



Planning Committee Map

Site address: 7A Abbey Manufacturing Estate, Mount Pleasant, Wembley, HA0 1RS

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This map is indicative only.

RECEIVED: 11 July, 2012

WARD: Alperton

PLANNING AREA: Wembley Consultative Forum

LOCATION: 7A Abbey Manufacturing Estate, Mount Pleasant, Wembley, HA0 1RS

PROPOSAL: Proposed change of use of Vehicle Repair Garage (Use Class B2) to include mixed use MOT Testing Centre (Use Class Sui Generis)

APPLICANT: Mr Hadi Abid

CONTACT: VARCH

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

RECOMMENDATION

Grant consent.

EXISTING

The subject site is located within Abbey Manufacturing Estate, Mount Pleasant. Much of the estate is used for motor repairs, MOT testing stations and other associated vehicle operations.

The site is currently within use class B2 and is used for vehicular repairs. The site does not benefit from any external yard for the storage of vehicles awaiting repair or collection. The unit has the benefit of one dedicated parking space located opposite the entrance to the building as well as two parking permits for parking elsewhere within the site.

PROPOSAL

Proposed change of use of Vehicle Repair Garage (Use Class B2) to include mixed use MOT Testing Centre (Use Class Sui Generis).

HISTORY

There is no relevant planning history.

POLICY CONSIDERATIONS

Brent's Core Strategy 2009

CP20 Strategic and Borough Employment Areas

Brent's Unitary Development Plan 2004

TRN22 Parking standards – non-residential development

TRN34 Servicing in New Development

EMP13 Bad-neighbour Uses

EMP18 General Industrial Developments

Main Considerations

- Principle of use
- Impact on parking and servicing arrangements

Impact on neighbouring properties

CONSULTATION

Seven properties were notified regarding the proposal.

Four submissions have been received in opposition to the proposal from unit 3, unit 7c, unit 9d and 4-6 Abbey Manufacturing Estate. The submissions have been summarised as follows:

- There are already five MOT testing stations in the estate. This is far too many and another one is not

- required.
- There are already parking, traffic, noise and car pollution problems at the estate because of the number of MOT testing stations.
- The income of existing MOT stations at the estate will be reduced by the establishment of an additional testing station.

The Council's Transportation Department has not raised any objections to the proposal. The comments made by Transportation are included within the assessment below.

REMARKS

Details of proposal

The site is currently used for carrying out vehicle repairs, and falls within the B2 Use Class. It is proposed to install a MOT testing station bay (Use Class *Sui Generis*). This would give the building a mixed B2 (vehicle repair) and *Sui Generis* (MOT Testing) use. The MOT Testing bay is intended to be suitable for Classes 1, 2 and 4 (cars and motorbikes).

Vehicle access to the building is gained via a door on the eastern elevation. There is one dedicated parking bay for the use of this unit only located opposite the door. The property also holds two permits for additional parking within the estate.

The only external alteration proposed for the building is to enlarge the door from 3.0m high by 3.1m wide to 3.6m high by 5.3m wide. This will allow easier ingress and egress to the building.

Internal changes will see the two existing car lifts relocated in order to provide space for an MOT testing bay. The ground floor office space at the rear of the building will be reduced in size and the stairs will be relocated. A new reception and waiting area will be constructed adjacent to the entrance. The mezzanine floor, which currently provides office space, is to be reduced in size and will be used for staff facilities.

Principle of use

The introduction of MOT Testing can be considered acceptable in this location, an industrial estate, as it is not noticeably different to the existing vehicle repair garage (B2) use. The appropriateness of the MOT use in this location is further demonstrated by the high number of existing MOT garages within the estate.

Impact on parking and servicing arrangements

The present level of B2 floorspace at the site is approximately 180m². Parking standards for this use are set out in PS6 of the UDP, whereby outside of town centres and locations where PTAL ratings are high, parking can be permitted at a rate of one space per 150m². This means that a maximum of one car parking spaces should be allowed. There are no specific car parking standards for *Sui Generis* uses, but since the proposed use differs little in nature to the existing, it seems reasonable to expect a similar car parking standard to be applied. The premises will offer a single MOT testing bay and so this is acceptable.

In addition B2 uses have servicing requirements which are set out in PS19 of the UDP. Under these, units of 100m² to 280m² require a loading bay suitable for an 8m rigid vehicle. Again, no specific standard applies to *Sui Generis* uses but as before the same provisions are considered appropriate by the Council's Transportation Department. Since the interior of the building will need to be kept clear for the actual use, loading will need to take place from the estate access road. The road has a width of 6m to the north-east of the application site and 6.75m to the south of the application site. As such it is possible for vehicles to stop within the access road while allowing other traffic to pass in safety, and this is how the majority of the manufacturing estate appears to operate in practice.

PS19 also specifies that B2 car repair garages must provide space for vehicles awaiting repair or collection, at a rate of one space per bay. Applying this standard once again for the proposed *Sui Generis* use seems reasonable. The applicant has specified on the submitted plans that the business has access to estate parking permits which can be used for vehicles awaiting servicing or collection, and so this too is acceptable.

There is sufficient room within this warehouse-type building to accommodate staff bicycles if desired, in order to comply with policy TRN11 and parking standard PS16 of the UDP.

Details of refuse and recycling arrangements will be sought via condition, as these are absent from the proposal.

Overall, there are no Transportation objections subject to a condition requiring details of refuse and recycling storage and collection arrangements, in compliance with policy TRN34 of the UDP.

Impact on neighbouring properties

The premises are bordered on all sides by industrial premises, including a number of vehicle repair related businesses. The noise related impacts from the proposal would not be out of character with the existing use, or the surrounding area.

The main concern is how the proposal will impact on parking and vehicle access around the estate and to and from nearby units. As outlined above, the Council's Transportation Department has considered such possibilities and has not raised any objections to the proposal, given the small scale of the proposed activity and its similarities to the current use on the site.

Overall the proposed use is considered to be in line with policy EMP13 Bad Neighbour Uses of the UDP, as the MOT testing station will not seriously inhibit the amenities of neighbouring occupants, all of which are businesses of a similar industrial nature.

Other matters raised within objections

The four objections received in response to the proposal all raised trade competition matters. The number of MOT testing stations in the estate and whether the income of existing testing stations will be impacted by the proposed use are not material planning considerations and as such cannot be considered in the assessment of the planning application.

Conclusion

The principal of the change of use from a vehicle repair garage (Use Class B2) to include MOT testing (Use Class Sui Generis) can be supported as it is in line with similar existing uses within the estate, adequate parking and servicing for the proposal can be provided and there will be no adverse impact on neighbouring properties, the majority of which are used for similar car vehicle activities. The proposal is consistent with the relevant policies of Brent's Core Strategy 2009 and Brent's Unitary Development Plan 2004. As such it is recommended that the proposal be approved subject to the imposition of suitable conditions.

RECOMMENDATION: Grant Consent

REASON FOR GRANTING

- (1) The proposed development is in general accordance with policies contained in the:-
 - Brent's Core Strategy 2009
 - Brent's Unitary Development Plan 2004

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

- Employment: in terms of maintaining and sustaining a range of employment opportunities
- 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):

- VP/HA0/0179, revision 01, dated 07/07/2012.

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

- (3) The premises shall only be used for MOT testing of vehicles within VOSA Classes 1, 2 and 4, unless otherwise agreed in writing by the Local Planning Authority.

Reason: Due to the site access constraints and to ensure that the proposed development does not prejudice the free flow of traffic or the conditions of general safety along the neighbouring highways.

- (4) Details of adequate arrangements for the storage and disposal of refuse and recyclable material shall be submitted to and approved in writing by the Local Planning Authority and implemented prior to commencement of the use hereby approved.

Reason: To ensure appropriate servicing of the property in accordance with policy TRN34 of the UDP.

INFORMATIVES:

- (1) Thames Water advise that petrol/oil interceptors be fitted in all car parking/washing repair facilities.

REFERENCE DOCUMENTS:

Brent's Core Strategy 2009
Brent's Unitary Development Plan 2004

Any person wishing to inspect the above papers should contact Hannah McCashin, The Planning Service, Brent House, 349 High Road, Wembley, Middlesex, HA9 6BZ, Tel. No. 020 8937 2707