



## Town Planning & Development Consultants

### TOWN & COUNTRY PLANNING ACT 1990

#### Proposal by National Tyres & Autocare

Proposed change of use from former Class B2/B8 use for the storage, sale and fitting of motor vehicle tyres, batteries, brakes, shock absorbers, exhausts and other automotive products; carrying out of oil and oil filter changes, car safety checks, servicing and/or as a Ministry of Transport (MoT) testing centre

**Site at:** 13-15 High Street East, Scunthorpe, DN15 6UH

### **STATEMENT IN SUPPORT OF PLANNING APPLICATION INCORPORATING DESIGN & ACCESS STATEMENT**

Prepared by  
Stephen Matthews BSc(Hons) MA MRTPI

June 2011

## 1.0 INTRODUCTION

1.1 National Tyres & Autocare is the largest independent fast fit specialist in the UK. They are specialists in vehicle parts repair, including tyres, exhausts, brakes, batteries, testing and vehicle safety inspectors. They have over 200 branches throughout the UK. They are dedicated to providing the very best service to their customers and a copy of their Customer Code of Conduct is appended to this Statement as Appendix One.

1.2 This Planning Support Statement is to accompany the planning application for the use of a former Class B2/B8 premises at 13-15 High Street East, Scunthorpe to use by National Tyres & Autocare as a depot for the storage, sale and fitting of motor vehicle tyres, batteries, brakes, shock absorbers and other autocare products; carrying out of car safety checks and/or as a Ministry of Transport (MoT) testing centre. The proposed use is normally considered to comprise either a Class B2 or a *sui generis* use by other LPAs.

1.3 This Planning Support Statement is set out as follows:

- 1.0 Introduction
- 2.0 Site Description & Area Context
- 3.0 Proposed Use
- 4.0 Relevant Planning History
- 5.0 Relevant Planning Policy
- 6.0 Assessment of the Planning Issues Raised
- 7.0 Summary & Conclusions
- 8.0 Design & Access Statement
- List of Appendices

## **2.0 SITE DESCRIPTION & AREA CONTEXT**

- 2.1 The application site comprises a modern commercial building faced with part brick and part metal cladding. The existing door bays and windows are closed-off with security shutters.
- 2.2 To the front and side of the application building is a hardstanding area. This provides for vehicular access and parking/servicing provision.
- 2.3 Beyond the site are other commercial units and a surfaced car parking area. The wider commercial complex is bounded by the highway network comprising Brigg Road, Station Road and High Street East. Access to the public highway is provided via High Street East.

### **3.0 PROPOSED USE**

- 3.1 The proposed use of these premises would be as a depot for the storage, sale and fitting of motor vehicle tyres, batteries, brakes, shock absorbers and other autocare products; carrying out of car safety checks and/or as a Ministry of Transport (MoT) testing centre.
- 3.2 The intended trading hours would be: Monday to Friday 0830 to 1800 hours; Saturdays 0830 to 1700 hours and Sundays 1000 to 1600 hours.
- 3.3 The motor vehicle tyres, batteries, brakes, shock absorbers, exhausts and other autocare products would be stored within the building. The sale and fitting of these products would also be carried out within the building; as would the carrying out of oil and oil filter changes, car safety checks, servicing and/or MoT testing. The building would contain three vehicle bays and a MoT bay; a reception/office; customer and staff toilets; a staff room as well as the main working area. Vehicle parts would also be stored within the building.
- 3.4 The associated external hard-surfaced area would be used for both customer parking and servicing the premises.

#### **4.0 RELEVANT PLANNING HISTORY**

- 4.1 The most recent grant of planning permission covering this unit was application 6/1981/0094. This granted planning permission in 1981 for general industrial use with wholesale warehouse. The approved planning uses would therefore fall within planning use classes B2 and B8. It would appear that these uses were interchangeable, and the LPA confirmed in pre-application advice that a class B2 or class B8 use of the building would not require planning permission. A copy of this pre-application advice is attached as Appendix 2 to this Statement.
  
- 4.2 The last known occupier of this building was Bonus Electrical Ltd, who appear to have operated this unit as a warehouse type use which included a trade counter.

## 5.0 RELEVANT PLANNING POLICY

- 5.1 Of all of the Central Government's National Planning Policy, PPS4: Planning for Sustainable Economic Growth, is considered to be of most relevance to this proposal. This states that the Government's overarching objective is sustainable economic growth (para 9). To achieve this, the Government's objectives include the improvement of the economic performance of cities, towns, regions, sub-regions and local areas and promoting the vitality and viability of town and other centres where new economic growth and development is focused and genuine consumer choice is provided (para 10). LPAs are therefore encouraged to be positive and proactive in supporting the employment-generating sector with particular mention to encouraging new uses for vacant or derelict buildings (Policies EC2 and EC10). Policy EC10 specifically states:

*"Local planning authorities should adopt a positive and constructive approach towards planning applications for economic development. Planning applications that secure sustainable economic growth should be treated favourably."*

To this, Policy EC4 encourages the promotion of competitive town centres and the widening of consumer choice. PPS4 also emphasises the importance of setting maximum standards for car parking for non-residential development (Policies EC8 and EC18).

- 5.2 Whilst work on the emerging Local Development Framework continues, the North Lincolnshire Local Plan remains the key local planning policy document. This was adopted in May 2003.
- 5.3 Policy IN1 of the Local Plan generally supports new industrial and commercial development in the main centres of population; which includes Scunthorpe. Policy IN2 controls the alternative uses of industrial and commercial sites but is solely concerned with other non-employment generating uses and so is therefore irrelevant to this proposal. Policy IN3 address industrial and commercial development with urban areas, primary growth settlements and the South

Humber Bank area. In these areas industrial and commercial growth is generally supported, provided that it is compatible with the surrounding uses, adequate parking and servicing provision is made and that suitable design and landscaping results.

## **6.0 ASSESSMENT OF THE PLANNING ISSUES RAISED**

### **Principle of the Proposed Use**

- 6.1 In terms of the principle of the use of this site for the proposed use, it is considered that there is no planning policy objection to this. Indeed, it is considered that the proposed use is fully in compliance with the relevant planning policy context rehearsed above in Section 5.0. This is also reiterated by the pre-application guidance provided by the LPA that the proposals are generally acceptable (see Appendix 2).
- 6.2 The proposed use would be for employment generating purposes which would bring this unit back into an employment use and ensure its continuing operation as an employment-generating site. The proposed use is compatible with the surrounding uses and would complement the existing commercial businesses established locally.
- 6.3 The continued economic use of this site would contribute towards the stated aims and objectives of the local and national Planning Policy (particularly PPS4). In approving planning permission for this proposal, the LPA would be allowing the local economy to broaden and be revitalised through the re-use of this vacant site for employment use. In addition, a new nationally important employer would be attracted into Scunthorpe to the benefit of the local job market. Consequently, the proposal would contribute towards the maximization of local employment opportunities and the diversification of the local economic base. One of the UDPs specific objectives is to avoid the loss of existing employment land and premises.
- 6.4 It is therefore considered that the principle of this proposed use is acceptable in planning terms.

## **Transport Implications**

- 6.5 The proposed use of this site is broadly comparable to the authorised use of the site for Class B2/B8 use. In terms of its transport impact, there is unlikely to be any significant net difference between both uses.
- 6.6 The site has ample parking and servicing provision off the public highway. In addition, the number of customer cars waiting outside the building is also very few as cars are brought swiftly into the building to have the work undertaken and customers do not have to wait very long to get the work undertaken. Within the building there would be three vehicle bays and a MoT testing bay and these would be used to hold customers' cars awaiting work and being worked on. In addition, the site has a generous parking area which can more than adequately cope with customer and staff parking needs as well as the servicing requirements of this unit.
- 6.7 In addition, the site occupies a central location where transport options to the private car are good, including public transport and walking. The site is therefore well located for the proposed use and the local transport infrastructure network has sufficient capacity in order to accommodate it.
- 6.8 The site contains a parking and servicing area which can accommodate customer and staff parking and provide for the servicing requirements of the proposed use. These can all be safely provided from off the local highway network and no significant highway safety implications would be raised.
- 6.9 It is therefore considered that no highway safety issues would be caused by the proposed use. The site is accessible by public transport and is adequately provided for in terms of parking, servicing and manoeuvring space. No highway safety implications would be raised.

## **Amenity Implications for the Local Area**

- 6.10 The site is located in a mixed use area of a variety of commercial and is sited off and adjoining the main road network. The nearest residential neighbours are across Brigg Road, to the south-west, in Bluebell Close and Tulip Road. These properties are some considerable distance from the site and divided from it by the main road network comprising Station Road and Brigg Road. Other commercial uses dominate the local area and this part of Scunthorpe is characterised as a busy mixed use central location. Within this context, the proposed use is not considered to give rise to any significant net amenity impact on the local area.
- 6.11 Ambient background noise levels in the surrounding area during the trading hours of the proposed use are high, given the close proximity of Station and Brigg Roads (and their associated traffic) and the other commercial units. Set against these ambient noise levels and the geographic separation from the site, the proposed activities taking place at this site would not give rise to any significant noise impact on the local residents and the local area. In addition to the above, all of the proposed vehicle accessories fitting and safety checks/MoT testing would take place within the building itself, thereby further reducing any potential noise impact. The proposed hours of operation are also modest and do not represent anti-social hours within which to trade the proposed use. Consequently, no significant or detrimental impact on the amenities of residential neighbours would result from the proposed use.

## **Design & Visual Implications**

- 6.12 No alterations or extensions are proposed to the existing building, whilst the parking and servicing area would continue to be used in a similar manner to the previous use of this site. No design or visual implications are therefore considered to be raised.

## **7.0 SUMMARY & CONCLUSIONS**

- 7.1 The principle of the proposed use of this building is supported by national and local planning policy. It would allow for the continued employment-generating use of this site, which would benefit the wider local economy as rehearsed fully above. The LPA has also indicated their general support for the proposals in the provided pre-application advice.
- 7.2 The proposed use of this site would not give rise to any detrimental implications for highway safety. The levels of vehicular movements associated with the proposed use would be comparable to the authorised Class B2/B8 use, as more fully rehearsed above.
- 7.3 The proposed use of this site would not give rise to any detrimental implications for the amenity of the local area, given the context of the site and the nature of the proposals.
- 7.4 The proposed use would not give rise to any design or visual impacts.
- 7.5 It is therefore trusted that this proposal will meet with officer support and LPA approval.

## **8.0 DESIGN & ACCESS CONSIDERATIONS**

### **Amount of Development**

- 8.1 The proposed development comprises the use of an existing building with a total floor area of 459 square metres.

### **Layout**

- 8.2 The external layout of the site is unaffected by the proposed use. The proposed business would operate from inside the existing building and no alterations or extensions to this building are proposed. The external parking area would continue to provide for parking and manoeuvring space and also provide for the servicing of the proposed use.

### **Scale**

- 8.3 The scale of the existing building on this site is unaffected by the proposal.

### **Landscaping**

- 8.4 The site itself contains no soft landscaping and this would remain the case with the proposed use of the site.

### **Appearance**

- 8.5 The existing building is to be retained without alteration or extensions. Consequently, there would be no alteration to its design, form, scale, height or facing materials as a result of this proposal. In addition, the appearance of the associated external areas would also be unaffected by the proposed use and would remain used for parking, manoeuvring and servicing associated with this use.

## **Sustainability**

- 8.6 The proposal would result in the re-use of an existing building for continuing employment-generating purposes. Given that this site was previously used for employment-generating purposes as a Class B2/B8 use and that it is proposed to be brought back into employment use, it is considered that this proposal would provide for sustainable employment-generating use.
- 8.7 The site is located directly off the local highway network via High Street East and can be accessed via public transport. Consequently, staff and customers returning to collect their vehicles can travel via public transport to the site.
- 8.8 The site occupies a central location in close proximity to other commercial businesses and retail uses. Consequently, the opportunities for linked trips to the site is high.

## **Site Access**

- 8.9 The proposed use would be accessed via the existing accesses off High Street East. No alterations to these accesses would result from this proposal.

## **Levels**

- 8.10 The site is already a flat site where access into the site and into the building itself is provided on a flat level. No alterations to the existing levels are proposed as part of the intended use of this site.

## **Crime**

- 8.11 The existing building minimises the opportunities for crime when not open for trading through the employment of roller shutter doors over the entrances. When open for trade, the parking/manoeuvring/servicing yard areas are overlooked from the building itself and the external areas will consequently benefit from natural surveillance by staff and customers. The local area is also

characterised by commercial, retail and residential uses which generate significant activity levels. Given this context, the site will benefit from natural surveillance from the local area throughout the day and night.

### **Consultation**

- 8.12 No consultation has been undertaken on the design process for this application. This is because it involves the re-use of an existing commercial building with no alterations or extensions to the existing building. It is also considered that the proposal ought to be uncontroversial for the LPA, given its compliance with planning policy, the context of the site and the nature of the proposal.

## **List of Appendices**

1. Customer Code of Conduct
2. Pre-application advice

## **APPENDIX ONE**

# **Customer Code of Conduct**



- 1** We will give you prompt and courteous attention and our very best workmanship.
- 2** We will handle your car with care.
- 3** If there is extra work required we will give you honest advice and where appropriate a fixed price quotation valid for 30 days.
- 4** We will fit only quality products approved by National Tyres and Autocare and protected by our National guarantees.
- 5** We will advise you immediately of any delays or complications.
- 6** We will show you the work we have carried out and if you wish, give you back the original parts.
- 7** We will always do our very best to keep you as a National customer.

***NATIONAL***  
**TYRES AND AUTOCARE**

## **APPENDIX TWO**

## Stephen Matthews

---

**From:** Andrew Law [Andrew.Law@northlincs.gov.uk]  
**Sent:** 24 May 2011 11:00  
**To:** Stephen Matthews  
**Subject:** Re: FW: 13-15 High Street East, Scunthorpe, DN15 6UH

Stephen

Following our telephone conversations and in response to your email I can confirm that most recent planning permission on the site allowed B2 & B8 use of the site and this would be considered to be the current use class of the building. Therefore a B2 or B8 use would be permitted on the site without the need for planning permission.

The key issue in this instance is what use class the proposed use falls within (if any). The repair of motor vehicles is a B2 use and if this was the primary use then other associated activities (MOT's etc.) would be considered to be ancillary to this primary use and planning permission would not be required. However tyre retailing and fitting places are classed as a sui generis use and would require planning permission. It is necessary for the Local Planning Authority to establish whether there is an identifiable primary use, in this instance there appears to be several different operations on site (sale & fitting of tyres, sale & fitting of other automotive goods, car repairs, servicing, MOT's) and as such it is unlikely that there is one identifiable primary use. On this basis I can confirm that the proposed use would be considered to be a sui generis use and would require planning permission.

Having looked at the site in question and surrounding land uses, I would have no objection in principle to the proposed use in this location, however as stated previously planning permission would be required.

This is my informal opinion and as such does not prejudice the Local Planning Authority to any course of action should a formal planning application be received.

I trust that this has answered your query, however should you have additional questions do not hesitate to contact me.

regards

Andrew Law  
Senior Planning Officer  
North Lincolnshire Council  
Development Control  
Church Square House  
PO Box 42  
Scunthorpe  
North Lincolnshire  
DN15 6XQ

Tel: 01724 297490 (Direct Dial)

-----Stephen Matthews <smatthews@jwpc.co.uk> wrote: -----

To: "andrew.law@northlincs.gov.uk" <andrew.law@northlincs.gov.uk>  
From: Stephen Matthews <smatthews@jwpc.co.uk>  
Date: 23/05/2011 10:44AM  
Subject: FW: 13-15 High Street East, Scunthorpe, DN15 6UH

Dear Mr Law,

As we have just discussed on the telephone. May I please now have a response as to the requirement or otherwise for planning permission on this project?

Kind regards,

***Stephen***

Stephen Matthews

Principal Consultant at JWPC Ltd

1 The Quadrangle

Banbury Road

Woodstock

Oxon OX20 1LH

Tel 01993 814580 Fax 01993 814589

*This email and the files sent with it are confidential and for the use of the intended recipient(s) only. If you are not the intended recipient(s), please note that any use, distribution or copying of this communication or the information in it, is strictly prohibited. If you have received this in error, please notify the sender by replying by email and then delete the email completely from your system. This email and any attachments have been scanned for viruses, but it is the responsibility of the recipient to conduct their own security measures and no responsibility is accepted by JWPC Ltd for loss or damage arising from the receipt or use of this email. No responsibility is accepted by JWPC Ltd for personal emails or emails unconnected with the firm's or clients' business.*

---

**From:** Stephen Matthews

**Sent:** 06 May 2011 12:23

**To:** 'planning@northlincs.gov.uk'

**Subject:** RE: 13-15 High Street East, Scunthorpe, DN15 6UH

**Importance:** High

May I please have a reply to my e-mail of the 12/04/2011?

Kind regards,

***Stephen***

Stephen Matthews

Principal Consultant at JWPC Ltd

1 The Quadrangle

Banbury Road

Woodstock

Oxon OX20 1LH

Tel 01993 814580 Fax 01993 814589

*This email and the files sent with it are confidential and for the use of the intended recipient(s) only. If you are not the intended recipient(s), please note that any use, distribution or copying of this communication or the information in it, is strictly prohibited. If you have received this in error, please notify the sender by replying by email and then delete the email completely from your system. This email and any attachments have been scanned for viruses, but it is the responsibility of the recipient to conduct their own security measures and no responsibility is accepted by JWPC Ltd for loss or damage arising from the receipt or use of this email. No responsibility is accepted by JWPC Ltd for personal emails or emails unconnected with the firm's or clients' business.*

---

**From:** Stephen Matthews

**Sent:** 12 April 2011 14:54

**To:** 'planning@northlincs.gov.uk'

**Subject:** 13-15 High Street East, Scunthorpe, DN15 6UH

Further to my telephone conversation with Andrew Law this afternoon, as requested I am e-mailing this enquiry through for a response.

My client intends to use the above unit and wishes to know whether or not planning permission would be needed for their use.

Mr Law confirmed that the most recent planning permission covering the use of the unit was 6/1981/0094, which granted planning permission in 1981 for general industrial use with wholesale warehouse. Mr Law and I concurred that this would now be covered by the B2 and B8 planning Use Classes, although it is not clear from the 1981 planning permission whether or not the uses are interchangeable or mutually exclusive (i.e. whether or not this unit can be used for either B2 or B8 use or whether it can only be used for the first implemented of these uses).

The last known occupier of this building was Bonus Electrical Ltd, which appears to have been a warehouse type use which also included a trade counter.

My client is National Tyres and Autocare (NTS). Their proposed use is very similar to their well-known competitor 'Kwik Fit' and would comprise a depot for the storage, sale and fitting of motor vehicle tyres, batteries, brakes, shock absorbers, exhausts and other automotive products; the carrying out of oil and oil

filter changes, car safety checks, servicing and MoT testing. NTS have over 200 branches nationwide.

Whilst a stand-alone MoT testing facility is usually considered to be a *sui generis* use, most LPAs consider that this use falls within the B2 use class, as the principle use of the building is for vehicle repairs. MoT testing is very much an ancillary function of the wider use as part of its package of services to the motoring public and uses the same staff and equipment. Nationally, across their portfolio of depots, MoT testing accounts for only 11% of NTS's average depot turnover, clearly demonstrating its ancillary nature.

However, a minority of LPA's remain of the view that the mix of B2 and *sui generis* uses is in itself a *sui generis* use.

I would therefore appreciate your guidance as to whether or not the proposed use of these premises by NTS would require planning permission.

I look forward to receiving your informal, officer advice in this regard. You indicated that you hoped to be able to undertake this response with 10 to 14 days. This timetable would be extremely beneficial to my client. Please let me know if you require anything further from me in this regard.

Kind regards,

***Stephen***

Stephen Matthews

Principal Consultant at JWPC Ltd

1 The Quadrangle

Banbury Road

Woodstock

Oxon OX20 1LH

Tel 01993 814580 Fax 01993 814589

*This email and the files sent with it are confidential and for the use of the intended recipient(s) only. If you are not the intended recipient(s), please note that any use, distribution or copying of this communication or the information in it, is strictly prohibited. If you have received this in error, please notify the sender by replying by email and then delete the email completely from your system. This email and any attachments have been scanned for viruses, but it is the responsibility of the recipient to conduct their own security measures and no responsibility is accepted by JWPC Ltd for loss or damage arising from the receipt or use of this email. No responsibility is accepted by JWPC Ltd for personal emails or emails unconnected with the firm's or clients' business.*

This e-mail expresses the opinion of the author and is not necessarily the view of the Council. Please be aware that anything included in an e-mail may have to be disclosed under the Freedom of Information Act and cannot be regarded as confidential. This communication is intended for the addressee(s) only. Please