

**LONDON BOROUGH OF BROMLEY**  
**TOWN PLANNING**  
**RENEWAL AND RECREATION DEPARTMENT**

**DELEGATED DECISION on 5th December 2016**

**16/04574/FULL1**      **81 Ravensbourne Avenue**  
**Susanna**              **Bromley**  
**Stevenson**            **BR2 0AU**

**Description of Development**

Partial demolition of No. 81 with two storey rear extension. Erection of 2 three bedroom semi-detached dwellings with external works and landscaping, including formation of hardstanding for car parking in front of existing and proposed dwellings.

**Proposal**

The application site lies on the south western side of Ravensbourne Avenue. The site backs onto the elevated railway embankment and is currently occupied by a semi-detached dwelling with a two storey side extension, attached garage and garden shed. The site slopes up from the road to the rear of the garden as a result of which the gardens associated with the dwelling are on multiple levels to accommodate the gradient of the site.

It is proposed to demolish the existing two storey side extension and attached garage and to erect in their place a pair of two storey semi-detached dwellings upon the severance site at the side. A two storey rear extension to the retained host dwelling is proposed, which would be approx. 2.75m deep approx. 3.6m from the party boundary with the adjoining semi-detached dwelling and which would incorporate a rear gable.

The severance site would measure 22.5m wide and would be 19.25m deep adjacent to No. 79 Ravensbourne Avenue, increasing to 24m deep adjacent to the formed boundary between the reduced size host dwelling and Plot 2.

A side space of 1.7m would be retained between the flank elevation of Plot 2 and the new flank elevation of the host dwelling, with approx. 0.85m retained on either side of the new boundary.

The resultant host dwelling would be 7.75m wide and the proposed semi-detached dwellings would be 6m wide and would incorporate pitched roofs with side and front gable ends. The plot width of the resultant host dwelling would be approx. 8.7m and the plot width of Plot 2 would be approx. 6m and that of Plot 1 would be approx. 7m.

At the rear the proposed elevations would be part one/part two storey, with the two storey element straddling the formed boundary between the proposed houses and incorporating a gable end roof design. A single storey element would be provided between the two storey element and the outer flank elevations of the pair of houses.

The rear gardens of the proposed dwellings would range from approx. 4.2m deep to approx. 8m deep, with the garden for the proposed dwelling at Plot 1 being more

constrained in depth than that at Plot 2. The gardens would be arranged over two levels, with a patio at the immediate rear of the proposed dwellings and an area of raised lawn which would in the case of Plot 1 be approx. 2m deep by 5.1m wide. The garden of the host dwelling would be reduced in size given the use of the existing side gardens to provide the proposed development site.

Each proposed dwelling would provide three bedrooms and would have a GIA of 96m<sup>2</sup>, with the host reduced dwelling providing 3 bedrooms and having a GIA of 106m<sup>2</sup>.

The area is characterised by residential dwellings. Opposite the site are a number of semi-detached pairs, and the host dwelling and its adjoining neighbour are 2 of 4 semi-detached properties in the immediate locality on the south western side of Ravensbourne Avenue. To the north west a number of dwellings are detached, as is No. 79 which lies to the south east. Most dwellings have reasonably deep rear gardens, although these reduce in depth towards the application site, which itself has a tapering rear garden as a result of its siting relative to the railway embankment at the rear. Plot widths on the south western side of the road are quite uniform at 9-10m wide in general, with the exception of the host property which is unusually wide at approx. 22m.

## Consultations

Nearby owners/occupiers were notified of the application and representations were received which can be summarised as follows:

- o Impact on the structural integrity of the host building and its neighbour
- o Water and sewerage pipes are set behind the entire row of houses and permission was refused for a rear extension at the back of a neighbouring property
- o The garages for 83/85 are adjacent to the boundary of the garden at No. 81 near to where the proposed new build and hardstanding would be and there is extra land which extends up to the railway fencing. Would access to the garages be affected?
- o 2 extra houses would be an overdevelopment of the area, changing the landscape and spoiling the view
- o Proposal would be unsympathetic to the existing houses
- o Lack of parking - would additional cars park on the street?

## Technical comments

Concerns are raised from a technical highways perspective. The site is located in a moderate PTAL (3) area and lies within the Bromley Town Centre Controlled Parking Zone (CPZ).

The proposed crossovers would result in the removal of two marked on-street resident permit parking bays. Also the lamp column and other street furniture would require relocated approx. 2.5m towards the donor house at a cost (to the applicant) of approx. £1500.

The applicant only provides 3 parking spaces for the 3 resultant dwellings which would be unsatisfactory - at least 5 car parking spaces should be provided within the site.

No objections are raised by Environmental Health (Housing).

Network Rail were consulted regarding the proposals and commented providing detailed information regarding their requirements for development adjacent to the railway, relating to the period of construction, there being no encroachment and the

future maintenance of the site and surroundings. The full comments are available on file.

## **Planning Considerations**

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

BE1 Design of New Development  
T1 Transport demand  
T3 Parking  
T11 Parking  
T18 Road safety  
H1 Housing Supply  
H7 Housing Density and Design  
H9 Side space

London Plan (2015)

3.3 Increasing Housing Supply  
3.4 Optimising Housing Potential  
3.5 Design and Quality of Housing Developments  
3.8 Housing Choice  
5.1 Climate Change  
5.2 Minimising Carbon Dioxide Emissions  
5.3 Sustainable Design and Construction  
6.9 Cycling  
6.13 Parking  
7.4 Local Character  
7.6 Architecture

Mayor's Housing SPG (2016)

SPG 1 - General Design Principles  
SPG 2 - Residential Design Guidance

Planning History

Under reference 92/00425 planning permission was granted for a single storey side extension. Under reference 12/00930 planning permission was granted for a single storey rear extension to the existing garage.

## **Conclusions**

The main issues relating to the application are the effect that it would have on the character of the area, the impact that it would have on the amenities of the occupants of surrounding residential properties and the extent to which the development would provide high quality living conditions for future occupiers. Additionally, the impact of the proposal in terms of its highways and traffic impacts falls to be carefully considered.

The NPPF sets out in paragraph 14 a presumption in favour of sustainable development. In terms of decision-making, the document states that where a development accords with a local plan, applications should be approved without delay.

Where a plan is absent, silent or relevant policies are out of date, permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits or specific policies in the Framework indicate development should be restricted.

The document also encourages the effective use of land by reusing land that has been previously developed (brownfield land) and excludes gardens from the definition of previously developed land.

Policy H7 of the UDP sets out criteria to assess whether new housing development is appropriate subject to an assessment of the impact of the proposal on the appearance/character of the surrounding area, the residential amenity of adjoining and future residential occupiers of the scheme, car parking and traffic implications, community safety and refuse arrangements.

The site is situated within a residential location and the principle of its residential redevelopment may be acceptable provided that it is designed to complement the character, pattern and distinctiveness of surrounding developments, the design and layout provide suitable residential accommodation, and it provides for adequate garden and amenity space. Any adverse impact on neighbouring amenity, conservation and historic issues, biodiversity or open space will need to be addressed.

Therefore the principle of an additional dwelling is subject to an assessment of the impact of the proposal on the appearance/character of the surrounding area, the residential amenity of adjoining and future residential occupiers of the scheme, car parking, traffic implications and refuses arrangements.

#### Design, Siting and Appearance

Policy BE1 and the Council's Supplementary design guidance seek to ensure that new developments, are of a high quality design that respects the scale and form of the host dwelling and are compatible with surrounding development. This includes consideration of gaps between dwellings, when they contribute to the character of the area.

The application site is formed by the partial demolition of the host double fronted dwelling and the use of its existing side gardens to provide space for the proposed semi-detached pair of houses. The removal of the existing two storey side extension would restore symmetry to the host dwelling in relation to its adjoining neighbour. However, in terms of plot width and proximity to neighbouring buildings, the proposed development of two additional dwellings in the existing side gardens would appear cramped and visually discordant in the context of the adjacent buildings.

Policy H9 requires proposals of two or more storeys in height to be a minimum of 1m from the side boundary, which in the case of the proposed development would not be met in terms of the space retained on either side of the boundary between the reduced host dwelling and the adjacent proposed dwelling. Para 4.48 explains that the Council considers it important to 'prevent a cramped appearance and is necessary to protect the high spatial standards and visual amenity which characterise many of the Borough's residential areas.

The limited width of the plot, inadequate side space and narrow form of the buildings in relation to surrounding development would result in a development that appears cramped in this setting. In particular, the plot size of Plot 1 relative to the footprint of the site would be out of character with the prevailing pattern of development in the locality

and would be indicative of the extent to which the proposal would represent a cramped overdevelopment. The proposal would erode the existing space retained between the host dwelling and the property at No. 83 which is considered to contribute to the visual amenities of the area, providing a break in development. This would negatively affect the streetscape value of the existing layout, which contributes to the intrinsic local spatial and architectural townscape of the immediate locality. The proposal would therefore represent an incongruous form of development and would be contrary to Policies H7, H9 and BE1 of the UDP.

The front hardstandings would encompass approx. 17m width of the site, including the hardstanding to serve the donor dwelling, with very limited opportunity for soft landscaping to soften the appearance of the site frontage. This would also be out of character with the pattern of development in the locality where a large number of properties have retained front garden areas as a consequence of the spacing between dwellings being more generous in general. The extent of the hardstandings and the amount of the site covered by buildings and hard surfaces would be disproportionate in relation to the character and appearance of the area and the visual amenities of the street scene.

#### Standard of Residential Accommodation

Policy BE1 of the Unitary Development Plan states that development should respect the amenity of occupiers of future occupants and the London Plan

The London Plan and London Plan Housing SPG sets out minimum floor space standards for dwellings of different sizes. These are based on the minimum gross internal floor space requirements for new homes relative to the number of occupants and taking into account commonly required furniture and spaces needed for different activities and moving around, in line with Lifetime Home Standards. The quality of the proposed accommodation appears to meet these minimum standards.

The proposal would result in a significant reduction in garden space for the donor property. With regards to the amenity space provided for Plot 1, this would be uncharacteristically small in relation to neighbouring residential properties and set over two levels on a quite steeply sloping site, dominated by the elevated railway line at the immediate rear of the application site. The rear elevation of the proposed dwellings would face towards the railway embankment with limited width of amenity space to compensate for the constrained depth of the rear garden relative to the visual impact of the railway line. On balance, the paucity and poor quality of the amenity space provided for the proposed dwellings would be out of character with the prevailing pattern of development in the locality and would not be adequate to serve dwellings of the size/type proposed.

#### Highways

The proposal would see the provision of 1 car parking space for each of the proposed dwellings and one space for the donor property. The highways officer has reviewed the case and stated that a total of 5 car parking spaces should be provided to serve the needs of the retained dwelling and the proposed two additional dwellings.

#### Impact on Adjoining Properties

The main impact of the proposed development would be on the immediate adjoining occupiers. However the changes would be visible from other neighbouring properties

within the street along with the proposed two storey rear extension being appreciable from the adjoining dwelling at No. 83.

The neighbouring properties at Nos. 79 and 83 Ravensbourne Avenue would be sufficiently separated from the proposed dwellings as to limit the impact of the proposal on daylight/sunlight and the proposal would not result in overlooking or loss of privacy. The proposed rear extension to the retained host dwelling would not have a significant impact on the amenity of the adjoining dwelling as it would be adequately separated from the boundary to limit the impact of its depth and height. As such it is considered that the proposal would not have a detrimental impact on the residential amenities of neighbouring properties or the area in general.

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.

## **Decision**

Application Refused

**For conditions or grounds of refusal please refer to the Decision Notice**