

139 Hornchurch Road Hornchurch Essex RM12 4SZ - Planning Statement

Proposed Retention of Internal Alterations, Change of Use from Shop to Tyre Fitting, Balancing and Repairs (Sui Generis) and Part Extension to the Front including New Shop Front and Roller Shutter Door

This planning statement relates to the proposal to change the use of the ground floor of the above property from a former shop/office premises to the above use, at this two storey mixed use commercial and residential property

We understand that the former use of care services ceased in early 2021, and that the property had remained vacant for some time thereafter before the applicant acquired the property in April 2021

In drafting this statement in support of the application, we have initially made reference to the main points that apply to the proposal, as set out in the following key documents, which we consider support the applicant's proposals:

- 1 The Havering Local Plan 2016 – 2031 Edition
- 2 The London Plan March 2016
- 3 The National Planning Policy Framework 2021

We have consulted each of these documents in turn, and now set out the relevant sections in each which we consider contribute towards the justification for the proposed development

The Havering Local Plan 2016 – 2031

Policy 13 – Town Centre Development

Whilst the subject property is not in a town centre, but in a local centre, with 30 – 35 shops on the opposite side of the road, this section makes reference to Local Centres, and how they should be treated

In that respect, Section (xi) (b) states:

“within local centres preventing the clustering of more than 2 A5 uses adjacent to each other with groups separated by a minimum of 3 units in alternative uses”

Section (xi) (c) also states:

“within local centres allowing betting shops and pay day loan shops ”

The location of the subject property is such that:

- 1 There is no clustering of this type of use in this local centre, being a non-A1 or A2

In fact it is the sole use within the entire local centre

The Havering Local Plan 2016 – 2031

Policy 13 – Town Centre Development

2 The proposed use is not a betting office or pay day loan shop

It should therefore not conflict with the Council's policy for this particular local centre

Section 8.2.8

On page 61, this states that:

"In local centres the Council will seek to maintain a significant proportion of retail uses. However a wider mix of uses will be promoted, especially those non-retail uses that provide services which complement shopping facilities

Such uses should provide active frontages, support street activity, and generate a similar level of pedestrian movement to a retail use, and are open during the day (retail hours)"

Given these conditions, the subject property will indeed complement what is there already, and customers will no doubt use the time waiting for their vehicle tyres etc to be replaced/repaired etc by shopping locally, having a coffee or snack and so forth

So even this use will bring benefits to all elements of the local centre

Policy 19 – Business Growth

This section states that "The Council is committed to building a strong and prosperous economy in Havering and will encourage and promote business growth by:"

Clause (v):

"Supporting the development of high quality affordable and flexible business spaces of varied unit sizes to meet the needs of small and medium sized enterprises and start-up businesses"

The subject property's proposals are fully in line with this expression of support from the Council

Clause (vi):

"Supporting development proposals that improve the physical appearance attractiveness and competitiveness of employment areas"

Again, there are two other similar uses within a half mile of the subject property but we have no idea as to whether they have planning permission

There is no record of them on the Havering Planning website, so we assume that either they have planning applications that are being considered, or they have established use rights for their use

The Havering Local Plan 2016 – 2031 (cot'd)

Policy 19 – Business Growth (cot'd)

Para 9.1.1

This states that the Council will “create an environment that attracts and retains businesses and ensure the availability of sufficient and suitable land and floorspace to meet varied business needs within the borough

Para 9.3.14

This states that

“off site provision (of workspace) will be achieved by the Council through:

- Bringing redundant properties into use”

The applicant acquired a vacant property and is now indeed bringing the property back into a beneficial use

The London Plan March 2016

Policy SD6 – Town Centres and High Streets

Whilst the proposed use is not situated in a town centre it is located in what compares with a high street, given the range of shops there are available, including a Co-op supermarket

So we have referred to the relevant sections of this policy in support of the application, thus:

Section I

“The varied role of London’s high streets should be supported and enhanced”

In this respect, the proposed use brings an additional variety of non-retail use to this local centre, and so the onus is on the LPA to provide that support in the instance of this particular proposal

Policy SD7 – Town Centres – Development Principles and Development Plan Documents

Paragraph B (2) states:

“allocating sites to accommodate identified need within town centres If suitable Town centre sites are not available, boroughs should allocate appropriate edge-of-centre sites that can be well integrated”

This is a proposed site that might be found in a town centre location but is well located in a local centre setting entirely suitable for the use intended

Paragraph C (4) also states:

“develop policies for edge-of-centre areas, permitting a range of non-residential uses taking into account local circumstances”

The subject property is a case in point here, which does take into account local circumstances, ie local residents wanting to have their vehicles maintained and repaired, with scant choice of service providers existing locally

Policy SD8 – Town Centre Network

Paragraph F states:

“Local centres should focus on providing local goods and services needed on a day-to-day basis ”

Clearly having tyres replaced and balancing are services that need to be provided locally

If an individual’s vehicle is not working, or needs urgent work undertaken, the vehicle should not be driven a long distance to find suitable premises to have the repair etc carried out

The National Planning Policy Framework 2021

Section 6 of this document requires local authorities in the section titled “Building a Strong Competitive Economy” in each borough, which will clearly include a micro-business such as the applicant’s here

Section 81 states that LPAs should ensure that “businesses can invest, expand and adapt” “taking into account local business needs and wider opportunities for development”

Section 82 (d) states that planning policies should “be flexible enough to accommodate needs not anticipated in the plan, allow for new and flexible working practices (such as live-work accommodation) and to enable a rapid response to changes in economic circumstances”

Section 86 states that when considering edge of centre and out of centre proposals preference should be given to accessible sites which are well connected with the town centre

Hornchurch Road is a main road connection to a town centre and so provides an ideal location for this proposed use to be situated

Section 106 (a) states that local authorities policies should support a mix of uses across an area” and to “minimise journeys needed for local employment ”

In this instance, a local car repair service is crucial to avoid vehicles engaged in longer drives to find suitable premises

There also needs to be a choice for motorists so that one local service provider does not monopolise the market and force up prices safe in the knowledge that there are no competitors to impinge on their own trade

Section 11 on “Making Effective Use of Land”

Section 120 (d) states that local authorities should “promote development of under-utilised land and buildings and available sites could be used more effectively ”

The subject property has had an unused former nursing care agency remaining unused so the applicant is fulfilling this requirement in the NPPF by so using it for the proposed use

General Proposals for Use at the Site

Hours of Opening

the hours of opening are proposed to be as follows:

Mondays to Fridays:	0800 – 1800 hrs
Saturdays:	0800 – 1800 hrs
Sundays:	1000 – 1600 hrs

Parking Restrictions Outside the Property

There is a single yellow line outside Nos 139 and the applicants adjoining property at No 141, with hours of parking restricted between 0800 and 1830 hrs

Current Use of Property

The property remains unused at the moment until this planning application has been decided

Local Residents

There have been no adverse reactions from immediate neighbours who are known by the applicant other than to say that they are asking when he is going to open as they are keen to use his services for their own vehicles

Main Purpose for Motorist Attendance and Use of Property Proposed

The principle demand expected from enquiries made by the applicant will be for tyre fitting and balancing, with motor repairs being a more minor ancillary use

Staff Employment at the Property

It is expected that the new use if granted will employ 2 – 3 people, working full time

Appointments System Proposed

Customers will be invited to pre-book dates and times so that there is not an excessive number of vehicles attending the site at any one time

If there are no pre-bookings at any particular time then customers will be able to attend for the repair etc required, but if there are a high number of attendees then motorists will be asked to come back another time and pre-book

External Lighting for Winter Use

External lighting will be used for Winter evenings, with five equidistant lights positioned along the top of the proposed fascia boarding

The brightness of each lamp will be 18 watts

Noise Anticipated Once in Use

There will be some noise, but this will be very minimal ,as the applicant has purchased equipment which emits low noise

Below is the air compressor which is proposed to be used and this indicates the noise level of 70dB(A):

Fiac AB200/360 Low Noise Air Compressor | Quiet Air Compressor (tbws.co.uk)



Fiac AB200/360 Low Noise Air Compressor | Quiet Air Compressor

Single phase 230V
3hp air compressor
by Fiac with a 200
litre receiver. Fiac
air compressors are
supplied with a 2
year warranty.
tbws.co.uk

Other Competitors Nearby

We are aware of two other competitors in the vicinity of the subject property, which opened in August 2022:

“Supply N’ Fit Tyres”, 10-12 Roneo Corner, Hornchurch Rd, Rush Green, Hornchurch, RM12 4TN

The opening hours are Monday to Saturday 9am to 6pm and Sunday 10am to 5pm

There is no forecourt and the unit has double yellow lines outside, with a bus stop a few feet away

It is located 0.6 miles away from the subject property

“Hornchurch Tyre”, 228 Hornchurch Rd, Hornchurch RM11 1QJ

The opening hours are Monday to Saturday 8am to 6pm, and Sunday 10am to 4pm

The property has space for 1 car outside and no car can enter the premises due to the size of the shop being so small

The units is located 0.1 miles away from the subject property

Rear external store

This is to be the subject of a separate application to be made following this one, to reconstruct the external store in close design to the store that was previously demolished

Conclusion

As stated above, the only competitors trading locally are:

- 1 “Supply N’ Fit Tyres”, 10-12 Roneo Corner, Hornchurch Rd, Rush Green, Hornchurch, RM12 4TN,

and

- 2 “Hornchurch Tyre”, 228 Hornchurch Rd, Hornchurch RM11 1QJ

The outlet at Roneo is not truly local, and the one at No 228 has only very limited space and range of services to offer

In conclusion we consider that we have presented sufficient evidence to support this application for the proposed change of use, for the reasons outlined above