

**Section '3' - Applications recommended for PERMISSION, APPROVAL or CONSENT**

**Application No :** 15/03963/FULL6

**Ward:**  
**Chislehurst**

**Address :** 25 Berens Way Chislehurst BR7 6RH

**OS Grid Ref:** E: 545728 N: 168531

**Applicant :** Mr Levent Ibrahim

**Objections :** YES

**Description of Development:**

Part one/two storey rear and first floor side extensions, front porch and conversion of garage to form granny annexe

Key designations:

Biggin Hill Safeguarding Birds  
Biggin Hill Safeguarding Area  
London City Airport Safeguarding  
London City Airport Safeguarding Birds  
Open Space Deficiency  
Smoke Control SCA 17

**Proposal**

The application site is a two storey detached property located on the Northern side of Berens Way.

The proposal is for a first floor side, single storey front and single storey rear extensions, a front porch and conversion of garage to form granny annexe.

The first floor side extension will project 2.7m from the flank elevation and will be 8.3m deep to match the depth of the existing building. It will provide 1.3m to the side boundary thereby compliant with policy H9 of the Unitary Development Plan.

The single storey rear extension will project 7.82m from the rear elevation and will be 16.610m wide to match the width of the existing property. It will replace the existing utility room and dining room, projecting 4.5m further to the rear than the existing rear projection.

The proposed front extension will be 2m deep and 4.1m wide, located close to the western boundary. The front porch will project 1.4m from the front elevation and will be 2m wide.

The proposed garage conversion to a habitable room will create a granny annexe ancillary to the main dwelling. The elevational alterations include removing the garage door and replacing with brickwork and a window.

## Consultations

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

- o Impact on surface water drainage?
- o Plan appears incorrect - should be shown on the boundary line
- o Impact on neighbouring foundations?
- o Concern regarding where the water from flat roof will discharge
- o Building and future maintenance of flank wall?

Highways Officer raised no objection as there is sufficient space within the curtilage which would be utilised for parking.

## 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  
H8 Residential Extensions  
H9 Side Space

The site has been subject to previous planning applications:

- o 83/01217/FUL - Two storey side extension - Refused 11.08.1983
- o 85/01139/FUL - Two storey side extension - Permitted 13.06.1985
- o 88/02875/FUL - Single storey rear extension and single storey front extension to porch - Permitted 31.08.1988

## 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 proposed first floor side extension will project 2.7m from the flank elevation and will be 8.3m deep to match the depth of the existing building. It will provide 1.3m to the side boundary thereby compliant with policy H9 of the Unitary Development Plan which requires a minimum of 1m for the full height and length of a two storey development. Two additional front dormers are proposed that are of similar size and design to the existing front dormers on this property. From visiting the site it was noted that several neighbouring properties have similar front

dormers and is a feature of the area. Therefore this element is considered to be in keeping with design of the host property and will not impact significantly on the host dwelling or street scene in general.

The single storey rear extension will project 7.82m from the rear elevation and will be 16.610m wide to match the width of the existing property. It will replace the existing utility room and dining room, projecting 4.5m further to the rear than the existing rear projection. It will provide 2m side space to the eastern flank boundary. From visiting the site it was noted that the both side boundary lines currently benefit from established vegetation therefore it is not considered to impact significantly on either neighbouring property with regards to loss of light, outlook or visual amenity, over and above that already existing.

The proposed front extension will be 2m deep and 4.1m wide, located close to the western boundary. This is modest in size and is in keeping with the design of the host property therefore is not considered to impact significantly on the street scene. The front porch will project 1.4m from the front elevation and will be 2m wide. It is similar to the front porch which was permitted under planning ref: 88/02875/FUL and is considered acceptable.

The proposed garage conversion to a habitable room will create a granny annexe ancillary to the main dwelling. The elevational alterations include removing the garage door and replacing with brickwork and a window. Paragraph 4.47 of Policy H8 which states that residential extensions (or 'granny annexes') can provide accommodation which enables a family to care for an elderly or disabled relative. Problems can arise when this type of development constitutes a self-contained unit which could potentially be severed from the main dwelling resulting in substandard accommodation. It is therefore considered appropriate to include a condition to prevent the severance of the granny annexe. The conversion of the garage will result in the loss of one parking space however as there is sufficient space within the sites curtilage, which would be utilised for parking, no objection was raised by the Councils' Highways Officer.

Having had regard to the above it was considered that the development in the manner proposed is acceptable in that it would not result in a significant loss of amenity to local residents nor impact detrimentally on the character of the area.

**as amended by documents received on 13.10.2015**

## **RECOMMENDATION: PERMISSION**

### **Subject to the following conditions:**

- 1 The development to which this permission relates must be begun not later than the expiration of 3 years, beginning with the date of this decision notice.**

**REASON: Section 91, Town and Country Planning Act 1990.**

- 2** Unless otherwise agreed in writing by the Local Planning Authority the materials to be used for the external surfaces of the development hereby permitted shall as far as is practicable match those of the existing building.

**REASON:** In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of the appearance of the building and the visual amenities of the area.

- 3** The development hereby permitted shall not be carried out otherwise than in complete accordance with the plans approved under this planning permission unless previously agreed in writing by the Local Planning Authority.

**REASON:** In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of the visual and residential amenities of the area.

- 4** The additional accommodation shall be used only by members of the household occupying the dwelling and shall not be severed to form a separate self-contained unit.

**REASON:** In order to comply with Policy H8 of the Unitary Development Plan, to ensure that the accommodation is not used separately and unassociated with the main dwelling and so as to prevent an unsatisfactory sub-division into two dwellings.