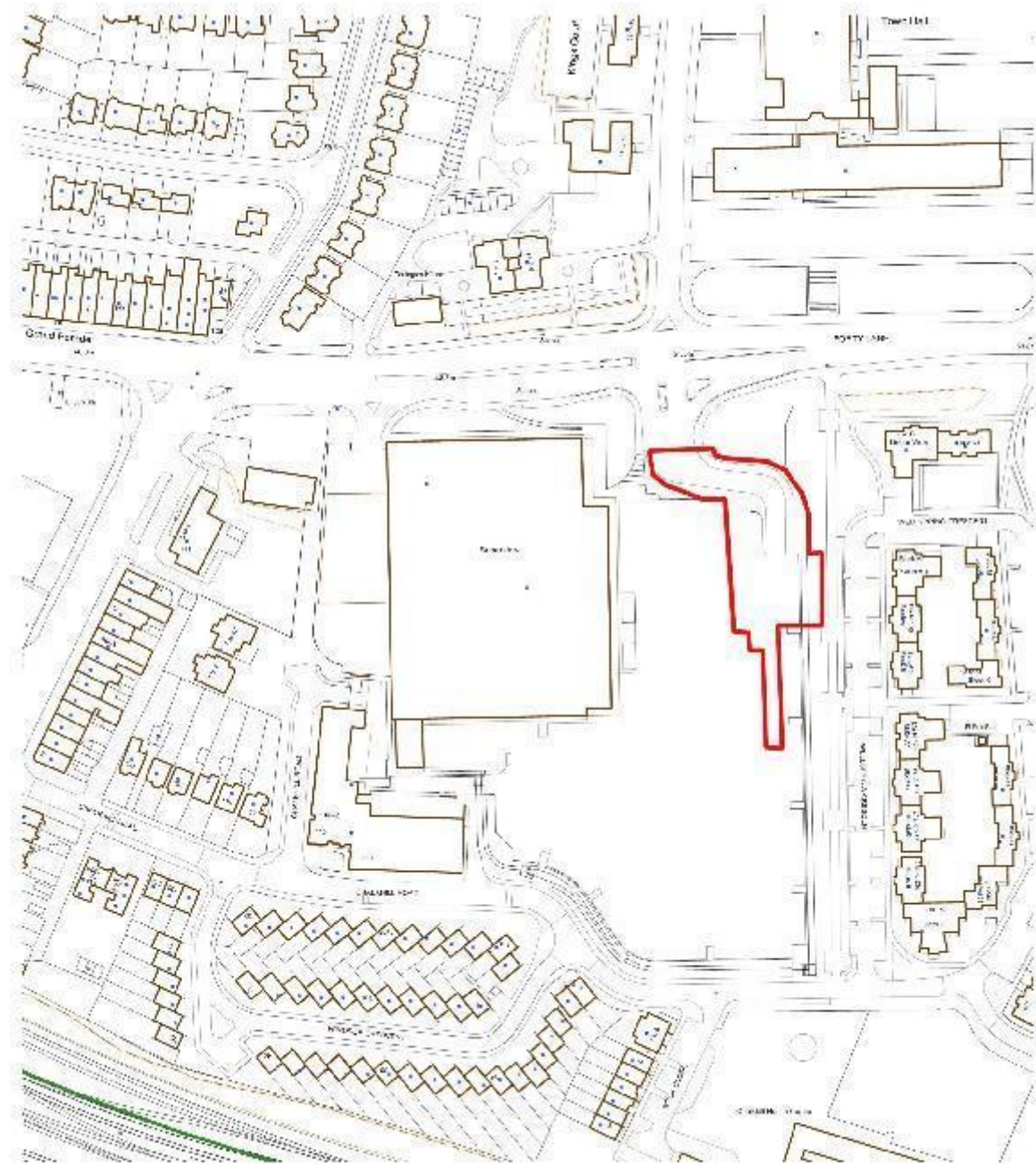
	Planning Committee Map
Site address: Asda, Forty Lane, Wembley, HA9 9EX	
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This map is indicative only.

RECEIVED: 11 May, 2012

WARD: Barnhill

PLANNING AREA: Kingsbury & Kenton Consultative Forum

LOCATION: Asda, Forty Lane, Wembley, HA9 9EX

PROPOSAL: Proposed automated four-pump petrol filling station and canopy within car park, ancillary control unit structure, relocated lamp post and CCTV post, realignment of access road and footpath and associated hard and soft landscaping works

APPLICANT: ASDA Stores Ltd

CONTACT: C & A Design

PLAN NO'S:
See condition 2

MEMBERS CALL-IN PROCEDURE

In accordance with Part 5 of the Constitution and Section 10 of the Planning Code of Practice, the following information has been disclosed in relation to requests made by Councillors for applications to be considered by the Planning Committee rather than under Delegated Powers

Name of Councillor

Councillor Pavey

Date and Reason for Request

The application has the potential to generate substantial additional traffic on a busy and dangerous road junction
The application will affect a large number of residents

Details of any representations received

None

Name of Councillor

Councillor Oladapo

Date and Reason for Request

The application has the potential to generate substantial additional traffic on a busy and dangerous road junction
The application will affect a large number of residents

Details of any representations received

None

Name of Councillor

Councillor Choudhary

Date and Reason for Request

The development would result in an increase in traffic

The development would contravene the original s.106 agreement for permission ref: 98/0413

Details of any representations received

No details provided

RECOMMENDATION

Grant consent

EXISTING

The application site is a part of the car park serving the Asda superstore on Forty Lane; it has some established shrub and tree planting and a car wash/valet use is carried out on some of the parking spaces. It is not in a conservation area nor is the building listed. Surrounding uses are mixed commercial (the superstore), residential (to the east) and public offices (the Townhall, to the north).

From the eastern edge of the application site to the residential flats is a distance of approximately 50m. Between the application site and the flats lies the access road and boundary to the car park, a landscaped pedestrian footpath route and an access road and parking for the flats themselves.

PROPOSAL

The application proposes alterations to the existing car park and access road to accommodate a new petrol filling station. It would operate 24 hours a day.

The proposed petrol filling station would have four pumps each with two filling positions, giving eight filling positions in total. Alterations would be made to the access road to accommodate the petrol filling station, including incorporating a right-turning lane into the petrol filling station and an extension of the existing two lane exit arrangement. The pedestrian footpath would be extended along the eastern boundary and the existing parking spaces there would be removed.

Existing arrangements for store delivery vehicles and recycling collections would be unaffected.

The petrol filling station would be pay-at-pump with no cash sales and no need for a sales kiosk. A small structure is proposed to house the control equipment. The filling station would also provide air and water services.

Two 80,000 litre underground storage tanks would be located beneath the forecourt.

The site would be bound to the south and west by a 1.2m high fence. Two column-mounted CCTV cameras are proposed by the entrance and the exit to the petrol filling station and two column-mounted lamps are also proposed (one of which is existing and has to be relocated due to the development). The canopy would have advertising signage on its flanks and a totem sign is shown; these would be subject to separate advertising applications.

HISTORY

11/2679 Proposed automated four-pump petrol filling station and canopy within car park, ancillary control unit structure, relocated lamp post and CCTV post, realignment of access road and footpath and associated hard and soft landscaping works **Withdrawn** 15/12/2011

07/2604 Change of use of existing car parks (ancillary to A1 retail) to car wash (Sui Generis) (as accompanied by "Car Park Valeting Limited: Drainage Legislation Summary") **Granted** 12/11/2007

07/0862 Reconfiguration of existing parking and pedestrian walkway and erection of new external pedestrian canopy walkway **Granted** 30/05/2007

04/2643 Alterations to existing car park layout and installation of 6 trolley shelters **Granted** 12/10/2004

03/1003 Variation of condition 9 (hours of delivery) of planning permission no. 98/0413, dated 03/07/98, for the construction of a retail superstore with provision of service yard and customer car-parking to read as follows: "The store shall not be serviced on Sundays and Bank Holidays by more than six service vehicles on any one day without the consent in writing of the Local Planning Authority" **Granted**

03/1053 Variation of condition 8 (opening hours) of planning permission reference 98/0413 dated 03/07/1998 for construction of a retail superstore with provision of service yard and customer car-parking to read as follows: "The premises shall not be open for retail trade except between the hours of 0800 Mondays to 2400 hours Saturdays, and between 1100 to 1700 hours on Sundays and Bank Holidays, unless otherwise agreed in writing by the Local Planning Authority." **Granted** 04/06/2004

02/2884 Installation of 12 trolley shelters within the car park of super store **Granted** 30/12/2002

00/1937 Variation of condition 9 of planning consent 98/0413 for retail superstore to read as follows: "No commercial vehicles may arrive, depart, be loaded or unloaded within the general site, except between the hours of 7am and 9pm Mondays to Saturdays and between 10 am and 4pm on Sundays and Bank Holidays, without the agreement in writing of the Local Planning Authority" **Granted** 09/02/2001

99/2206 Details pursuant to condition 2 (reduction of lighting in the car-park and at its access points) of planning permission no. 99/1072 which sought to extend the opening hours imposed by condition 8 of planning permission no. 98/0413, dated 03/07/98, for the construction of a retail superstore with provision of service yard and customer car-parking **Granted** 07/12/1999

99/1072 Variation of condition 8 of planning approval 98/0413 for retail superstore to read as follows: "The premises shall not be open for retail trade except between the hours of 8am and 12pm, Mondays to Saturdays, and 11am and 5pm, Sundays and Bank Holidays" **Granted** 18/08/1999

99/1073 Variation of condition 9 of planning approval 98/0413 for retail superstore to read as follows: "No commercial vehicles may arrive, depart, be loaded or unloaded within the general site except between the hours of 7am and 9pm Mondays to Saturdays and between 10am and 4pm on Sundays and Bank Holidays without the agreement in writing of the Local Planning Authority" **Granted** 18/08/1999

98/0413 Construction of a retail superstore with provision of service yard and customer car-parking **Granted** 03/07/1998

POLICY CONSIDERATIONS

National

National Planning Policy Framework

The NPPF was published on 27 March and replaced Planning Policy Guidance and Planning Policy Statements with immediate effect. Its intention is to make the planning system less complex and more accessible, to protect the environment and to promote sustainable growth. It includes a presumption in favour of sustainable development in both plan making and decision making and its publication.

Saved policies from the adopted UDP will have increasingly less weight unless they are in conformity with the NPPF and can be demonstrated to be still relevant. Core Strategy policies will also need to be in conformity with both the London Plan and the NPPF and have considerable weight.

LDF Core Strategy and UDP saved policies referred to in the report below have been considered in the assessment of the application and the recommendation is considered to comply with the NPPF.

Local

The development plan for the purposes of S38 (6) of The Planning and Compulsory Purchase Act 2004 is the Adopted Brent Unitary Development Plan 2004, the Brent Core Strategy 2010 and the London Plan 2011.

Brent Unitary Development Plan 2004

Within the 2004 UDP the following list of polices are considered to be the most pertinent to the application.

Strategic

- STR12 Planning decisions should protect public health and safety and in particular, support the achievements of targets within the National Air Quality Strategy.
- STR14 New development to make a positive contribution to improving the quality of the urban environment in Brent

Built Environment

- BE2 On townscape: local context & character states that proposals should be designed with regard to their local context, making a positive contribution to the character of the area.
- BE3 Relates to urban structure, space and movement and indicates that proposals should have regard for the existing urban grain, development patterns and density in the layout of development sites.
- BE5 On urban clarity and safety stipulates that developments should be designed to be understandable to users, free from physical hazards and to reduce opportunities for crime.
- BE6 Discusses landscape design in the public realm and draws particular attention to the need to create designs which will reflect the way in which the area will actually be used and the character of the locality and surrounding buildings. Additionally, this policy highlights the importance of boundary treatments such as fencing and railings which complement the development and enhance the streetscene.
- BE7 Public Realm: Streetscene
- BE9 Seeks to ensure new buildings, alterations and extensions should embody a creative, high quality and appropriate design solution and should be designed to ensure that buildings are of a scale and design that respects the sunlighting, daylighting, privacy and outlook for existing and proposed residents.
- BE12 States that proposals should embody sustainable design principles commensurate with the scale and type of development.

Environmental Protection

- EP2 Noise and vibration
- EP4 Potentially polluting development
- EP10 Protection of surface water

Housing

- H22 Protection of Residential Amenity

Transport

- TRN1 Planning applications will be assessed, as appropriate for their transport impact on all transport modes including walking and cycling.
- TRN2 Development should benefit and not harm operation of public transport and should be located where access to public transport can service the scale and intensity of the proposed use
- TRN3 Directs a refusal where an application would cause or worsen an unacceptable environmental impact from traffic, noise, pollution it generates or if it was not easily and safely accessible to cyclists and pedestrians.
- TRN4 Measures to make transport impact acceptable
- TRN12 Road safety and traffic management
- TRN14 New highway layouts, visibility splayed and accesses to and within development should be designed to a satisfactory standard in terms of safety, function, acceptable speeds, lighting and appearance.
- TRN22 On parking standards for non-residential developments requires that non-residential developments should provide no more parking than the levels listed in PS8 for shops over 2000sqm.
- TRN34 The provision of servicing facilities is required in all development covered by the plan's standards in Appendix TRN2.
- PS8 A1 (greater than 2000sqm) car parking standards
- PS15 Parking standards for disabled people
- PS16 Cycle parking standards

Brent Supplementary Planning Guidance

SPG17 Design Guide for New Developments

Sets out the general design standards for development and has regard to the character, design and appearance of developments, the design layout with respect to the preservation of existing building lines, size and scale of buildings and structures, and privacy and light of adjoining occupants. This policy guidance document addresses residential densities, minimum sizes for residential dwellings, external finishing materials, amenity spaces and parking related issues.

The above policies and guidance seeks to ensure that development should not significantly affect the amenities of the occupiers of the neighbouring properties and should be in keeping with the design, scale and character of the surrounding area.

Regional

London Plan 2011

Strategic planning in London is the shared responsibility of the Mayor of London, 32 London boroughs and the Corporation of the City of London. Under the legislation establishing the Greater London Authority (GLA), the Mayor has to produce a spatial development strategy (SDS) – which has become known as ‘the London Plan’ – and to keep it under review. Boroughs’ local development documents have to be ‘in general conformity’ with the London Plan, which is also legally part of the development plan that has to be taken into account when planning decisions are taken in any part of London unless there are planning reasons why it should not.

The following chapter is considered relevant to this application:

7. London's living places and spaces

CONSULTATION

Local

Consultation letters were sent to 197 neighbouring residents and Ward Councillors on 24 May 2012. The site was also advertised as being in the public interest with site notices on 29 May and a press notice on 31 May.

Two local residents have objected, on the following grounds:

- Impact of noise and light disturbance from the development
- Impact on the environment
- No need for more petrol stations in the area
- Impact on property prices

The chair of Chalkhill School Governors has also objected, on the grounds of:

- Risk to children’s safety from the additional traffic created by this development

The Barnhill Residents’ Association have also objected, on the grounds of:

- Impact of the development on traffic through the Bridge Road/Forty Lane junction
- Risk to pedestrian safety from the additional traffic created by this development

Councillors Pavey, Oladapo and Choudhary have requested that this application be called in for consideration by Members for the following reasons:

- The application has the potential to generate substantial additional traffic on a busy and dangerous road junction
- The application will affect a large number of residents
- The application would contravene the original s.106 agreement

External

Environment Agency

No objection subject to a condition

Thames Water

No objection

Internal

Transportation

No objection subject to a condition

Environmental Health

No objection subject to an informative

Landscaping

No objection subject to more detailing landscaping proposals

REMARKS

The key considerations are:

1. The principle of the development
2. The impact of the development of traffic, safety and parking
3. The impact of the development on the environment
4. The impact of the development on residential amenity
5. The visual impact of the development

1. *The principle of the development*

Local Councillors and residents have objected on the grounds that there are already a sufficient number of petrol filling stations in the local area and no more are needed.

There is no planning policy objection to the principle of a new petrol filling station in this location. In terms of environmental impact and impact on neighbouring amenity (specifically policy H22 of the UDP 2004) the site is sufficiently far from sensitive receptors that, subject to detail and conditions, it is likely to be acceptable on planning grounds. It is not within the planning system's purview to consider whether the proposal would result in an over-provision of petrol filling stations in the local area.

2. *The impact of the development of traffic, safety and parking*

Local Councillors and residents have raised concerns about the impact the development would have on the operation of the junction with Forty Lane in terms of traffic congestion and road safety.

The application is supported by a Transport Statement prepared by SIAS Ltd (May 2012).

2.1 Traffic impact

The key considerations are whether the petrol station would attract sufficient numbers of new trips to result in a material change to the operation of the junction with Forty Lane and the junctions to the west and the east (with Bridge Road and The Paddocks respectively), and whether in doing so this would result in a material worsening of traffic and pedestrian safety.

The proposed petrol station would have four pumps each with two filling positions, giving eight filling positions in total. It would be an at-pump pay system, resulting in quicker transaction times and thus a greater throughput of customers can be accommodated.

The Transport Statement considers information provided by Asda relating to anticipated demand during the peak trading week of the year, based on existing petrol filling stations of the same design as proposed here. This data suggests that up to a maximum of 147 cars might use the filling station in a peak hour. This takes into account the total volume of fuel to be delivered to the site and the average fill in any visit. Demand outside of the peak trading period will be lower.

According to your Highway and Transportation officers, this is consistent with the data provided to other local authorities for similar proposals in the UK.

The Transport Statement goes on to say that typically over 70% of the transactions at store petrol filling stations are associated with an existing shopping trip; that is to say trips which would already be made. This leaves 30% of visits to the petrol filling station, or 44 visits per peak hour during the peak trading period, which would be solely to purchase fuel; these can be classified as 'new' trips.

The 'new' trips will be split between those people who were passing the petrol filling station in any event and those who have made a specific trip to purchase petrol; thus the number of wholly 'new' trips is further reduced. The Transport Statement indicates that the convention in this case is to assume a passing-by rate of 30% on weekdays and 10% weekends.

To calculate the number of wholly 'new' trips for an average day—that is outside of the peak trading week—the Transport Statement use the independent data held on the TRICS national database (a national system of trip generation analysis for a range of land uses) for petrol filling stations, both with and without attached retail facilities. Applying the same ratios of new trips and passing-by trips to this data gives the following table shows the numbers of wholly new trips on the road network:

Time	Weekday		Weekend	
	Petrol filling station with retail	Standalone petrol filling station	Petrol filling station with retail	Standalone petrol filling station
06.00-07.00	8	3	5	6
07.00-08.00	15	12	12	8
08.00-09.00	16	13	16	12
09.00-10.00	15	12	20	16
10.00-11.00	16	12	25	18
11.00-12.00	16	12	25	17
12.00-13.00	18	12	29	16
13.00-14.00	16	12	25	16
14.00-15.00	16	12	22	14
15.00-16.00	17	12	22	13
16.00-17.00	17	12	25	12
17.00-18.00	19	14	25	11
18.00-19.00	19	13	27	10
19.00-20.00	16	11	23	12
20.00-21.00	14	7	16	6
21.00-22.00	8	6	12	-

Table 1: Weekday and Weekend: Total 'new' trips on road network

The data shows that the predicted number of additional trips on the road network as a result of the development would be 19 in the weekday peak hour (17.00-18.00) and 29 in the weekend peak hour (12.00-13.00).

Your Highway and Transportation officers have added these flows to previously surveyed peak hour flows on the local road network—in the region of 2,300 to 2,400 vehicles per hour—and the resultant increase in traffic volumes along Forty Lane—the aforementioned worst-case scenario of 44 trips—as a consequence of this development would be less than 2%, which is not considered significant enough to merit further study.

Previous capacity analysis carried out for the signalised junction at the Asda entrance onto Forty Lane suggests there is plenty of spare capacity at this particular junction, so the predicted increases in flows are not considered likely to give rise to any junction capacity problems at the site access.

Turning to the junctions to the west and the east, the most recent capacity assessment of the Forty Lane/Bridge Road/Forty Avenue junction was undertaken to support the Wembley North-West lands application (ref: 10/3032); this showed that the junction had 12.8% practical reserve capacity in the AM peak hour but no reserve capacity in the PM peak hour. In order to mitigate for the impact of new development, part of the s.106 agreement with Quintain is to provide highway improvements as the North West lands development is built out. It is acknowledged that this junction is at capacity in the PM peak hour but your officers consider that, in accordance with your Highway and Transportation officers advice, the increase in traffic volumes arising from this development, even in during peak trading period, is not so great as to merit additional highway improvement works nor would it be reasonable to refuse the application for this reason. Your officers expect that people looking to make a trip solely to refuel their vehicle will naturally avoid peak hours and that vehicles filling up during the PM peak hour are likely to be passing through the local road network in any case.

The most recent capacity assessment of The Paddocks/Forty Lane junction was undertaken to support

the Ark Academy application in 2008; this showed plenty of spare capacity.

The widening of the access road to accommodate a right-turn lane for the petrol filling station is welcomed as it would minimise the risk that traffic queuing to turn right into the filling station would obstruct access into the store's car park and thus lead to obstructions at the junction with Forty Lane. On present figures the additional worst-case scenario of 44 trips would increase traffic flows into Asda by 32% in the morning peak hour and 13.5% in the afternoon peak hour. Your officers have advised the applicant to provide additional survey data for these vehicle movements to provide a broader context for Members when reaching their final decision; this information will be reported in a Supplementary Report to Members before the committee.

2.2 Safety

Your Highway and Transportation officers have reviewed the accident records for the area. The records show 10 personal injury accidents in the three year period from February 2009 to January 2012; of these, one involved a fatality and one a serious injury. Six of the 10 accidents (including the fatal accident), all prior to 2011, involve right-turning vehicles at the junction. As a result, guard-railing along the central island east of the junction was removed to improve visibility, which seems to have largely addressed this particular problem. Your officers are satisfied that the low numbers of additional traffic generated by this proposal would not result in any material harm to highway or pedestrian safety.

2.3 Parking

The development would result in the loss of 52 car parking spaces; the existing car park has 516 spaces and the car wash/valet area would be relocated, thus this total would be reduced to 471 (as counted from drawing (PA)03).

Car park occupancy surveys were undertaken to inform the Transport Statement over the period between 16 and 18 March (Friday to Sunday). The peak occupancy was found to be 314 vehicles on the Friday, 432 vehicles on the Saturday and 387 vehicles on the Sunday.

The number of cars parked on the Saturday therefore totalled 91.5% of the car park's maximum capacity based on the 471 retained parking spaces. Your Highway and Transportation officers note that design guidance generally suggests that the maximum practical capacity of a large public car park is typically 95% of the actual number of spaces and thus the removal of 52 spaces will lead to the car park approaching its operational capacity on a Saturday. The operation of the car park is a management issue for Asda and the application should not be refused for this reason.

2.4 Summary

The proposed development would not result in a material increase in trips to Asda nor traffic numbers through the local road network and specifically the nearby signalised junctions; nor would the development result in increased risks to highway and pedestrian safety. The existing car park can accommodate the loss of 52 spaces without resulting in harmful overspill parking.

Detailed construction and level drawings will be sought by condition for the retaining structure on the western side of the car park and the ramp between the filling station forecourt and the store's access road, which should demonstrate a maximum gradient of 5% where it meets the access road if possible.

3. *The impact of the development on the environment*

Your Environmental Health officers have considered the proposal and have raised no objections. The petrol filling station is likely to require a licence to operate and this can be obtained from Environmental Health.

The Environment Agency have requested that a condition be imposed to ensure a scheme of surface and foul water drainage is provided and that suitable measures are included to prevent the pollution of the water environment; a suitable condition is proposed.

In respect of the impact on the environment the proposal is deemed to be acceptable, subject to a condition.

4. *The impact of the development on residential amenity*

The proposed development has the potential to cause some disturbance to local residents if the operation of

the petrol filling station is unfettered, since it is proposed to operate 24 hours a day.

It is the opinion of your officers that the act of a vehicle arriving, filling and departing is unlikely to cause harm to the amenity of neighbouring residents, even in the early hours of the morning, due to the distance between the petrol filling station and the flats and your officers expect the number of transactions are likely to be low overnight. Your officers do have some concerns, however, that the level of lighting be limited to prevent harm arising from light pollution; although as above, the distance between the site and the nearest residential accommodation is such that some 24-hour lighting can be accepted in principle. Your officers are also concerned that the act of re-filling the underground storage tanks and other maintenance works could be harmful and so would seek to restrict the hours when these acts could take place. These matters aside, the proposal is considered acceptable in terms of impact on neighbouring residential amenity.

4.1 Lighting

In terms of lighting, two 8m column-mounted lamps are proposed and, according to the Design and Access Statement, the canopy fascia would not be illuminated. Night time illumination would be provided by down-lighters supported from the canopy structure. Subject to further details of the lamps, including manufacturer's literature to demonstrate that they are designed to minimise glare and light-spill, the lamps' illuminance level and demonstration of the light spill from the lighting scheme to be secured by condition, your officers are satisfied that the lighting would not materially harm neighbouring residential amenity, taking into account the distance from the development to the nearest residential unit and the fact the site is located in a dense urban area where a degree of overnight background lighting is to be expected.

4.2 Deliveries and servicing/maintenance

The deliveries of fuel and other servicing and routine maintenance (not emergency maintenance) should be restricted to occur only between the hours of 7am and 9pm Mondays to Saturdays and between 10am and 4pm on Sundays and Bank Holidays.

5. *The visual impact of the development*

The visual impact of the development is limited, considering the nature of the existing car park and the position of this development in the townscape: whilst it will be visible from the public highway and neighbouring residential properties, it is set down in the landscape and some distance from the main road and would not be a prominent addition to the townscape. The main area which requires attention is the view to the petrol station from the public footpath and flats to the east, since the addition of the canopy and the increase in hard landscaping has the potential to cause harm to neighbouring residents.

5.1 Design

A canopy and a small structure to house the control equipment are proposed.

The canopy would be 12.69m wide, 12.25m deep and stand 5.16m above ground level with a 4.5m height clearance. In terms of design it is a conventional structure of the type commonly found in association with supermarket petrol filling stations. It would not materially harm the character and appearance of the area, subject to some structural planting around the filling station and along the adjoining boundary.

The control equipment would be housed in a 2m wide, 2m deep structure with a height of 2.3m. The image on drawing (PA)07 Rev P1 indicates this would be finished in white glass reinforced plastic (GRP). Subject to a scheme of planting to include some screening to this structure, the proposal would not material harm the character and appearance of the area.

5.2 Hard and soft landscaping and trees

A draft indicative landscaping scheme has been sent to officers following concerns raised by your Landscape officer that the development resulted in the loss of established soft landscaping and that significant additional soft landscaping is required to replace that and to screen the development from neighbouring residents. This landscaping scheme shows additional trees can be provided to provide replacement and screening. A detailed revised drawing has not yet been provided but one is expect before the committee date and Members will be updated in a Supplementary Report. Conditions 2 (approved details) and 6 (landscaping details) will be revised to reflect any new plan. In summary, subject

to the provision of detailed planting plans and species, the proposal is considered acceptable.

In terms of hard landscaping, it is likely that the specific material will need to be able to cope with occasional fuel spills whilst also not permitting the infiltration of pollutants into the ground water and thus the aesthetics of the material is less important than its other specifications. Nonetheless, officers will want to ensure the material is acceptable in terms of visual impact whilst also establishing that it meets the other performance criteria.

6. Response to objectors

The objections on grounds of traffic impact, highway and pedestrian safety and impact on residential amenity have been addressed above. The objection regarding there already being sufficient numbers of petrol filling stations in the area has been addressed in section (1).

The impact on property prices is not considered to be a material planning consideration in this case.

The objection regarding the contents of the legal agreement signed as part of the original planning permission (ref: 98/0413) is on the basis that clause 1.1 of the First Schedule states that the car park shall be used only as a short term car park for visitors to the Asda store, the Town Hall, the Chalkhill Medical Centre and other local shops. Your officers are of the opinion that this proposal would not breach the terms of clause 1.1 since the remaining car park would still be bound by that clause; the application is a properly made planning application for a new development and as such is the appropriate means by which to apply to in effect reduce the size of that car park.

7. Conclusion

The proposal would not result in a significant increase in traffic on local roads or congestion at local junctions. The small increase in traffic would not pose a material risk to highway or pedestrian safety and the remaining parking spaces would be able to accommodate observed parking requirements except perhaps during peak trading periods. The provision of additional structural landscaping would help to screen the development from the adjoining public footpath and the neighbouring residential properties, subject to the submission of further details. Due to the distances involved, it is unlikely that 24 hour operation would materially harm neighbouring residential amenity and controls are proposed to ensure deliveries and other noisy activities are restricted to certain hours of the day; similarly, further details of the lighting scheme are required to ensure the 24 hour lighting does not result in unacceptable levels of light pollution. Your officers are satisfied that the proposed petrol filling station complies with the national, regional and local planning framework and approval is recommended.

REASONS FOR CONDITIONS

RECOMMENDATION: Grant Consent

REASON FOR GRANTING

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

Brent Unitary Development Plan 2004
Central Government Guidance
London Plan 2011
Council's Supplementary Planning Guidance

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
Transport: in terms of sustainability, safety and servicing needs

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) and/or document(s):

A1204/WE/(PA)01 Rev P1 *Site Location Plan*; A1204/WE/(PA)02 Rev P1 *Existing Block Plan*; A1204/WE/(PA)03 Rev P3 *Proposed Block Plan*; A1204/WE/(PA)04 Rev P4 *Proposed Petrol Station*; A1204/WE/(PA)05 Rev P1 *Proposed Forecourt Elevations*; A1204/WE/(PA)06 Rev P1 *Proposed Forecourt Sections*; A1204/WE/(PA)07 Rev P1 *Control Room Details*; A1204/WE/(PA)08 Rev P1 *Lighting Column Dome/CCTV Details*

Transport Statement (SIAS Ltd, May 2012)
Manufacturer's literature Panasonic *WV-CW960 Weather Resistant Dome Camera*
Image of *Digital Tyre Inflator*

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

- (3) No deliveries, servicing or routine maintenance may be undertaken at the site except between the hours of 07.00 and 21.00 Mondays to Saturdays and between 10.00 and 16.00 on Sundays and Bank Holidays

Reason: in the interests of neighbouring residential amenity.

- (4) Prior to the installation of any lighting, further details of a lighting scheme for the development shall be submitted to and approved in writing by the local planning authority. Such details shall include:

- (i) all lighting for the site, including the access road, forecourt areas, under-canopy lighting and building security lights;
- (ii) the output of each light and a site-wide light-spill (illuminance) diagram;
- (iii) manufacturer's literature showing the mounting and/or fixtures of each light e.g. column-mounted, bollard-mounted, ceiling bracket-mounted and demonstrating that the respective lamps are designed, for instance with baffles or diffusers, to minimise glare and light-spill

The works shall be carried out in accordance with the approved details prior to commencement of the use and shall be retained for the lifetime of the development.

Reason: To ensure that the site is safely lit for pedestrians and vehicles and to ensure such illumination does not prejudice the amenities of neighbouring residents, given the 24-hour operation of the development.

- (5) No works of any nature shall be commenced until further details of the ramp and retaining structure have been submitted to and approved in writing by the local planning authority. Such details shall include:

- (i) the retaining structure on the western side of the car park; and
- (ii) the ramp between the filling station forecourt and the store's access road, which should demonstrate a maximum gradient of 5% where it meets the access road if possible

The works shall be carried out in accordance with the approved details in prior to the commencement of the use and shall be retained for the lifetime of the development.

Reason: In the interests of safe vehicle manoeuvring

- (6) Prior to the commencement of above-surface construction works, excluding site clearance, excavations and groundworks, further details of a scheme for hard and soft landscaping shall be submitted to and approved in writing by the local planning authority. Such details shall include:

Such a scheme shall include:

- (i) all areas of hard and soft landscaping and planting including screen planting along the north and east boundaries;
- (ii) provision of 14 trees as shown on drawing XX or in similar locations, including drought resistant native trees;
- (iii) the identification and protection of existing trees and shrubs not directly affected by the building works and which are to be retained;
- (iv) existing contours and any proposed alteration to ground levels such as earth mounding or removal; and
- (v) details of all materials, including samples and/or manufacturer's literature, for those areas to be treated by means of hard landscape works: these should be specified to prevent water pollution

The works shall be carried out in accordance with the approved details in prior to the commencement of the use or in accordance with a programme to be agreed in writing with the local planning authority and shall be retained for the lifetime of the development.

Any planting that is part of the approved scheme that within a period of five years after planting is removed, dies or becomes seriously damaged or diseased, shall be replaced in the next planting season and all planting shall be replaced with others of a similar size and species and in the same positions, unless the Local Planning Authority first gives written consent to any variation.

Reason: To ensure a satisfactory appearance and setting for the proposed development and ensure that it enhances the visual amenity of the area and to ensure the privacy of neighbouring occupants is maintained.

- (7) No works of any nature shall be commenced until further details of a scheme to dispose of foul and surface water have been submitted to and approved in writing by the local planning authority in consultation with the Environment Agency. Such details shall include, where applicable:

- (i) oil and petrol separators;
- (ii) trapped gullies; and
- (iii) sealed roof drainage

The works shall be carried out in accordance with the approved details in prior to the commencement of the use and shall be retained for the lifetime of the development.

Reason: To prevent pollution of the water environment.

INFORMATIVES:

- (1) The applicant should note that petrol service stations with an expected petrol throughput of more than 500 cubic metres per year require a permit to operate under the Environmental Permitting Regulations. The permit will require both Stage 1 and Stage 2 vapour recovery systems to be installed, both of which will need to be allowed for at the design stage. The permit must be obtained before the service station commences operation. Application forms for an Environmental Permit can be obtained from:

Stephen Inch, Third Floor Brent House, 359-357 High Road, London HA9 6BZ, 020 8937 5258
stephen.inch@brent.gov.uk

REFERENCE DOCUMENTS:

Any person wishing to inspect the above papers should contact Angus Saunders, The Planning Service, Brent House, 349 High Road, Wembley, Middlesex, HA9 6BZ, Tel. No. 020 8937 5017