression.

Natural ventilation will be used in the new building, with louvres and brise soleil, together with a green roof.

Noise

The Noise Assessment identifies noise arising from the operation. It concludes that only 'neutral' to 'minor' impacts on nearby receptors. The assessment concludes that the facility can operate 24 hours a day, 7 days a week without significant impact upon the surrounding area. The Council's Environmental Health officer has advised that a condition be attached to requiring further assessment and monitoring during the first 6 months of the operation. However given the remoteness of the site from the nearest sensitive uses the risk of noise nuisance from the operation are low.

Air Quality

Dust suppression measures are proposed to deal with any dust pollution from the materials being handled. The Council's Environmental Health officer has advised that a condition be attached to requiring further assessment and monitoring during construction and the first 6 months of the operation.

Emissions from the CHP plant will require an Environmental Permit from the Environment Agency.

Transportation

The site's proximity to the North Circular avoids the need for traffic to travel on the borough's local road network. The site also has its own rail sidings which will enable a degree of modal shift from road to rail traffic. The applicants have agreed to an annual cap of 1.17 million tonnes of waste a year and a cap of 750,000 tonnes that will be transported by road each year, with the rest (40%) being transported by rail. The applicants have also agreed to a cap limiting the number of HGV movements during morning and evening rush hour to 20 an hour.

These restrictions have satisfied Transport for London who originally had some concerns over the potential impact of the proposal on the North Circular Road.

Given the existing authorised use of the site is a B8 logistic centre which in itself has the capacity to generate a similar level of vehicular movements as the current proposal without the caps and measures to control peak hour vehicle movements agreed by the applicant.

A travel Plan has been submitted which will be secured by s106.

The proposed levels of car and cycle parking proposed within the site meet the relevant Council standards as set out in its UDP.

Conclusion

Overall it is considered that the proposal provides the opportunity to deliver additional waste

management capacity to enable Brent and West London to manage a greater proportion of the waste they generate. The proposal will contribute towards the 'proximity' and 'self-sufficiency' objectives of the London Plan. The scheme can therefore be supported with the proposed restrictions and controls outlined in this report and set out in the attached conditions together with further controls and mitigation measures to be secured through a section 106 agreement.

RECOMMENDATION: Grant Consent subject to Legal agreement

- (1) The proposed development is in general accordance with policies contained in the:-

Brent Unitary Development Plan 2004
Central Government Guidance
Council's Supplementary Planning Guidance
Conservation Area Design Guide

Relevant policies in the Adopted Unitary Development Plan are those in the following chapters:-

Built Environment: in terms of the protection and enhancement of the environment
Environmental Protection: in terms of protecting specific features of the environment and protecting the public
Housing: in terms of protecting residential amenities and guiding new development
Employment: in terms of maintaining and sustaining a range of employment opportunities
Town Centres and Shopping: in terms of the range and accessibility of services and their attractiveness
Open Space and Recreation: to protect and enhance the provision of sports, leisure and nature conservation
Tourism, Entertainment and the Arts: the need for and impact of new tourists and visitor facilities
Transport: in terms of sustainability, safety and servicing needs
Community Facilities: in terms of meeting the demand for community services
Wembley Regeneration Area: to promote the opportunities and benefits within Wembley
Park Royal: to promote the opportunities and benefits within Park Royal
Waste: in terms of the development of waste management facilities
Design and Regeneration: in terms of guiding new development and Extensions
Site-Specific Policies

CONDITIONS/REASONS:

- (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):

P300 Site Location Plan (Rev E)

P301 Site Plan (Rev E)
P303 Existing Warehouse Plans (Rev B)
P304 Existing Warehouse Elevations/Sections (Rev B)
P305 Proposed MRF Plans (Rev C)
P306 Proposed MRF Elevations/Sections (Rev B)
P307 Proposed Ancillary Building Plans (Rev B)
P308 Proposed Ancillary Building Roof Plan (Rev B)
P309 Proposed Ancillary Building Elevations (Rev B)
P310 Proposed Ancillary Building Elevations/Sections (Rev B)
P311 Proposed MRF Internal Processes (indicative)
P312 Perspective View (Rev C)
P313 Perspective View (Rev C)
P100 Landscape Design Layout (Rev B)
P101 GA Landscape Site Plan

And the following supporting document(s):

Planning Statement
Consultation Statement
Consultation Statement
Design & Access Statement
Sustainability Statement
Energy and Low Carbon Statement
Site Waste Management Statement
Flood Risk Assessment & Drainage Statement
Foul Sewage & Utilities Statement
Environmental Statement
Transport Assessment
Supplementary Report: Assessment of Development on Sensitive Views

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

- (3) The development hereby permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA), ref. 09-0142 XRP006, Revision C, October 2009 and the following mitigation measures detailed within the FRA:

- *Limiting the surface water run-off from the site to 740ls.*

Reason: To prevent flooding by ensuring the satisfactory /disposal of surface water from the site.

- (4) No more than a total of 750,000 tonnes of waste material shall be imported to the application site by road per calendar year, unless otherwise approved by the local planning authority. A record of all imported material should be kept and made available to the local planning authority on request.

Reason: To ensure that there will be no increase in waste imported by road which could result in conditions prejudicial to the free flow of traffic on the strategic and local road network.

- (5) No more than a total of 508 daily trips should be made by heavy goods vehicles (HGVs) to and from the application site unless otherwise approved by the local planning authority. A record of all HGV trips should be kept and made available to

the local planning authority on request. For clarification, one HGV trip is taken as a HGV arriving at the application site or a HGV departing from the site. The total of 508 daily trips means the sum of all arrivals and departures.

Reason: To ensure that there will be no increase in waste imported by road which could result in conditions prejudicial to the free flow of traffic on the strategic and local road network.

- (6) No more than a total of 1,176,000 tonnes of waste material shall be imported to the application site each year unless otherwise approved by the local planning authority. A record of all imported material should be kept and made available to the local planning authority on request.

Reason: In order that the facility complies with the Mayor's proximity principle and with the London Plan's strategic framework for waste management.

- (7) No goods, equipment, waste products, pallets, scrap or other materials shall be stored or deposited on any open area within the site, except those areas approved in writing by the Local Planning Authority.

Reason: To safeguard the visual amenities of the area and the efficient operation of activities within the site and to ensure adequate parking and servicing is retained in the interests of the general amenities of the locality and the free flow of traffic and conditions of general highway safety within the site and on the neighbouring highways.

- (8) The average number of HGV trips to and from the site shall not exceed 20 trips an hour during the morning (08.00 - 09.00) or evening (17.00 - 18.00) network peak hours, within a one month period.

Reason: To ensure that there will be no increase in waste imported by road during peak hours which could result in conditions prejudicial to the free flow of traffic on the strategic and local road network.

- (9) A noise assessment shall be undertaken to determine the noise impacts of the facility during the construction phase and for the first six months of operation details of which shall be submitted to and agreed by the Local Planning Authority prior to the commencement of the development.

Reason: To determine the environmental impacts of the development and safeguard the local amenity.

- (10) Prior to the commencement of the development an Environmental Management Plan shall be submitted to and agreed by the Local Planning Authority outlining measures that will be taken to control dust, noise, odors, pests and impacts on surface or groundwater of the development. The plan shall also describe remedial measures to be taken in case of failure of any of the control measures.

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

- (11) A dust assessment shall be undertaken to determine the dust impacts of the facility during the construction phase and for the first six months of operation details of which

shall be submitted to and agreed by the Local Planning Authority prior to the commencement of the development.

Reason: To determine the environmental impacts of the development and safeguard the local amenity

- (12) Following the removal of the petrol interceptor which is to be relocated to allow for the construction of the Ancillary Building, validation soil samples must be taken from the excavation to ensure that no unacceptable residual hydrocarbon contamination remains. Details of soil analysis as well as waste transfer documentation (should it be decided that the interceptor is not fit for reuse and is disposed of) shall be submitted to the Local Planning Authority for approval.

Reason: To ensure the safe development and secure occupancy of the site in accordance with policy EP6 of Brent's Unitary Development Plan 2004.

- (13) Development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

Reason: To prevent the increased risk of flooding.

- (14) Details of materials for all external work, including samples, 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.

- (15) All areas shown on the plan and such other areas as may be shown on the approved plan shall be suitably landscaped with trees/shrubs/grass in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority prior to commencement of any demolition/construction work on the site. Such landscaping work shall be completed prior to occupation of the building(s).

In addition to the landscaping proposals already submitted the scheme shall also indicate:-

(i) Additional tree planting and hedge planting along the northern boundary adjacent to the railway lines.

(ii) Climbers should be planted along the walls and trained up the building in all areas where a garden bed meets the base of the building.

(iii) Further tree and ornamental shrub planting surrounding car park 3

(iv) Additional tree planting surrounding car park 2.

(v) Details of the proposed arrangements for maintenance of the landscaping.

Any trees and shrubs planted in accordance with the landscaping scheme which,

within 5 years of planting are 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 a satisfactory standard of appearance and setting for the development and to ensure that the proposed development enhances the visual amenity of the locality in the interests of the amenities of the occupants of the development and to provide tree planting in pursuance of section 197 of the Town and Country Planning Act 1990.

INFORMATIVES:

- (1) **Storage of oils, fuels or chemicals** - Any facilities, above ground, for the storage of oils, fuels or chemicals shall be sited on impervious bases and surrounded by impervious bund walls. The volume of the bunded compound should be at least equivalent to the capacity of the tank plus 10%. All filling points, vents, gauges and sight glasses must be located within the bund. The drainage system of the bund shall be sealed with no discharge to any watercourse, land or underground strata. Associated pipework should be located above ground and protected from accidental damage. All filling points and tank overflow pipe outlets should be detailed to discharge into the bund.
- (2) **Foul Drainage** - The site should have appropriate drainage system for the proposed activity. Foul drainage from the proposed development should be discharged to the public foul sewer. The sewerage undertaker should be consulted regarding the availability of capacity in the foul water sewer. If there is not capacity in the sewer then the Environment Agency must be re-consulted with alternative methods of disposal.
- (3) **Environmental Permit** - The processes to be carried out at the proposed facility will require an Environmental Permit under the Environmental Permitting (EP) Regulations 2008. The relevant regulatory authority is the Environment Agency who should be contacted for pre-application discussions prior to submitting an application for a permit.
- (4) **Thames Water** - Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 277. A Trade Effluent Consent will be required for any effluent discharge. Applications should be made to Waste Water Quality, Crossness STW, Belvedere Road, Abbeywood, London. SE2 9AQ. Telephone: 020 8507 4321.

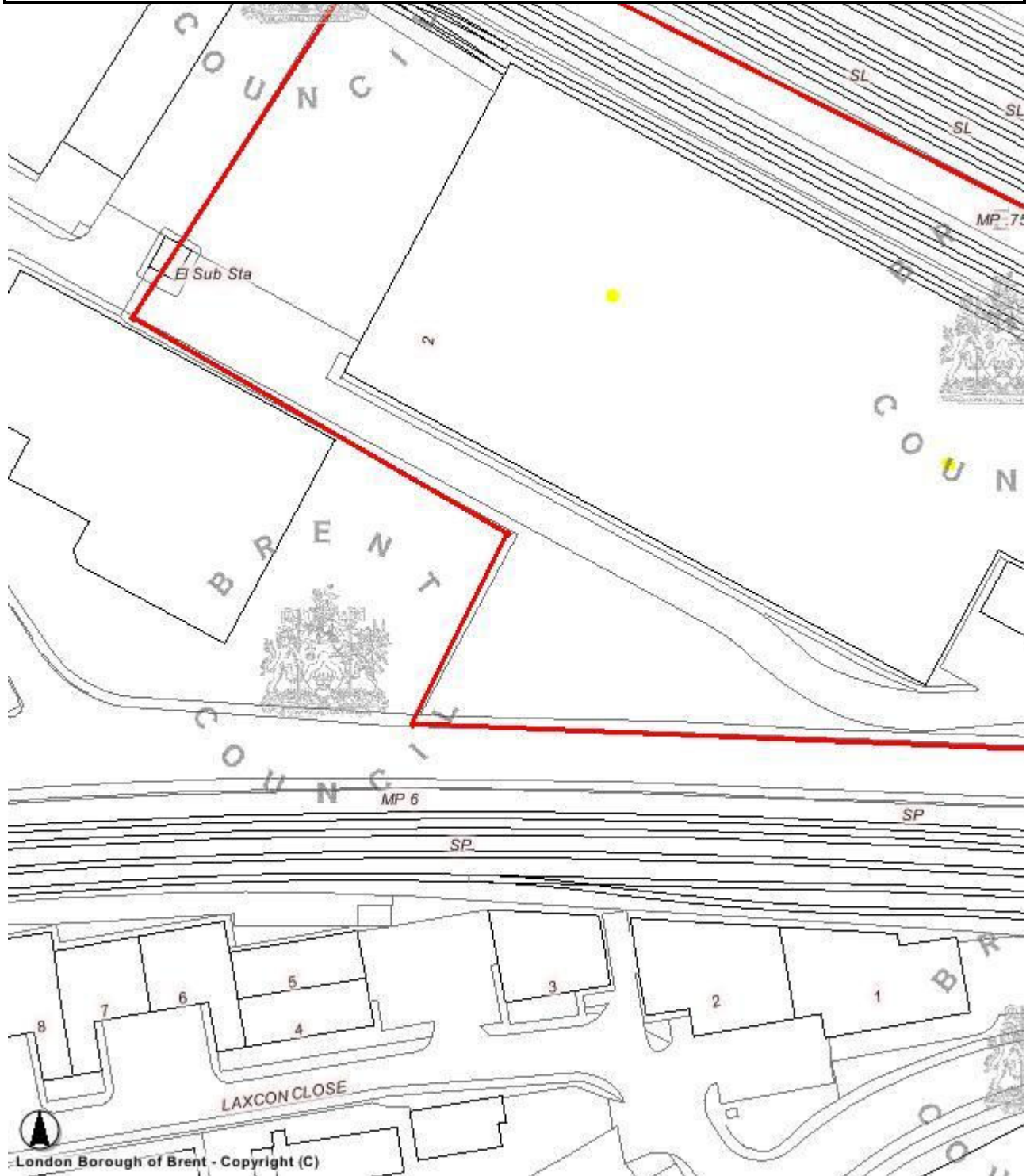
Any person wishing to inspect the above papers should contact Neil McClellan, The Planning Service, Brent House, 349 High Road, Wembley, Middlesex, HA9 6BZ, Tel. No. 020 8937 5243



Planning Committee Map

Site address: 2 & 2A, Hannah Close, London, NW10

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