

**Addington Downs**                      **564365 158149**    **28 January 2008**                      **TM/07/04481/OA**

Proposal:                      Outline Application for demolition of all buildings and construction of new showroom and workshop building in connection with car sales (Re-submission)  
Location:                      Venture Cafe And Bapchild Motoring World (Former Valrosa) London Road Addington West Malling Kent ME19 5PL  
Applicant:                      Mr P Waddell

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**1. Description:**

- 1.1 This application is in outline form and the matters of layout and means of access are to be determined as part of this submission. The matters of scale, appearance and landscaping are reserved for future consideration.
- 1.2 The application seeks permission to replace all of the existing buildings within these sites and replace them with one purpose made building that would accommodate the showroom/office and vehicle workshops.
- 1.3 The proposed building would be located 65m back from the London Road. The building would have a footprint of 895 sqm and would stand 5.95m high.

**2. Reason for reporting to Committee:**

- 2.1 This is being reported to Committee at the request of the Ward members.

**3. The Site:**

- 3.1 The site is an amalgamation of two existing sites located on the south side of London Road. The narrow Big Motoring World site formerly 'Valrosa' and the adjoining Venture Cafe site (incorporating the bungalow set to the rear of the cafe building).
- 3.2 The site is located outside the settlement confines of Addington, within the Metropolitan Green Belt. The site is also located within an area defined as being a major developed site in the Green Belt suitable for redevelopment under saved policy P6/18 of the Tonbridge and Malling Borough Local Plan 1998.

**4. Planning History (selected):**

TM/95/00003/LDCE    Lawful development                      5 May 1995  
   certifies  
Lawful Development Certificate Existing for vehicle sales with provision of servicing, and repair and breakdown facilities and full range of vehicle services including hire.



collection, treatment and re-use. b) Given the sensitive nature of the site the design should include the latest noise and light pollution, emissions, materials and waste recycling recommendations for a commercial operation in a rural location.

5.1.8 This being an outline application can the PC be informed of all future developments/applications relating to this new 'Big Motoring World'?

5.1.9 Site layout document No 2-Provision to be made for a maintenance programme to ensure that the green landscape areas illustrated are protected for the future.

5.2 DHH: Due to the proximity of residential properties to the proposed development, the applicant should be asked to submit details to the Local Planning Authority of:

- External lighting
- Audible intruder alarms
- Paint spraying facilities
- Boundary treatment to boundary with Jubilee Bungalow

I also have concerns that the proposed development would result in bringing the workshop area into much closer proximity to the neighbouring residential properties, with the likelihood of loss of aural amenity. I therefore recommend that if possible, a condition on restricting the hours of use of the workshop be put in place.

5.3 KCC (Highways): This application is similar to a previous one, TM/06/01068/OA and my views are similar. I would raise no objections to this Outline Application subject to:

#### 5.3.1 Parking

KCCVPS requires parking to be provided in accordance with the following ratios:

Offices up to 500sq m at 1 space per 20sq m. 500sq m to 2,500sq m at 1 space per 25sq m. Vehicle servicing and repair at 4 spaces per service bay and 1 space per 2 staff. Car sales (showroom) at 1 space per 2 staff and 1 space per 50sq m for customers/visitors. KVPS does not have a parking provision for external vehicle sales display. However, a ratio of 1 customer per 4 external display bays has been previously used.

Bays to be a minimum of 2.5m x 5.0m, with end bays widened to 2.7m. Disabled bays are to be 5.5m (length) x 3.6m (width). These bays are to be suitably located close to the building.

The parking layout shows a mixture of 90deg and 45deg parking. Aisle width for 90deg parking is to be a minimum of 6.0m. 45deg parking a minimum of 3.0m, however, this is on the basis of a one way system in operation. The parking layout is to accord with the standards set out in KVPS.

It is noted that a dedicated on site turning area is to be provided for the large transporters that are likely to visit the site.

### 5.3.2 Access

I am satisfied that suitable forward vision can be provided. I would look for 15m radii to be provided for a junction abutting this clarification of road. The works will be subject to the formal safety audit procedures. All works affecting the public highway will be carried out to the Highway Managers specification and satisfaction.

Bearing in mind the lawful uses of the site I do not consider that traffic generation to be an issue. There is likely to be a benefit in the reduction in HGV movements attracted by the site.

All existing accesses that are to be closed off shall be adjusted to suit the existing surface levels of the footway/verge adjacent. All taper and drop kerbs are to be replaced with full height kerbs. All works to the satisfaction and specification of the Highway Manager.

Surface water from private areas is not to discharge onto the public highway. Any surface water disposal system will require petrol interceptors.

Details of signs and lighting to be submitted for consideration.

5.4 Network Rail: No response.

5.5 Private Reps: (7/0X/0R/0S + Press and Site Notice).

## **6. Determining Issues:**

6.1 The main determining issues concerning this proposal are the principle of the development and its impact upon the character of the countryside and residential amenity.

6.2 Whilst the site is located within the Green Belt where development is normally restricted, the site is subject to saved policy P6/18 of the Tonbridge and Malling Borough Local Plan 1998. This policy identifies this site as being suitable for redevelopment providing a number of criteria are met.

6.3 Those relevant to this site are:

- That proposals have no greater, and where possible less, impact than the existing development on the openness of the Green Belt and purposes of including land within it.
- They contribute to the achievement of the objectives for the use of land in the Green Belt.
- The proposed coverage of the site by buildings is no larger than, and the development does not exceed the height of, the original buildings unless occupying a larger footprint would achieve a reduction in height which would benefit visual amenity.
- The character and dispersal of the proposed development compared with the existing use has regard to the main features of the landscape, appropriately integrates new development with its surroundings and has no detrimental impact on the openness of the Green Belt.

6.4 In addition to the above this policy also requires, in relation to this particular site, that proposals should provide for a visual enhancement of the site, a rationalisation of the existing accesses onto the A20 and include appropriate measures to ameliorate road traffic and railway noise.

6.5 Core Policy CP14 seeks to restrict development within the countryside but does allow for the redevelopment of the defined 'Major Developed Sites' in the Green Belt which improves visual appearance, enhances openness and improves sustainability. Policy M1 of the draft LDF: Development Land Allocations DPD shows the application site to fall within a 'Major Developed Site in the Green Belt'. This policy also has similar requirements regarding the scale, mass and impact of the redevelopment upon the Green Belt as policy P6/18. Whilst this document has not been adopted yet by the Local Planning Authority it has been the subject of public examination and the Inspectors report is due to be published soon. As such, this is a material consideration that should be given some weight.

6.6 In light of the above, I am satisfied that the broad principle of redeveloping this site for a commercial development is acceptable in broad policy terms.

6.7 In terms of the requirements of policy P6/18, the proposed building would have a footprint of 895 sqm compared to that of the existing buildings, which equates to c.1000 sq m. Site coverage by buildings would, therefore be less than currently exists.

6.8 The height of the proposed building would also be lower than some of the existing buildings within this site (5.95m compared to 6.05 (bungalow) or 6.16m (café).

- 6.9 The land levels within the site vary significantly from front (north) to back (south) and from west to east as well. The roof height of the proposed building relative to OS Datum levels would be 74.7m. This compares to 74.8 for the existing bungalow behind the café, 74.3m for the existing office building (formerly Valrosa) and 73.4m for the café building. The roofs of the existing workshop buildings at the rear of the BMW site stand at 81 and 81.5m above OS datum level. This wide variation is accounted for by the change in land levels across the site. The proposed building would, therefore stand as high above ground level as the existing bungalow that is located to the rear of the café building within this site.
- 6.10 It may also be worth noting at this point that permission was granted to erect three commercial units on the Venture café part of this site under ref. TM/04/02498/OA that would have stood 8.5m high, significantly taller than the building the subject of this application.
- 6.11 Consideration also has to be given to the fact that the proposal would concentrate all of the built form within one building. In my opinion, the proposal would enhance the openness of the Green Belt as it would create a more spacious environment than currently exists. Furthermore, due to the scale, height and position of the proposed building, I am also satisfied that it would have no greater impact upon the purposes of including land within the Green Belt than the existing buildings within this site.
- 6.12 The concentration of built form within one building of an appropriate scale and height also presents the opportunity to enhance the character of the existing site. Presently, the site contains a range of buildings that are not particularly noteworthy in terms of their architecture and do not contribute positively to the visual amenity of the locality. Whilst the appearance of the proposed building is reserved for future consideration, illustrative drawings have been submitted that show the building to have an appearance that could be described as “contemporary car dealership vernacular”. In light of the existing buildings within this site, I am satisfied that a building of this type of design would improve the appearance of this site. Similarly, whilst landscaping details are reserved for future consideration, the submitted layout does show there to be room to provide new landscaping to the site, particularly to the road frontage following the closure of the existing three accesses that serve this site.
- 6.13 A significant proportion of the site would be used for car parking/vehicle display. The displayed cars would be located to the front of the proposed building with the staff and service (customer) parking located to the rear of the building. In their existing uses the hardstandings in front of the existing BMW sales office and café can be lawfully used for car parking. Indeed the café car park is not formally laid out or landscaped and is not an attractive environment in visual amenity terms. The proposed structured car parking layouts/vehicle display areas would (together with suitable landscaping) improve the front parts of the application site.

- 6.14 The proposal would also rationalise the existing accesses to this site replacing three with one. The local Highway Authority has not objected to this development believing that suitable forward visibility can be achieved from the proposed access, although details of the access will be required to be submitted. The local Highway Authority also considers the proposal to be a betterment in terms of traffic generation given the lawful uses of the application site. Whilst a breakdown has not been provided of how much of the building's footprint would be used for servicing/car sales/office use, based upon the size of the building and the number of staff to be employed within the new building, I am satisfied that the site can accommodate a satisfactory level of car parking to serve this proposal.
- 6.15 An area of concern relates to exterior floodlighting and signage. Three existing flood/security lights are the subject of an Enforcement Notice. The current proposal indicates that 12 free standing 5m tall lamp columns would be located within the site (adjacent to car parking and vehicle display areas). None of the proposed lamps would stand immediately adjacent to the boundary of the site with the adjacent property "Jubilee Bungalow" as two of the lamps the subject of the Enforcement Notice do. I am concerned with the number of lamps proposed for this site, but as this is an outline application with the matters of siting and access only for consideration at this stage, I believe it would be possible to control the number, design, direction and level of luminance of any proposed external lighting within this site by a condition. The proposal also shows (indicatively) that a 'totem' type of advertisement would be located at the London Road frontage of the site. This does not form part of the application and an informative can be used to advise that details of signage within the site would need to be the subject of an application for Advertisement Consent.
- 6.16 Similarly, the existing site has audible intruder alarms that can cause detriment to the residential amenity of the locality. I would therefore recommend that if permission were to be granted a condition be imposed requiring details of these alarms, their position and how they are controlled/set off to be submitted for approval.
- 6.17 I note also the concerns of the DHH with regard to paint spraying and hours of operation. I am satisfied that these matters could also be dealt with by conditions should planning permission be granted. Indeed the application states that hours of operation are proposed to be 09.00 to 18.30 Monday to Saturdays and 10.00 to 16.00 on Sundays, which are not considered to be unreasonable in my opinion.
- 6.18 Due to the position and height of the proposed building I am satisfied that the proposal would not cause a loss of light, privacy or outlook to the neighbouring residential properties.
- 6.19 In light of the above I recommend that planning permission be granted.

**7. Recommendation:**

- 7.1 **Grant Planning Permission** in accordance with the following submitted details: Certificate B dated 19.12.2007, Notice dated 19.12.2007, Letter dated 19.12.2007, Design and Access Statement dated 19.12.2007, Letter dated 28.01.2008, Site Plan 1101/06 dated 28.01.2008, Site Plan 1101.99 dated 19.12.2007, Site Layout 1101/07 B dated 19.12.2007, Section 1101/08 dated 19.12.2007, Drawing 1101/09 dated 19.12.2007, Drawing 1101/10 dated 19.12.2007, subject to:

**Conditions / Reasons**

1. Approval of details of the appearance of the development, the landscaping of the site, and the scale of the development (within the upper and lower limits for the height, width and length of each building stated in the application hereby approved) (hereinafter called the “reserved matters”) shall be obtained from the Local Planning Authority.

Reason: No such approval has been given.

2. Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.

Reason: In pursuance of Section 92(2) of the Town and Country Planning Act 1990.

3. The development hereby permitted shall be begun either before the expiration of three years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

Reason: In pursuance of Section 92(2) of the Town and Country Planning Act 1990.

4. No development shall take place until details and samples of materials to be used externally have been submitted to and approved by the Local Planning Authority, and the development shall be carried out in accordance with the approved details.

Reason: To ensure that the development does not harm the character and appearance of the existing building or the visual amenity of the locality.

5. The use of the building hereby permitted shall not be commenced until the existing vehicular accesses to the site have been closed permanently.

Reason: To ensure the safe and free flow of traffic.

6. No building shall be occupied until that part of the service road which provides access to it has been constructed in accordance with the approved plans.

Reason: To ensure the safe and free flow of traffic.

7. The access drive shall be constructed no steeper than 1 in 14.3 for the first 4.5 metres from the edge of the highway and no steeper than 1 in 8 on any other part.

Reason: To ensure the safe and free flow of traffic.

8. The use of the access shall not be commenced until turning facilities have been provided within the curtilage of the site and these facilities shall be retained thereafter free from any obstruction.

Reason: In order that a vehicle may enter and leave the site in a forward direction to ensure the safe and free flow of traffic.

9. Any gateway to the access shall be set back 5.0 metres from the edge of the highway.

Reason: To enable vehicles to stand off the highway whilst any gates are being operated.

10. Development shall not begin until details of the junction between the proposed service road and the highway have been approved by the Local Planning Authority; and the building shall not be occupied until that junction has been constructed in accordance with the approved details.

Reason: To ensure the safe and free flow of traffic.

11. Provision shall be made on the site, at all times for vehicles loading, off-loading and turning.

Reason: To ensure that vehicles can be parked or manoeuvred off the highway in order to maintain the safe and free flow of traffic.

12. The details submitted in pursuance of Condition 1 shall show land, reserved for parking or garaging in accordance with the adopted County Parking Standards. None of the buildings shall be occupied until this area has been provided, surfaced and drained in accordance with the approved details. Thereafter, no permanent development, whether or not permitted by the Town and Country Planning (General Permitted Development) Order 1995 (or any order amending, revoking and re-enacting that Order) shall be carried out on the land so shown or in such a position as to preclude vehicular access to the reserved vehicle parking area.

Reason: Development without provision of adequate accommodation for the parking or garaging of vehicles is likely to lead to hazardous on-street parking.

13. No development shall take place until details of the surfacing and draining of the vehicle parking area have been submitted to and approved by the Local Planning Authority. The works shall be carried out in accordance with the approved details before the parking area is brought into use and shall be so retained at all times thereafter.

Reason: To ensure a finish to the parking area consistent with the character and appearance of the locality.

14. The details submitted in pursuance of condition 1 shall be accompanied by a scheme of landscaping and boundary treatment which shall include a tree survey specifying the position, height, spread and species of all trees on the site, provision for the retention and protection of existing trees and shrubs and a date for completion of any new planting and boundary treatment. The scheme as approved by the Authority shall be implemented by the approved date or such other date as may be agreed in writing by the Authority. Any trees or plants which within 10 years of planting are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Authority gives written consent to any variation.

Reason: Pursuant to Section 197 of the Town and Country Planning Act 1990 and to protect and enhance the appearance and character of the site and locality.

15. Notwithstanding the indication on the submitted plans of the number and position of lighting columns, development shall not take place until full details of the number, position and detailed design (including cowl design and levels of luminance) of the proposed external lighting of the site have been submitted to and approved by the Local Planning Authority, and the work shall be carried out in strict accordance with those details.

Reason: To ensure that the development does not harm the visual amenity of the locality or the amenity of the neighbouring residential properties.

16. No development shall take place until details of any intruder alarms to be installed have been submitted to and approved by the Local Planning Authority, and the work shall be carried out in strict accordance with those details. (D008)

Reason: In the interests of aural and visual amenity.

17. The business shall not be carried on outside the hours of 09.00 to 18.30 Mondays to Saturdays and 10.00 to 16.00 on Sundays unless otherwise agreed in writing by the Local Planning Authority. (I003)

Reason: To avoid unreasonable disturbance outside normal working hours to nearby residential properties.

18. No development shall take place until details of the location, detailed construction and ventilation of paint spraying booths have been submitted to and approved by the Local Planning Authority, and the work shall be carried out in strict accordance with those details. (D008)

Reason: In the interests of odour control, the prevention of pollution and the protection of residential amenity.

19. No development shall take place until details of surface water drainage have been submitted to and approved by the Local Planning Authority, and the work shall be carried out in strict accordance with those details. The submitted details should include details of how rainwater can be captured and re-used within the site. The details shall also show the use of petrol interceptors when dealing with water draining from the site. (D008)

Reason: In the interests of water conservation and to prevent pollution of the environment.

20. The use of the building hereby approved shall not commence until all of the existing buildings have been demolished and all arisings therefrom removed from the site.

Reason: In the interests of preserving the openness of the Metropolitan Green Belt and to prevent overdevelopment of the site.

### **Informatives**

1. With regard to the construction of the pavement crossing, the applicant is asked to consult The Highway Manager, Kent Highways, Joynes House, New Road, Gravesend, Kent, DA11 0AT. Tel: 08458 247 800.
2. The applicant is advised that parking bays are to be a minimum of 2.5m x 5m with end bays widened to 2.7m. Disabled parking bays should measure 3.6m wide x 5.5m.
3. The applicant is advised that any advertisements installed or erected may need to be the subject of a separate application to the Local Planning Authority for consent under the Advertisement Regulations.

Contact: Matthew Broome