

# LONDON BOROUGH OF BROMLEY

## TOWN PLANNING RENEWAL AND RECREATION DEPARTMENT

### DELEGATED DECISION on 27th April 2017

**17/01137/FULL1**      **81 Ravensbourne Avenue**  
**Susanna**            **Bromley**  
**Stevenson**         **BR2 0AU**

#### **Description of Development**

Demolition of attached garage and part of single storey rear extension at 81 Ravensbourne Avenue and erection of 4 bedroom detached dwelling with landscaping including formation of hardstanding for car parking in front of proposed dwelling.

#### **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 erect a detached two storey dwelling on land to the south east of the host dwelling at No. 81 utilising what currently comprises the side garden to the host dwelling which currently accommodates a garden shed and following the demolition of an existing attached single garage.

The proposed dwelling would be mostly set at the same level as the host dwelling although the south eastern side of the dwelling would address the sloping site. The dwelling would be set beneath a pitched roof with gable ends with a ridge and eaves height commensurate with the semi-detached dwelling at No. 81. The front elevation incorporates a bay window with gable roof feature set within the proposed front roof slope. The rear elevation incorporates a two storey projection which would align at ground floor level with the neighbouring dwelling.

A side space of 1m would be provided to the formed flank boundary between the two storey dwellings (existing and proposed) with a total separation between two storey development on either side of the boundary of 2m.

Amenity space would be provided at the rear and to the front of the proposed dwelling a driveway would be provided for 2 cars, along with a small front garden between the proposed dwelling and the driveway associated with the host dwelling at No. 81.

#### **Consultations**

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

No technical objections are raised from a drainage perspective.

From an environmental health perspective some concern is raised regarding the size of bedroom 2 at the host 4 bedroom house. This bedroom is as existing however.

Network Rail were consulted in view of the siting of the site in relation to the railway embankment. In response a detailed comment from the consultee was received listing the requirements relating to drainage, plant and materials, scaffolding, fencing, lighting, noise and vibration, landscaping and future maintenance. This is available on file. If planning permission is granted it would be appropriate to direct the applicant to contact Network Rail by way of an informative.

## **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 New Accesses  
T18 Road safety  
H1 Housing Supply  
H7 Housing Density and Design  
H9 Side space

The Council is preparing a Local Plan. A period of consultation on the proposed draft Local Plan (under the Town and Country Planning (Local Planning) (England) Regulations 2012 as amended) ran from November 2016 and closed on December 31st 2016. It is anticipated that the draft Local Plan will be submitted to the Secretary of State in 2017.

Draft Policies of relevance to the application comprise:

Draft Policy 37 General Design of Development  
Draft Policy 30 Parking  
Draft Policy 32 Road Safety  
Draft Policy 1 Housing Supply  
Draft Policy 3 Garden and Backland Development  
Draft Policy 4 Housing Design  
Draft Policy 8 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.

Recently planning permission was refused under reference 16/04574 for the erection of a pair of semi-detached dwellings with associated external works and landscaping, including the formation of hardstanding for car parking in front of the existing and proposed dwellings. Permission was refused on the grounds:

"1. The proposal would constitute a cramped overdevelopment of the severance plot of restricted dimensions by reason of its siting, the limited individual frontages of the dwellings, the amount of site coverage by buildings and hard surfaces and the lack of quality amenity space for a family dwelling, which would be out of character with the area and contrary to Policies H7 and BE1 of the Unitary Development Plan, Policy 7.4 of the London Plan and the Council's adopted Supplementary Planning Guidance 1 and

2. The proposed development would be lacking adequate on-site car parking provision to serve the needs of the development and the provision of additional spaces would add to the too extensive ground coverage of car parking shown on the submitted plans, detrimental to the appearance of the development, contrary to Policy T3 of the Unitary Development Plan and Policy 6.13 of the London Plan."

An appeal against the refusal of planning permission was submitted on 10th February 2017.

### Conclusions

The main issues in the determination of this application are:

- Impact of the proposal on the visual amenities and character of the locality and the street scene
- Impact of the proposal on the residential amenities of neighbouring properties
- The standard of accommodation to be provided
- Highways impacts

It is helpful to consider the way in which the current application differs from the scheme refused planning permission under 16/04574. The current proposal relates to a single dwellinghouse which would be erected upon a slightly narrower plot than that which was proposed to be achieved under 16/04574 by the demolition of the two storey side extension at No. 81 in addition to the single storey garage. Rather than a pair of semi-detached dwellings being provided, each upon a plot approx. 7m wide, the proposed dwelling would be sited within a plot approx. 10.6m wide and the retained dwelling would have a plot approx. 12m wide rather than the 9m width previously proposed.

The principal concerns in respect of the previous application can be summarised:

- Lack of parking provided for the proposed dwellings in conjunction with the host dwelling
- The narrow plots associated with the proposed dwellings would be appreciable in the street scene and discordant/cramped in the context of the street scene - the dwellings would appear narrower and 'squeezed in'
- Lack of side space on either side of the boundary in respect of the 'donor' dwelling and the adjacent proposed semi-detached dwelling
- The footprint of Plot 1 relative to the size of the site would have been particularly uncharacteristic in the context of the pattern of development in the locality
- The space between dwellings was considered to contribute to the visual amenities of the area
- The amenity space provided for Plot 1 was considered to be uncharacteristically small in relation to neighbouring properties and with an awkward gradient, and the lack of adequate amenity space was considered out of character with the pattern of development in the locality and unlikely to be adequate to serve the needs of dwellings of the size/type proposed.

### Principle of residential development

In refusing planning permission under reference 16/04574 it was noted that the site was located within a residential area and the principle of residential development would be acceptable. This assessment is applicable also to the current proposal.

### Impact of the proposal on the visual amenities and character of the locality and the street scene

The proposed single dwelling would be sited on a plot which at 10.6m wide would be narrower than each adjacent plot, but wider than the semi-detached plots to the north east of the application site. It is considered that the provision of a single dwellinghouse would be acceptable in terms of its impact on the visual amenities of the area and the appearance of the street scene.

Adequate space would be provided to either side of the proposed dwelling. The proposal would comply with the minimum side space required under Policy H9 and the cumulative side space between the two storey development on either side of the boundary would be commensurate with the gaps retained between the semi-detached dwellings at No. 83 and 85 Ravensbourne Avenue. The design of the proposed semi-detached dwellings (16/04574), with the mirroring of front doors/bay features resulted in the development being immediately appreciable as a pair of semi-detached dwellings and the resultant impression of spaciousness in terms of the width of the site was a cause for concern with the individual plots also being significantly narrower than the semi-detached plots to the north west.

In the context of the pattern of development in the locality the current proposed detached dwelling would not appear significantly cramped within the site and the footprint of the proposed dwelling would relate more comfortably to the dimensions of the application site. Furthermore it is considered that the reduction in the number of units proposed to be provided on the severance site has an associated reduction in the amount of the frontage of the site given over to hard surfaces for parking which allows the opportunity for softening landscaping to contribute to the visual amenity of the street scene. It is acknowledged that the proposal would result in the loss of the existing leylandii hedge at the front of the site. While the hedge is visible within the street scene, its loss is not considered to have a significant impact on visual amenity so as to warrant

the refusal of planning permission, taking into account the capacity within the site as a whole to provide small garden areas between the proposed parking spaces.

#### Impact of the proposal on residential amenity

It is not considered that the proposal would have a detrimental impact on the residential amenities of the area. 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.

#### Standard of residential accommodation

In reducing the number of units proposed and the extent of the site associated with the new dwelling (the retained plot at No. 81 would be wider than that previously proposed) it is considered that the proposal would be more characteristic in terms of the amount of development in relation to the general generosity of residential plots in the locality as well as providing amenity space of a satisfactory size, utility and quality. The rear garden would be terraced to address the sloping, but in view of the more generous width of the resultant site in comparison with the narrower plots previously proposed for the 2 dwelling scheme, it is considered that the amenity space would be of a satisfactory standard of amenity. The site lies in close proximity to the railway embankment, but this is a similar relationship to that of No. 79 to the south east.

#### Highways

There are no technical highways objections to the current proposal and it is considered that the provision of 2 spaces per unit (existing dwelling/proposed dwelling) would be acceptable to serve the proposed development.

#### Summary

On balance it is considered that the proposed dwelling would relate in a satisfactory manner to the existing residential qualities of the surrounding area, retaining adequate separation to adjacent development and complementing more positively the visual rhythm of the street scene and the pattern of development in the locality than the previous development which was considered to represent a cramped development, detrimental to visual amenity.

The current proposal provides adequate parking spaces to serve the needs of future occupiers.

The proposal would not have a detrimental impact on residential amenity, being sensitively sited in relation to neighbouring dwellings, and the relationship between the dwelling and the application site provides an acceptable level of outside amenity space to serve the needs of prospective occupants.

#### **Decision**

Application Permitted

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