

REPORT FOR CONSIDERATION AT PLANNING COMMITTEE

Reference No: HGY/2007/0862

Ward: Northumberland Park

Date received: 26/04/2007

Last amended date: 12/11/07

Drawing number of plans: 5467/01 Rev E, 02, 03 & 04 Rev A.

Address: Brantwood Auto's, Brantwood Road, N17

Proposal: Demolition of existing buildings and erection of new canopy to create working area for hand-stripping of vehicles.

Existing Use: B2 (General Industrial)

Proposed Use: B2 (General Industrial)

Applicant: Brantwood Auto Brakers

Ownership: Private

PLANNING DESIGNATIONS

Road Network: Classified Road

Officer Contact: Matthew Gunning

RECOMMENDATION

GRANT PERMISSION subject to conditions

SITE AND SURROUNDINGS

The application site is located on the northern side of Brantwood Road and on the eastern side of Willoughby Lane. The existing use on site, Brantwood Autos Car Breakers, is a long established car breakers yard. The application site falls within a 'Defined Employment Area'. To the north of the site there is a row of terrace properties which front onto Middleham Road. There is a public footpath running in between the back gardens of these properties and the boundary of the application site. The wall and fence along this northern boundary separates the boroughs of Enfield and Haringey.

PLANNING HISTORY

HGY/2005/0918- Demolition of part of factory premises and chimneys and merger of premises with adjoining auto salvage recycling and de-polluting station and widening of access onto Willoughby Lane on south east corner of site – Approved 19/09/2005

HGY/2004/0435 - Installation of SEDA double de-polluting station in conformity with ELV directive (2000/53/EC) and HWL (2000/532/EC).- Approved 03/09/2004

DETAILS OF PROPOSAL

The proposal is for the demolition of existing buildings and erection of new canopy to create working area for hand-stripping of vehicles. The proposed development will also involve the resurfacing of part of the existing yard, so as to enable full compliance with legislation laid down by Central Government (End of Life Vehicles Regulations 2003).

This legislation came into full effect in 2007 and entitles free take-back" of their old vehicles, known as End of Life Vehicles (ELVs). The ELV regulations aims to reduce waste from vehicles (cars and vans) when they are finally scrapped and includes tightened environmental standards for vehicle treatment sites.

CONSULTATION

Ward Councillors
Environmental Health
Transportation
Enfield Council
Environmental Health
1-4 Malham Terrace
1-35 Middleham Road
175 Willoughby Lane

RESPONSES

Transportation - There are no objections on transport and highway grounds.

Cllr Bevan - Please ensure that issue re European standards for disposal of vehicles liquids and chemicals etc are fully complied with. Also that the issue of additional noise nuisance is fully investigated and that there will be no further adverse effects concerning outlook / views. I assume hours of operation permitted would remain as for existing. If the new work area creates additional capacity please also investigate adjacent traffic capacity issues.

Environmental Agency – Have no objection to the proposal so long as the conditions given are imposed on the planning consent granted.

Letters of objection have been received from the occupiers of the following properties: 9, 13 & 19 Middleham Road, and are summarised as follows:

- The noise levels and other pollution are clearly higher than they were previously and are likely to be even worse if this proposal is implemented;
- Cutting equipment and pneumatic devices along with the inevitable dust produced by the process would make conditions worse than ever for nearby residents;
- Noise and air pollution levels should be tested;
- Opposed in general to any development of the site for the handling of end-of-life vehicles given the presence of adjoining properties.

Enfield Council – Object on the grounds that the use of the open sided structure would give rise to an increase in noise, general activity and disturbance endured by neighbouring residential properties and further accentuate the impact of local residents residing in Middleham Road. Moreover, it is considered that the demolition of the existing warehouse, within which it is assumed, part of the activity currently takes place, would be likely to result in activity taking place in the open, thereby also increasing the impact on Enfield Borough residents.

RELEVANT PLANNING POLICY

PPS4 Industrial Development
PPS10 Planning for Sustainable Waste Management
PPG4 Planning and Noise

Haringey Unitary Development Plan (2006)

G1 Environment
UD4 Quality Design
ENV6 Noise Pollution
ENV7 Air, Water and Light Pollution
ENV11 Contaminated Land
ENV12 Development on or near premises involving use of storage of hazardous substances
ENV13 Sustainable Waste Management
EMP3 Defined Employment Areas – Employment Locations
EMP6 Car Repairs, Workshops, Garages and Car Washes

Supplementary Planning Guidance

SPG8i Air Quality
SPG11 Car Repair Workshops and Garages

ANALYSIS / ASSESSMENT OF THE APPLICATION

This application relates to the warehouse building located along the western boundary of the site. The application site was significantly altered as part of

planning application Ref: HGY/2005/0918. As part of this proposal the adjoining site was acquired and part of an obsolete factory premises was demolished to merge this site with the adjoining auto salvage recycling and de-polluting station. This previous application also involved the widening of the access onto Willoughby Lane. The '2005 application' which has been implemented and completed has spread the activities associated with this car breakers use across a larger site area and has reduced the intensity off use of the previous site area.

Strategic Guidance advises Council to reflect the changing needs of industry and to respond flexibly to current and future demands and to identify well serviced and accessible sites. This is reflected in the employment policies particularly the ones relating to 'Defined Employment Areas' and 'Car Repairs and Workshops'. Accordingly, there is a strong policy presumption in favour of the proposed development provided that the development would be consistent with the criteria set out in the employment policies and would not be harmful to any other interests.

The issues in regards to the current application are considered to be (1) the design and form of the new structure, (2) changes to the layout of the yard and (3) the effect on local residential amenity.

Design & Form of New Structure

The proposal will involve the demolition of the existing warehouse building located along the western boundary of the site and the retention of part of the brick-work wall at a slightly reduced height. The demolition of part of this building in itself does not require planning permission; it is the creation of the new canopy which requires permission. This building is currently used for the storage of engines and other heavy items, which are stored at ground floor level with body parts and other accessories stored at mezzanine level. The storage of these items is to be moved to the existing building fronting onto Willoughby Lane.

In replace of this existing building an open fronted canopy structure (9 metres deep) will be created. This open fronted canopy structure will provide stability to the retained brickwork and will have a sloping roof which will slope down in towards the yard. This structure will return around the north-west corner of the site which presently consists of a 4.8 metre high dark green solid galvanised fence. All of the existing trees behind this 4.8 metres galvanised fence and the concrete slab wall, which front onto the adjoining public footpath, will be retained. Along the rest of the northern boundary of the site there is a single storey building which accommodated ancillary uses (namely a small canteen, changing rooms).

This open fronted canopy will provide a protected area for the dismantling of vehicles by hand and the removal of fluids necessary prior to the crushing of cars. At present the process of the hand stripping of cars takes place in the open area of the existing yard. The existing depolluting procedure which involves the removal of vehicle operating fluids takes place mid way along this

western boundary. This activity involves the placing of cars on a raised platform and the drilling into their base to discharge fluids. This activity along with the hand stripping of car parts will continue to take place in this part of the site.

Changes to the Yard

The proposed development will involve resurfacing of the section of yard in front of the warehouse building located along the western boundary of the site with a new yard slab. This is necessary to bring this facility up to appropriate standards set down by the Environmental Agency. The rest of the yard has already been resurfaced as part of the '2005 application' for Phase 1.

Effect on local amenity

The nearest residential properties to the application site are those along Middleham Road. Middleham Road is within Enfield borough. There have been objections raised by residents along Middleham Road on the potential negative effects of the proposed development on local amenity. Noise associated with cutting equipment and pneumatic devices along with the inevitable dust produced are the main concern highlighted.

The noise levels associated with this part of the site are not going to change and overall the proposal will therefore not lead to a further deterioration in the amenity of nearby residents. The noise levels associated with the hand stripping of vehicles is low in comparison to the crusting activity which takes place in the centre of the site. The provision of this covered area along the northern boundary of the site will further reduce noise transmission from the area of the site.

Condition 4 of HGY/2005/0918 restricts the hours of operation of the car breakers yard (not before 0800 or after 1800 hours on Monday to Friday, and not before 0800 or after 1500 hours on Saturdays and not at all on Sundays or Bank Holidays); while condition 5 of the same consent restricts the hours of operation of the car press (not to be operated before 0900 or after 1700 hours Monday to Friday and not at all on Saturdays, Sundays or Bank Holidays).

The proposed development is considered to be in accordance with policy EMP6 which seeks to site such uses within Defined Employment Areas and with Policy ENV7 which requires development that may cause pollutants to be located in Defined Employment Area.

SUMMARY AND CONCLUSION

The existing use on site is long established and provides important benefits in terms of recycling and reuse of end-of-life vehicles. Bearing in mind the existing pattern of activity/ operations on site, it is considered that the proposed changes to the building form along the western side of site will not result in an increase in the noise levels associated with this part of the site. As

such the proposal will not have an additional adverse impact on the amenity of surrounding occupiers by reason of noise, smell or other nuisance.

RECOMMENDATION

GRANT PERMISSION

Registered No. HGY/2007/0862

Applicant's drawing No.(s) 5467/01 Rev E, 02, 03 & 04 Rev A.

Subject to the following condition(s)

1. The development hereby authorised must be begun not later than the expiration of 3 years from the date of this permission, failing which the permission shall be of no effect.

Reason: This condition is imposed by virtue of the provisions of the Planning & Compulsory Purchase Act 2004 and to prevent the accumulation of unimplemented planning permissions.

2. The development hereby authorised shall be carried out in complete accordance with the plans and specifications submitted to, and approved in writing by the Local Planning Authority.

Reason: In order to ensure the development is carried out in accordance with the approved details and in the interests of amenity.

3. The construction of the surface water and foul drainage system shall be carried out in accordance with details to and approved by the Planning Authority before the development commences

Reason: To prevent pollution of the water environment.

4. The construction of storage facilities for oils, fuels, or chemicals shall be carried out in accordance with details submitted to and approved in writing to the Local Planning Authority before development is commenced.

Reason: To prevent pollution of the water environment.

REASONS FOR APPROVAL

The existing use on site is long established and provides important benefits in terms of recycling and reuse of end-of-life vehicles. Bearing in mind the existing pattern of activity / operations on site, it is considered that the proposed changes to the building form along the western side of site will not result in an increase in the noise levels associated with this part of the site. As such the proposal will not have an additional adverse impact on the amenity of surrounding occupiers by reason of noise, smell or other nuisance. As such the proposal is considered to be in accordance with Policies UD4 'Quality Design', ENV6 'Noise Pollution', ENV7 'Air, Water and Light Pollution', ENV13 'Sustainable Waste Management', EMP3 'Defined Employment Areas' and EMP6 'Car Repairs, Workshops, Garages and Car Washes' of the adopted Haringey Unitary Development Plan (2006) and Supplementary Planning Guidance SPG11 'Car Repair Workshops and Garages'.