

SECTION '2' – Applications meriting special consideration

**Application No :** 12/02459/FULL1

**Ward:**  
**Plaistow And Sundridge**

**Address :** 25 College Road Bromley BR1 3PU

**OS Grid Ref:** E: 540170 N: 169923

**Applicant :** Mr Simon Addison

**Objections : NO**

**Description of Development:**

Demolition of car showroom and ancillary building. Change of use of industrial building (including car sales/showroom/repairs) to warehouse/storage and distribution with elevational alterations and perimeter fencing.

Key designations:

Biggin Hill Safeguarding Birds  
Biggin Hill Safeguarding Area  
London City Airport Safeguarding  
London City Airport Safeguarding Birds

**Proposal**

- Demolition of car showroom and ancillary building;
- change of use of industrial building (including car sales/showroom/repairs) to warehouse/storage and distribution;
- elevational alterations including infilling of windows and doors;
- erection of a Calke Green metal perimeter security fencing and gates, measuring 3 metres in height along Farwig Lane and 2.95 metres along College Road; and
- landscaping around perimeter.

**Location**

The application site is a corner site extending along Farwig Lane and College Road. The site was previously used as a car showroom with a warehouse for parts sales and workshop for vehicle repairs. The premises have been vacant for a number of years.

The application site falls within a designated Business Area. College Road is a classified road (designated Local Distributor Road in the UDP). The development is within Bromley Town's Controlled Parking Zone (CPZ) and in an area with high Public Transport Accessibility Level (PTAL) rating of 5.

The surrounding area comprises business and industrial use to the north and west of the site. To the east and south is predominantly residential development.

### **Comments from Local Residents**

Nearby owners/occupiers were notified of the application and no representations were received.

### **Comments from Consultees**

The Council's Highways Development Engineer has confirmed that the application is satisfactory in principle however; the applicant should provide a staff travel plan to encourage staff members to use sustainable modes of transport.

The Council's Waste Advisors have stated that the refuse storage is as existing.

The Council's Planning Policy section has confirmed that the proposed change of use is supported by Policy EMP4 therefore there are no policy objections to the proposal.

The Metropolitan Police Crime Advisor has stated that the changes to the existing building and perimeter fencing should be able to meet Secured by Design standards and would welcome improvements in security at storage/warehouse locations as such premises have recently been targeted by criminals. A 'Secured by Design' condition is therefore recommended to ensure the development would achieve certification.

Transport for London has no comments to make on this particular application.

### **Planning Considerations**

The application falls to be determined in accordance with the following policies of the Unitary Development Plan and the London Plan:

- BE1 Design of New Development
- BE7 Railings, Boundary Walls and other means of Enclosure
- EMP4 Business Areas
- T2 Assessment of Transport Effects
- T3 Parking
- T5 Access for People with Restricted Mobility
- T6 Pedestrians
- T7 Cyclists
- T8 Other Road users
- T17 Servicing of Premises
- T18 Road Safety

SPG1 General Design Principles

London Plan:

- 4.1 Developing London's Economy
- 4.4 Managing industrial Land and Premises
- 6.3 Assessing effects of development on transport capacity
- 7.3 Designing out crime
- 7.4 Local character
- 7.5 Public realm
- 7.14 Improving air quality
- 7.15 Reducing noise and enhancing soundscapes

The National Planning Policy Framework 2012.

## **Planning History**

25 College Road

99/02144 – Demolition of two storey building and erection of single storey building with access to College Road; single storey building adjacent to former valet bay, elevational alterations, including ground floor extension facing Farwig Lane, additional car parking bays – PERMITTED

12/01003/FULL1 – Demolition of car showroom and ancillary building corner of College Road and Farwig Lane. Change of use of industrial building (including car sales/showroom/repairs) to warehouse/storage and distribution with elevational alterations and 3m high perimeter fencing – REFUSED on 20.06.2012 for the following reasons:

- 1 The proposed perimeter fence, by reason of its height and location on a prominent corner site, would have a detrimental impact on the character and appearance of the area, contrary to Policies BE1 and BE7 of the Unitary Development Plan.
- 2 In the absence of sufficient information regarding the use of the forecourt area adjoining College Road, the development is likely to have a detrimental impact on the visual amenities of the area, contrary to Policy BE1 of the Unitary Development Plan.

## **Conclusions**

The current proposal is a revised version of the previously refused scheme. It is now proposed to reduce the height of the fence running along College Road to 2.95 metres. Additionally, a colour of the fencing has been changed to green and a set back of 0.3 metres from the existing pavement line has been introduced to form a bed suitable for planting 'climbers', i.e. a suitable balanced mix of wisteria, variegated ivy, honeysuckle, Virginia creeper, and clematis montana.

A 3 metre deep landscaped bund would be planted within the curtilage of the application site behind the perimeter fencing.

In relation to the information regarding the use of the forecourt area adjoining College Road the applicant has provided description of five phases of development, which can be summarised as follows:

- Phase I: external alterations to the existing building, erection of the improved perimeter fencing and a new vehicular gated entrance, adjustment of the ramps and steps;
- Phase II: internal alterations to the warehouse, including thermal insulation, new heating system, disabled toilet as well as racking and packing facilities;
- Phase III: demolition of the car showroom; making good of the elevation of the retained warehouse building;
- Phase IV: excavation and planting of the perimeter landscaping;
- Phase V: construction of a new building with the footprint and height at least as extensive as the existing car showroom.

The Design and Access stresses that Phase V does not form part of the current application, however it is anticipated that the building lines established by the current showrooms and ancillary buildings will be maintained.

No issues were previously raised in terms of the proposed land use, safety and security or transport impact, therefore the proposal is considered acceptable in these respects. Similarly, it is considered that by virtue of its proposed use, the scheme would not generate any additional undue noise disturbance for other existing residential units in the area.

Members will therefore need to consider in light of the above and taking into account the previous decisions, whether the proposed modifications to the proposed perimeter fence and additional landscaping, as well as the information submitted regarding the use of the forecourt area adjoining College Road is sufficient to ensure the proposed development would have an acceptable impact on the visual amenities of the surrounding area.

The application site was visited by the case officer and the aims and objectives of the above policies, national and regional planning guidance, all other material planning considerations including any objections, other representations and relevant planning history on the site were taken into account in the assessment of the proposal.

Background papers referred to during production of this report comprise all correspondence on file ref. 12/02459, excluding exempt information.

#### **RECOMMENDATION: MEMBERS' VIEWS ARE REQUESTED**

- |   |                 |  |
|---|-----------------|--|
| 0 | D00002          | If Members are minded to grant planning permission the following conditions are suggested: |
| 1 | ACA01<br>ACA01R | Commencement of development within 3 yrs<br>A01 Reason 3 years                             |
| 2 | ACA04<br>ACA04R | Landscaping Scheme - full app no details<br>Reason A04                                     |

- 3 ACC07 Materials as set out in application  
ACC07R Reason C07
- 4 ACH03 Satisfactory parking - full application  
ACH03R Reason H03
- 5 ACH22 Bicycle Parking  
ACH22R Reason H22
- 6 ACH24 Stopping up of access  
ACH24R Reason H24
- 7 ACH28 Car park management  
ACH28R Reason H28
- 8 ACH30 Travel Plan  
ACH30R Reason H30
- 9 ACI21 Secured By Design  
ACI21R I21 reason
- 10 ACK01 Compliance with submitted plan  
ACC01R Reason C01
- 11 Within three months of their installation the proposed railings and gates shall be finished in powder coated black and be permanently maintained as such thereafter.

**Reason:** In order to preserve the character and appearance of the area, in line with Policies BE1 and BE7 of the Unitary Development Plan.

- 12 The commercial uses hereby permitted shall not operate outside the following times: Mondays to Fridays: 07:00 and 18:30 hours; Saturdays: 07:00 and 16:00 hours; and at no time on Sundays, Bank Holidays or Public Holidays.

**Reason:** In order to ensure a satisfactory standard of amenity for adjacent properties and to comply with Policy BE1 of the Unitary Development Plan.

- 13 No deliveries to any part of the development shall be taken to or dispatched from, the site other than between the hours of 07:00 and 18:30 Mondays to Fridays; Saturdays: 07:00 and 16:00 hours; and at no time on Sundays, Bank Holidays or Public Holidays.

**Reason:** To protect the amenity of neighbouring occupiers and the surrounding area, and to comply with Policy BE1 of the Unitary Development Plan.

- 14 Notwithstanding the provisions of Part 42 of The Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2010 (or any Order revoking and re-enacting that Order), no extension or alteration to a commercial unit the subject of this permission shall be carried out without planning permission having first been obtained via the submission of a planning application to the Local Planning Authority.

**Reason:** In order to protect the residential amenities, vitality and viability of the area, and to comply with Policies BE1 and S2 of the Unitary Development Plan.

### **Reasons for granting permission:**

In granting permission the local planning authority had regard to the following policies of the Unitary Development Plan:

- BE1 Design of New Development
- BE7 Railings, Boundary Walls and other means of Enclosure

- EMP4 Business Areas
- T2 Assessment of Transport Effects
- T3 Parking
- T5 Access for People with Restricted Mobility
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SPG1 General Design Principles

and the London Plan:

- 4.1 Developing London's Economy
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The National Planning Policy Framework 2012.

The development is considered to be satisfactory in relation to the following:

- (a) the appearance of the development in the street scene
- (b) the impact on the amenities of the occupiers of adjacent and nearby properties
- (c) the employment policies of the development plan
- (d) the safety of pedestrians and motorists on the adjacent highway
- (e) the safety and security of buildings and spaces around them
- (f) the transport policies of the development plan

and having regard to all other matters raised.

D00003 If Members are minded to refuse planning permission the following grounds are suggested:

- 1 The proposed perimeter fence, by reason of its height and location on a prominent corner site, would have a detrimental impact on the character and appearance of the area, contrary to Policies BE1 and BE7 of the Unitary Development Plan.
- 2 In the absence of sufficient information regarding the use of the forecourt area adjoining College Road, the development is likely to have a detrimental impact on the visual amenities of the area, contrary to Policy BE1 of the Unitary Development Plan.

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