

LONDON BOROUGH OF HARROW

TRAFFIC AND ROAD SAFETY ADVISORY PANEL

WEDNESDAY 22 SEPTEMBER 2004

**Planning Application P107/04/CFU/GM Re: Land R/O Ballard Mews, High Street,
Edgware, Adjacent Unit 5**

**Reference from the Development Control Committee Meeting held on
18 May 2004**

1. The Development Control Committee, at its meeting held on 18 May 2004, considered the above planning application which was for a car repair workshop building.
2. During discussion on the above planning application, Members referred to the problems associated with such businesses, such as the number of cars parked on the highway without a tax disc.
3. It was also felt that Controlled Parking Zones (CPZs) would not be necessary in some areas, were it not for the problems of parking associated with car repair businesses which parked vehicles on the public highway, many of which might not be road worthy.
4. Members discussed whether any additional restrictions would assist but felt that in the light of various legislative changes and the recent changes to vehicle registration and licensing, the Traffic and Road Safety Advisory Panel be requested to look at the problems associated with such workshops and whether changes in the legislation would help resolve the problems.
5. The Development Control Committee agreed that these concerns be conveyed to the Traffic and Road Safety Advisory Panel for consideration.
6. It was RESOLVED that the action outlined above be agreed.
7. The Development Control Committee's decision on the application was as follows:

Granted permission for the development described in the application and submitted plans, subject to the conditions and informatives reported.

8. The report of the Chief Planning Officer regarding this application is attached for information (Appendix A refers).
9. The Interim Head of Environment and Transportation has advised that there are two aspects to the problem of untaxed vehicles; those that have a registered keeper, and those that do not. Although DVLA has introduced changes to

impose a stricter requirement on the owner of a vehicle to notify them of change of ownership and details of whom the new keeper is, the effect of this new initiative is likely to take some time to reduce the number of unregistered vehicles currently in the system.

10. However, the Council has a service level agreement with the ALG, which is providing funding to all London boroughs for 2 years to deal with “nuisance vehicles”. This is with effect from October 2004 and includes the clamping and/or removal of untaxed vehicles in conjunction with DVLA. This is to be the subject of a joint arrangement between Harrow and Brent and a contract is currently being finalised. There is expected to be a high level of demand and priority is likely to be given to vehicles that have not been taxed for a long period, those without registered keepers and persistent evaders (i.e. multiple offenders with unpaid penalties). One of the effects, of course, will be to encourage registration and taxation and discourage such vehicles being left on the highway.

FOR CONSIDERATION

Background Papers

1. Report of the Chief Planning Officer considered by the Committee
2. Minutes of the Development Control Committee meeting held on 18 May 2004

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