

SECTION '2' – Applications meriting special consideration

Application No : 14/01312/FULL3

Ward:
Chislehurst

Address : The Lounge 1 - 3 White Horse Hill
Chislehurst BR7 6DG

OS Grid Ref: E: 543441 N: 171240

Applicant : Johnsons Real Estate

Objections : YES

Description of Development:

Three storey side and rear extension, second floor extension and alteration and enlargement of existing roof incorporating side and rear dormers and conversion of first and second floors from office and residential use to eight flats (comprising six 2-bedroom and two 1-bedroom units)

Key designations:

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

Proposal

The proposal comprises of a three storey side and rear extension which will extend beyond the NW and SW of the existing building. At the side, the extension will project 5.6m in width, and at the rear it will extend up to 7.5m beyond the rear elevation of the existing building at first floor level. The existing roof will be enlarged and altered to accommodate four flats at second floor level. In all, a total of eight flats will be provided at first and second floor level (6 x two-beds and 2 x one-bed). Access to the proposed flats will be via a lobby situated within the ground floor of the proposed side extension which will front White Horse Hill. The existing first floor area comprises of a flat which might have been used in connection with the historic pub use of the site. This area will be incorporated within the proposed development.

In regard to the ground floor, this comprises of a recently-vacated pub which does not form part of this application. The Agent has advised that this will be converted to a retail unit, and Members are advised to note that such a change of use (from Class A4(Drinking Establishment) to Class A1 (Shop)) does not require planning permission.

A total of 18 off-street parking spaces are included as part of this proposal, the majority of which will be situated within an existing car park to the south-east of the site (which was formerly designated for pub patrons). In addition, a service bay, three parking spaces, a bin store, and cycle store for six bicycles are proposed at the rear of the extended building. Of the 18 car parking spaces, six are designated for the proposed flats.

The application is accompanied by a Planning Survey, Parking Stress Survey Report, Tree Survey, and details listing the recent history of the premises.

Location

The application site is situated beside the junction of White Horse Hill and the southern access of Victoria Road.

Comments from Local Residents

Nearby owners/occupiers were notified of the application and representations were received from local residents, together with the Chislehurst Society, which can be summarised as follows:

- inadequate on-street parking provision in the area
- area suffers from considerable parking congestion
- lack of parking provision within the development will accentuate parking problems
- parking stress survey is inadequate
- unable to make an informed decision without knowing proposed use of the ground floor
- use of public house car park and garden area unclear
- overlooking from new windows
- inadequate car and cycle parking
- proposal does not adhere to side space policy

Following submission of revised plans (incorporating off-street parking) additional representations were received from the Chislehurst Society which can be summarised as follows:

- discrepancies regarding site curtilage and description of the proposal
- use of ground floor remains unclear
- how will use of designated parking space be ensured and protected?
- proposed car parking provision is inadequate
- use of current garden area is unclear
- there should be provision for at least 16 bicycles, rather than nine

Comments from Consultees

No technical Highways objections have been raised (subject to conditions), following the submission of revised plans that incorporate off-street parking.

No objection has been raised by Transport for London. It considers that sufficient cycle parking has been provided on site.

No objection has been raised by the Tree Officer, subject to conditions relating to an arboricultural method statement and a landscape scheme.

No objection has been raised by Thames Water.

Environmental Health (Housing) comments have been noted and passed on to the Agent.

The Environmental Health Officer (Pollution) has advised that, since the future use of the ground floor is uncertain, that a condition be imposed requiring a high standard of sound insulation between the ground and first floors.

Planning Considerations

The application falls to be determined in accordance with the following policies of the Unitary Development Plan (UDP):

- BE1 Design of New Development
- T3 Parking
- H7 Housing Density and Design
- H9 Side Space
- H12 Conversion of Non-Residential Buildings to Residential Use
- NE7 Development and Trees

Planning History

There is no significant planning history concerning this application.

Conclusions

The application site is situated prominently beside the junction of White Horse Hill and Victoria Road. It forms a distinct landmark within what is an otherwise predominantly residential area. The building to the north forms a parade of shops with flats above, although at least two of the ground floor units appear to have been converted to residential use. Accordingly, the proposed use of the first and second floors within the application building is considered acceptable in principle, since the provision of additional housing is not considered to be at odds with the prevailing character of the area. Members should note that, in respect of the ground floor (most of which falls outside the scope of this proposal) a change of use (from Class A4(Drinking Establishment) to Class A1 (Shop) as alluded by the Agent) does not require planning permission. As such, the main consideration relates to the use of the upper floors and the merits of the proposed extension.

Turning to the design of the proposed extensions, these are considered to be sympathetic in regard to the host building and will maintain broadly similar proportions and elevations. However, there are concerns regarding the design: these relate to the relationship to the neighbouring block to the north (No 5 White

Horse Hill which forms part of a local parade of four units), which contains a shop unit at ground floor level and what appear to be maisonettes at first and second floor levels which contain rear-facing windows. There are two specific concerns: firstly, the proximity of the extended building to No 5 which will maintain a minimum separation of approximately 0.3m to the neighbouring building. In comparison to the existing arrangement, where a single storey structure occupies much of the gap between the two buildings, it is considered that the three storey extension will appear excessively cramped and will erode much of the open aspect that currently exists between the buildings and that this, in turn, will undermine local spatial standards and character.

With regard to neighbouring amenity, objections are raised on the basis that the depth of the three storey rear projection is excessive in regard to the rear elevation of No 5 which contains rear-facing windows at first and second floor levels. Given the depth of projection, which will extend some 7.5m beyond the existing first floor rear elevation, and proximity between the buildings it is considered that the extension will appear visually oppressive and lead to a loss of outlook.

Although there is no certainty in regard to the long-term use of the ground floor (although it seems likely that it will be given over to retail use), in the event that it reverts back to a pub use, the Environmental Health Officer has suggested a soundproofing condition in order to prevent noise transfer between the ground and upper floors.

Finally, on the issue of parking, Members will be aware that off-street parking provision has been included as part of the revised plan submitted to the Council on 17.7.14. From a Highways perspective, the level of off-street parking is considered acceptable, should the site be used for residential and retail purposes, as advised by the Agent.

Taking the above points into account, this proposal is considered unacceptable due to its impact on local character and neighbouring amenity.

Background papers referred to during production of this report comprise all correspondence on the file refs set out in the Planning History section above, excluding exempt information.

as amended by documents received on 17.07.2014

RECOMMENDATION: PERMISSION BE REFUSED

The reasons for refusal are:

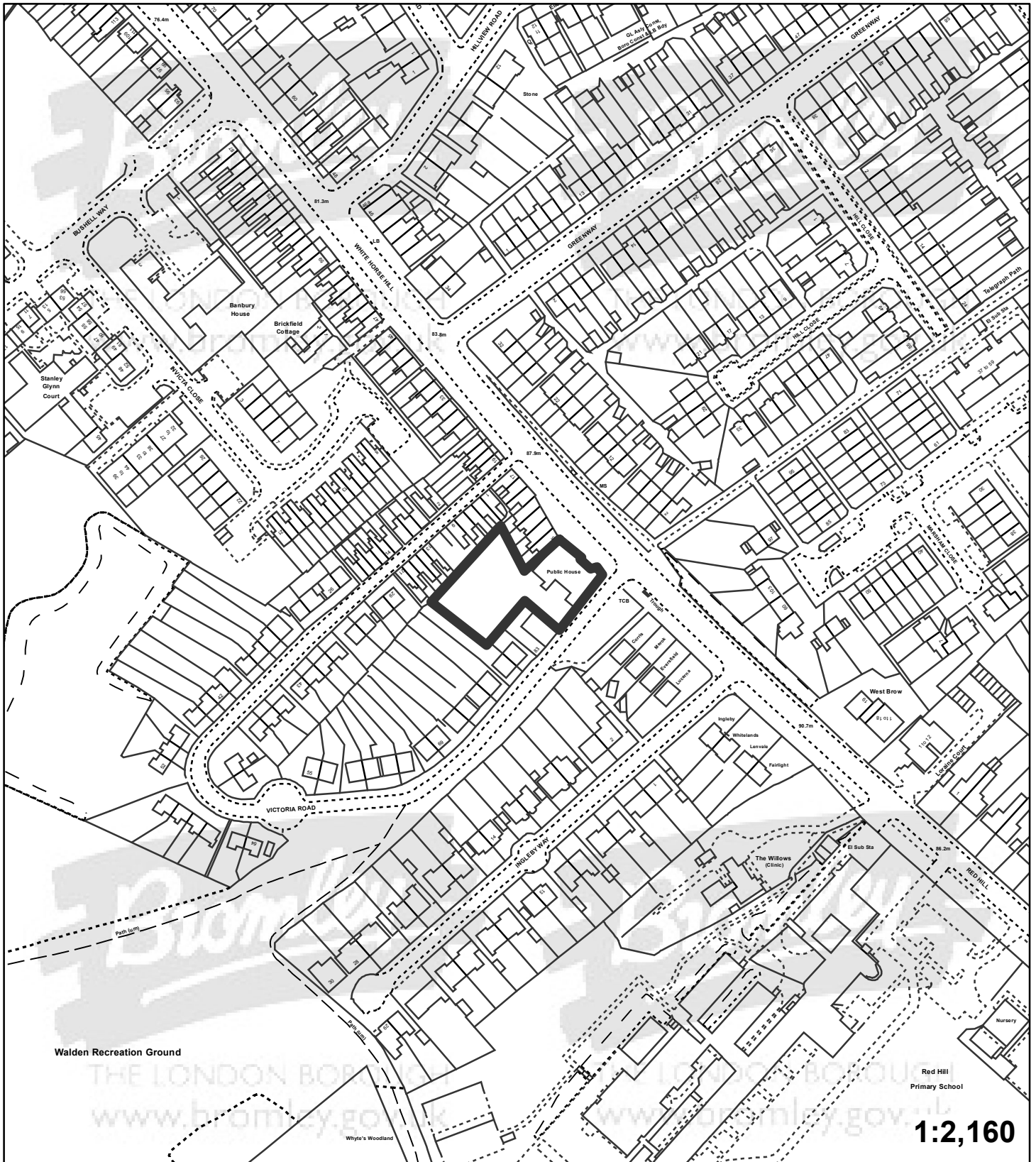
- 1 The proposed side extension, by reason of its limited separation to the adjacent building at No 5, would constitute a cramped form of development, out of character with the streetscene, conducive to a retrograde lowering of the spatial standards to which the area is at present developed and contrary to Policies BE1 and H9 of the Unitary Development Plan.

- 2 The depth of projection proposed is excessive and the development would therefore seriously prejudice the amenities of the occupiers of the adjoining property at No 5, by reason of loss of outlook and visual impact, contrary to Policy BE1 of the Unitary Development Plan.

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"This plan is provided to identify the location of the site and should not be used to identify the extent of the application site"

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