

# LONDON BOROUGH OF BROMLEY

## TOWN PLANNING RENEWAL AND RECREATION DEPARTMENT

### DELEGATED DECISION on 10th October 2014

14/01844/FULL1      **Oak Dene**  
**Oaklands Road**  
David Bord        **Bromley**  
                             **BR1 3SL**

#### **Description of Development**

Demolition of existing house and erection of 4 storey block of flats (4 x 2 bedroom and 2 x 2 bedroom flats) with associated parking and landscaping.

#### **Proposal**

The proposal involves the demolition of the existing two storey detached house and its replacement by a four-storey block, the top floor of which will be incorporated within the main roofspace.

The proposed block will maintain a similar separation to the frontage as the existing building, maintaining a minimum gap of 15.2m to the front boundary. Its footprint will measure 11.25m in width and 15.3m in depth, which will be staggered at its NW and SE corners. A side space separation of 1.1m will be maintained in respect of the northern boundary, and 1.0m in respect of the southern boundary. The proposed block will rise to a height of 12.9m and incorporate balconies and juliet balconies along its front and rear elevations respectively. The front garden area will incorporate five parking spaces and a bin store. The existing vehicular access will be retained.

The application is accompanied by an Arboricultural Report, a Planning, Design & Access Statement, a swept path analysis, and a larking stress survey.

#### **Consultations**

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

- o loss of family house
- o overdevelopment of the site
- o proposal will lead to 10 additional cars adding to localised traffic congestion, associated noise and pollution
- o additional parking pressure caused by increase in trade, municipal and emergency vehicles
- o Oaklands Road is the first road beyond the controlled parking zone and is besieged by drivers who want to park for free
- o assertions about ample parking spaces set out in the application are inaccurate
- o proposed flats likely to be occupied by working couples who each have a car
- o scheme should accommodate additional parking spaces
- o neighbouring flats are only three storeys high
- o plot is very narrow to accommodate four storey block

- o inadequate parking provision which defy practical needs
- o Oaklands Road is already congested with parked cars
- o proposal will lead to overpopulation, leading to a strain on local services
- o similar proposal at Billingford, Elstree Hill was refused by the Council
- o proposal will accentuate problems associated with existing drainage system
- o strain on local amenities, including gas, electricity and water
- o loss of light
- o overlooking
- o construction disruption, including noise and pollution
- o loss of trees within the site has previously been refused
- o site contains a mature birch which is not referred to in the arboricultural report
- o street only contains a few family homes which should be retained

Additional objections have been raised by the Ravensbourne Valley Preservation Society on the basis that the proposal represents a cramped overdevelopment. It raised concerns which are summarised as follows:

- o front of the site will appear as a parking lot
- o in other similar developments, screening along the frontage has been removed to accommodate the parking demand
- o recently, excessive on-street parking has resulted in additional yellow lines being painted on the corner of Oaklands Road opposite the Mission Care Home and there has been consultation to extend the nearby residential parking scheme to this area. The situation will be exacerbated by this development
- o inadequate side space provision which contrasts to the situation either side of the application site where there is a more generous side space
- o loss of privacy
- o excessive height and unattractive visual feature

No technical Highways, Drainage or Environmental Health objections have been raised.

### **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  
 H7 Housing Density And Design  
 H9 Side Space  
 NE7 Development And Trees  
 T3 Parking

London Borough of Bromley Supplementary Planning Guidance 1 and 2

### **Conclusions**

The main issues relating to the application are the effect that it would have on the character of the area and the impact that it would have on the amenities of the occupants of surrounding residential properties.

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.

The application site is presently occupied by a modest two-storey detached dwelling of Inter-War appearance. It is situated some 20 metres to the south of the Oaklands Road return and is surrounded at either side by two/three storey Victorian villas (Nos. 20 and 22) which have been converted into flats. The wider streetscene is characterised by a wide array of properties, including three storey blocks on the facing side of the road which occupy more substantial plots which are wider and deeper and contain rear parking lots. The entire road is subject to a blanket tree preservation order.

The proposal involves the redevelopment of the site with a four storey block of six flats which will occupy a fairly similar position as the existing dwelling, though projecting up to 5.4m further at the rear. The building would maintain a similar height as No 20 and would be slightly higher than No 22. In contrast to the neighbouring plots at Nos. 20 and 22, the application site measures approximately 13m in width, whilst No 20 is 22m wide, and No 22 is 19m wide. Both of those neighbouring buildings also maintain a wider separation to their respective flank boundaries (sufficient to allow space for side access drives to rear parking lots), which contributes positively to the spatial standards and general character of the area, and also means that the heights of the buildings are more in proportion to their width. By contrast, the proposed block, which would be 11.25m wide and 12.9m high, would maintain a maximum 1.1m separation to the flank boundary, which would serve to emphasise its tall and bulky appearance, giving the building a cramped and hemmed in appearance. These traits would also be emphasised by the fenestration within the proposed block which be four storeys high, rather than the two/three storey level of the villas either side. As such, it is considered that the proposal would constitute a cramped overdevelopment of the site which would be harmful to character and spatial standards of the area.

No objections are raised in regard to neighbouring amenity given the relationship between the proposed block and surrounding properties. Furthermore, the Highways Engineers has not raised any concerns on the basis of the parking survey submitted by the applicant. However, these considerations do not outweigh the concerns set out above.

Having had regard to the above it was considered that the development in the manner proposed is not acceptable in that it would adversely affect local character.

## **Decision**

Application Refused

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