

## **SECTION '2' – Applications meriting special consideration**

**Application No :** 18/00887/FULL1

**Ward:**  
**Bromley Common And  
Keston**

**Address :** Log Cabin, Orchard Cottage,  
Westerham Road, Keston BR2 6HB

**OS Grid Ref:** E: 542133 N: 164330

**Applicant :** Mr & Mrs D Griffiths

**Objections : YES**

### **Description of Development:**

Demolition of existing dwelling and garage and erection of new single storey contemporary dwellinghouse of 3 bedroom design with associated parking, access and landscaping

Key designations:

Areas of Archeological Significance  
Biggin Hill Safeguarding Area  
Green Belt  
London City Airport Safeguarding  
Sites of Interest for Nat. Conservation  
Smoke Control SCA 14

### **Proposal**

Permission is sought for the demolition of the existing garage and single storey dwelling, known as the Log Cabin, and the erection of a replacement single storey dwelling.

The proposed dwelling will be 11m wide and 15.6m deep, with a footprint of 172.1m<sup>2</sup>. The proposal will incorporate a flat sedum roof. A new access road and two parking spaces are provided to the front of the proposed property.

### **Location and Key Constraints**

The application relates to a single storey detached dwelling known as The Log Cabin, situated at the rear of Orchard Cottage.

The site is located within the Green Belt and partially covered by a blanket Tree Preservation Order (TPO).

## Comments from Local Residents and Groups

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

### Objections

- Would be regrettable to replace the Log Cabin, already a substantial and well equipped building, but still with the 'flavour' of an outbuilding, with a small brick bungalow, close enough to Orchard Cottage to drastically alter its appearance and character.
- It is situated within Holwood, an historic Grade 2 listed estate within the Green Belt, a site of interest for nature conservation, adjacent to an Iron Age Hill Fort and an SSSI. The site is also covered by TPOs.
- Orchard Cottage is the oldest building on the historic Holwood estate and has already been extended considerably
- The Log Cabin was built without planning permission
- Unacceptable to use the original unlawful development to promote further development
- Bromley still has a policy of refusing 'back-fill' development
- This application proposed a new three bedroom house in the garden of Orchard Cottage and fencing it off to make an entirely new residential dwelling.
- When the Log Cabin was built it was thought to be an accessory of the swimming pool - albeit without planning permission.
- The new building would sit inappropriately alongside the two cottages and the entrance lodge that belonged to the original Holwood estate
- If allowed this proposal would create precedent for more development in the Green Belt
- There are no special circumstances

## Comments from Consultees

### Drainage Engineer:

- The proposed site area is 172.1m<sup>2</sup>. There is no public surface water sewer near the site, so the applicant is required to make his own arrangement as how to dispose of surface water run-off.
- Please impose Condition D02.

### Highways:

- The applicant is providing 2 parking spaces for the proposed house and there are spaces available within the site's curtilage which would be utilised for parking for donor house. Therefore on balance as it is a small development I raise no objection to this proposal.
- Please include the following conditions with any permission: H03 (Car Parking), H26 (Repair to damage roads),

The Councils Tree Officer was also consulted however no response has been received.

## **Policy Context**

Section 70(2) of the Town and Country Planning Act 1990 (as amended) sets out that in considering and determining applications for planning permission the local planning authority must have regard to:-

- (a) the provisions of the development plan, so far as material to the application,
- (b) any local finance considerations, so far as material to the application, and
- (c) any other material considerations.

Section 38 (6) of the Planning and Compulsory Purchase Act (2004) makes it clear that any determination under the planning acts must be made in accordance with the development plan unless material considerations indicate otherwise.

According to paragraph 216 of the NPPF decision takers can also give weight to relevant policies in emerging plans according to:

- The stage of preparation of the emerging plan (the more advanced the preparation, the greater the weight that may be given);
- The extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and
- The degree of consistency of the relevant policies in the emerging plan to the policies in the NPPF, the greater the weight that may be given).

The Council is preparing a Local Plan. The submission of the Draft Local Plan was subject to an Examination In Public which commenced on 4th December 2017 and the Inspector's report is awaited. These documents are a material consideration. The weight attached to the draft policies increases as the Local Plan process advances.

The development plan for Bromley comprises the Bromley UDP (July 2006), the London Plan (March 2016) and the Emerging Local Plan (2016). The NPPF does not change the legal status of the development plan.

### London Plan Policies

Policy 3.3 Increasing Housing Supply.  
Policy 3.4 Optimising Housing Potential  
Policy 3.5 Quality and design of housing developments  
Policy 3.8 Housing choice  
Policy 5.1 Climate change mitigation  
Policy 5.2 Minimising carbon dioxide emissions  
Policy 5.3 Sustainable design and construction  
Policy 5.7 Renewable energy  
Policy 5.9 Overheating and cooling  
Policy 5.10 Urban greening

Policy 5.11 Green roofs and development site environs  
Policy 5.13 Sustainable drainage  
Policy 5.14 Water quality and wastewater Infrastructure  
Policy 5.15 Water use and supplies  
Policy 5.16 Waste net self-sufficiency  
Policy 5.17 Waste capacity  
Policy 5.18 Construction, excavation and demolition waste  
Policy 6.9 Cycling  
Policy 6.13 Parking  
Policy 7.2 An inclusive environment  
Policy 7.3 Designing out crime  
Policy 7.4 Local character  
Policy 7.6 Architecture  
Policy 7.16 Green Belt  
Policy 8.2 Planning obligations  
Policy 8.3 Community infrastructure levy

### Unitary Development Plan

H1 Housing Supply  
H7 Housing Density and Design  
BE1 Design of new development  
G1 The Green Belt  
G5 Replacement Dwelling in the Green Belt  
NE7 Development and Trees  
T3 Parking  
T18 Road safety

### Draft Local Plan

1 Housing Supply  
4 Housing Design  
30 Parking  
37 General Design of Development  
49 Green Belt  
52 Replacement Dwelling in the Green Belt  
73 Development and Trees

### Supplementary Planning Guidance

SPG1 - General Design Principles  
SPG2 - Residential Design Guidance

## Planning History

The relevant planning history relating to the application site is summarised as follows:

- 86/02999/FUL - Two storey rear extension - Permitted 29.12.1986
- 88/00097/FUL - Replacement double garage - Permitted 24.02.1988
- 94/01036/FUL - Single storey side/rear extension - permitted 30.06.1994
- 04/02033/FULL6 - Part one/two storey rear and front, side and rear dormer extensions - Refused 15.07.2004
- 04/03791/FULL6 - Part one/two storey rear and rear dormer extensions - Refused 02.12.2004
- 06/02358/PLUD - Single storey outbuilding and swimming pool at rear  
CERTIFICATE OF LAWFULNESS FOR A PROPOSED DEVELOPMENT - Proposed Development is Lawful - 02.08.2006
- 07/00626/FULL1 - Single storey rear extension - Permitted 30.04.2007
- 17/01177/ELUD - Use of log cabin as one self-contained dwellinghouse falling within C3 Use Class which has been continuous for in excess of 4 years. Lawful Development Certificate (Existing) - Existing Use/Development Is Lawful 17.05.2017
- 17/03825/PLUD - Single storey front infill extension, single storey side and single storey rear extensions, erection of 1.8m high fence to form residential curtilage. Lawful Development Certificate (Proposed). - Proposed Development is Lawful

## Considerations

The main issues to be considered in respect of this application are:

- History
- Principle
- Green Belt
- Design
- Standard of residential accommodation
- Highways
- Neighbouring amenity
- Sustainability
- Trees
- CIL

### History

The site, known as Log Cabin, was established as a residential dwelling under planning ref. 17/01177/ELUD 'Use of log cabin as one self-contained dwellinghouse falling within C3 Use Class which has been continuous for in excess of 4 years Lawful Development Certificate (Existing)'.

A subsequent Lawful Development Certificate (17/03825/PLUD) was also approved which sought a single storey front infill extension, single storey side and

single storey rear extensions, and the erection of a 1.8m high fence to form residential curtilage.

### Principle

Housing is a priority use for all London Boroughs and the Development Plan welcomes the provision of small scale infill development provided that it is designed to complement the character of surrounding developments, the design and layout make suitable residential accommodation, and it provides for garden and amenity space. The National Planning Policy Framework (NPPF) states in Paragraph 49 that housing applications should be considered in the context of the presumption in favour of sustainable development.

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.

Policy 3.4 of the London Plan seeks to optimise housing potential, taking into account local context and character, the design principles and public transport capacity.

Policy H7 of the UDP sets out criteria to assess whether new housing developments are 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 currently in residential use and is located adjacent to residential dwellings. A Lawful Development Certificate (17/01177/ELUD) established that the building, known as Log Cabin, has been used as a self-contained residential unit in excess of 4 years. Therefore the proposal to replace the existing dwelling would not result in a change of use of the site. Therefore the provision of a new dwelling unit on the land may be acceptable in principle subject to an assessment of the impact of the proposal with regard to policy relating to the Green Belt, appearance/character of the surrounding area, the residential amenity of adjoining and future residential occupiers of the scheme, car parking and traffic implications, sustainable design and energy, community safety and refuse arrangements.

### Green Belt

Having established that the site is within the Green Belt the Authority must consider both its own Development Plan Policy and edicts of the NPPF.

As set out in para 87 of the NPPF, where a proposal is inappropriate development in the Green Belt, it is by definition harmful and should not be approved except in very special circumstances.

Para 88 of the NPPF advises that LPAs should give substantial weight to any harm to the Green Belt. Very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness and any other harm, is clearly outweighed by other considerations.

Therefore, the harm in principle to the Green Belt remains even if there is no further harm to openness because of the development.

Openness is an essential characteristic of the Green Belt and is different from visual impact. Openness is about freedom from built form. Even if there is absence of harm to openness, there can be harm in principle to the Green Belt from inappropriate development.

The NPPF dictates that the construction of new buildings in the Green Belt is inappropriate, with a few exceptions. In this case the proposed development is / is not one of the specified forms of development considered to be an exception. The Council is therefore satisfied that the proposed form of development is, by definition appropriate / inappropriate development in the Green Belt.

Policy G1 of the UDP states that within the Green Belt permission will not be given for inappropriate development unless very special circumstances can be demonstrated that clearly outweigh the harm by reason of inappropriateness or any other harm. The construction of new buildings or extensions to buildings on land falling within the Green Belt will be inappropriate unless it is for a limited extension, alteration or replacement of existing dwellings.

Policy G5 states that where a building is in residential use in the Green Belt or on Metropolitan Open Land (MOL), the Council will permit its replacement by a new dwelling providing that:

- (i) The resultant dwelling (including garaging and any accommodation below ground) does not result in a material net increase in floor area compared with the existing dwelling as ascertained by external measurement; and
- (ii) The size, siting, materials and design of the replacement dwelling and of any associated works (such as boundary fences or walls) does not harm visual amenities or the open or rural character of the locality.

The text to this policy (para 8.27) defines a material net increase as 10% over the existing building, depending on design issues and also states that existing building will include any development or ancillary building which are within 5m.

Paragraph 89 of the NPPF states that "local authorities should regard the construction of new buildings in the Green Belt...with the exception of replacement buildings, where they are in the same use and not materially larger than the one they replace".

A Lawful Development Certificate (17/01177/ELUD) established that the building, known as Log Cabin, has been used as a self-contained dwelling for a minimum of 4 years. The existing dwelling has a foot print of 95.4sqm. The proposed dwelling

would have a footprint of 172.1sqm, resulting in a significant increase over the existing dwelling (approximately 180% increase). As such, the proposal is considered to constitute development that is not appropriate within the Green Belt as specified by paragraphs 87, 88 and 89 of the NPPF and as such very special circumstances are required that clearly outweigh the harm the development would cause to the Green Belt by definition and any other harm.

The applicant has put forward a case for Very Special Circumstances. The applicant has stated that the dwelling could be extended under permitted development, by way of a single storey front, side and rear extension (approved under planning ref. 17/03825/PLUD). The application states that the overall footprint and volume would be less than the existing dwelling were permitted development extensions completed. The approved dwelling has a potential floor area of 173.5 square metres, however the proposed dwelling would create a total floor area of 172.1 square metres, a reduction of 1.4 square metres. In addition, the proposed dwelling will have flat roof with a height of 3.3m, a reduction of 0.5m from the existing dwelling. The Planning, Design and Access Statement also highlights that the proposal would include a grass roof in order to reduce the visual impact and blend into the landscape.

It was confirmed on site that the existing dwelling has not yet been extended following the approved Certificate. However it is considered reasonable to assume in this case that these works would be completed should this application be refused, and they are therefore being considered as a genuine 'fall back' option.

Furthermore, the existing detached garage, with a habitable room over, has a floor area of 72.5sqm. It is located in the south-western corner of the site and will be removed to provide vehicular access for the proposed dwelling. Whilst this garage is located over 5m from the dwelling, therefore cannot be included in the floor space calculations, it is considered that the removal of this two storey garage would positively contribute to the openness of the Green Belt and help to offset the proposal. It is considered appropriate to include a condition with any permission to remove Permitted Development rights for both properties, in order to ensure that a new garage will not be erected on site without prior approval in writing from the Council, as this could undermine the Very Special Circumstances case made with this application.

Having had regard to the Very Special Circumstances that have been presented, it is considered that, on balance, the proposed development is inappropriate development in the Green Belt however the Very Special Circumstances are considered sufficient to outweigh the harm to the Green Belt.

### Design

Design is a key consideration in the planning process. Good design is an important aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. The NPPF states that it is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes.



The NPPF requires Local Planning Authorities to undertake a design critique of planning proposals to ensure that developments would function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development. Proposals must establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit; optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses and support local facilities and transport networks. Developments are required to respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation. New development must create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and are visually attractive as a result of good architecture and appropriate landscaping.

London Plan and UDP policies further reinforce the principles of the NPPF setting out a clear rationale for high quality design.

Policy BE1 of the Bromley UDP states that all development proposals, including extensions to existing buildings, will be expected to be of a high standard of design and layout.

The proposed single storey dwelling has a contemporary flat roof design, and incorporates a grass roof. Whilst this is not necessarily a reflection of the local architecture in this area, the lowered grass roof helps to reduce the overall bulk and softens the visual impact. Furthermore, the dwelling is situated approximately 39m from the highway therefore will not be highly visible from the street.

The submitted plans indicated that the walls will be finished with horizontal timber cladding with black aluminium box window surrounds. Given that the property will be single storey only, it is considered that the proposed replacement dwelling will not impact significantly on the character of the area or the street scene in general.

Having regard to the form, scale, siting and proposed materials it is considered that the proposed dwelling would not appear out of character with surrounding development or the area generally.

#### Standard of residential accommodation

Policy H7 of the UDP sets out the requirements for new residential development to ensure a good standard of amenity. The Mayor's Housing SPG sets out guidance in respect of the standard required for all new residential accommodation to supplement London Plan policies. The standards apply to new build, conversion and change of use proposals. Part 2 of the Housing SPG deals with the quality of residential accommodation setting out standards for dwelling size, room layouts and circulation space, storage facilities, floor to ceiling heights, outlook, daylight and sunlight, external amenity space (including refuse and cycle storage facilities) as well as core and access arrangements to reflect the Government's National Housing Standards.

The London Plan makes clear that ninety percent of new housing should meet Building Regulation requirement M4 (2) 'accessible and adaptable dwellings' and ten per cent of new housing should meet Building Regulation requirement M4 (3) 'wheelchair user dwellings', i.e. is designed to be wheelchair accessible, or easily adaptable for residents who are wheelchair users. The relevant category of Building Control Compliance should be secured by planning conditions.

Policy 3.5 of the London Plan and the Housing SPG (2016) Standard 24 states the minimum internal floorspace required for residential units on the basis of the level of occupancy that could be reasonably expected within each unit should comply with Technical housing standards - nationally described housing standard (2015).

The proposed dwelling has an internal area of approximately 155sqm. As a 1 storey 3 bedroom dwelling, the minimum internal area must be 95sqm therefore the proposed dwelling is compliant with the required standards and is considered acceptable.

It would have a large GIA and all three bedrooms exceed the minimum requirements for double bedrooms. The shape, room size and layout of the rooms in the proposed dwelling are considered to be satisfactory. None of the rooms would have a particularly convoluted layout which would limit their use. It is therefore considered that the proposal would offer a high level of residential amenity for future occupiers.

The proposed dwelling provides sufficient amenity space with a large rear garden. The garden will be 21m deep. It is therefore considered that the proposed garden is sufficient.

### Highways

The NPPF recognises that transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. The NPPF clearly states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

London Plan and UDP Policies encourage sustainable transport modes whilst recognising the need for appropriate parking provision. Car parking standards within the London Plan, UDP and emerging draft Local Plan should be used as a basis for assessment.

The area has a PTAL level of 1b (on a scale of 0 - 6b, where 6b is the most accessible). The proposal includes the demolition of the existing garage, which serves Orchard Cottage, in order to provide vehicular access for the proposed dwelling.

Whilst the proposal would result in the loss of a parking space for Orchard Cottage, by way of the demolition of the detached garage, there is sufficient space on the remaining frontage for parking at Orchard Cottage, therefore the removal of the

detached garage is not considered to impact significantly on parking levels for the donor property.

A new 3.7m wide access road and two parking spaces are provided to the front of the proposed property which is considered sufficient for the proposed bungalow. As such, no objection was raised from the Councils Highways Officer.

### Neighbouring amenity

Policy BE1 of the UDP seeks to protect existing residential occupiers from inappropriate development. Issues to consider are the impact of a development proposal upon neighbouring properties by way of overshadowing, loss of light, overbearing impact, overlooking, loss of privacy and general noise and disturbance.

The proposed dwelling is located at the rear of Orchard Cottage, utilising the western flank boundary therefore Orchard Cottage is within the closest proximity to the proposed dwelling. Orchard Cottage already hosts the Log Cabin within the rear garden, which has been established as a self-contained dwelling for at least four years (planning ref 17/01177/ELUD).

The proposed single storey dwelling will result in a reduction of 0.5m in height and includes a grass roof to reduce the visual impact. The proposed boundary fence will be 1.8m high and located 20m from the rear of Orchard Cottage. The proposed dwelling will provide 26m separation from the rear of Orchard Cottage. Given the separation between properties it is considered that the proposed single storey dwelling would not result in a detrimental impact on the amenities if the occupiers of Orchard Cottage, over and above that already existing.

Open green spaces and ponds are located to the north and west of the site, with these boundary lines currently consisting of established trees and vegetation. Therefore no residential neighbours are located within close proximity to the north or west.

### Trees

Policy NE7 of the UDP advises that when considering development proposals, the Council will seek the retention and the long-term health and stability of as many trees as possible.

The application is accompanied by an Arboricultural report which states that the removal of the Silver Birch (T2), the Hedges (H1 and H2) and the Spruce (T11) are recommended for removal due to their proximity to the proposed development. As Category C trees, the removal of these trees is not considered significant to warrant refusal of the application.

Furthermore, the western flank benefits from a substantial number of trees and established vegetation. It is therefore considered that the removal of the above

trees would not significantly impact on the character of the area and verdant nature of the surroundings.

The Councils Tree Officer has been consulted on this application and a verbal update will be provided at the Committee meeting regarding any comments received.

### Sustainability

The NPPF requires Local Planning Authorities to adopt proactive strategies to mitigate and adapt to climate change. London Plan and Draft Local Plan Policies advocate the need for sustainable development. All new development should address climate change and reduce carbon emissions.

Policy 5.3 Sustainable Design and Construction of the London Plan states that the highest standards of sustainable design and construction should be achieved in London to improve the environmental performance of new developments and to adapt to the effects of climate change over their lifetime. Policy 5.2 Minimising Carbon Dioxide Emissions of the London Plan states that development should make the fullest contribution to minimising carbon dioxide emissions in accordance with the hierarchy; Be Lean: use less energy; Be clean: supply energy efficiently and Be green: use renewable energy.

### CIL

The Mayor of London's CIL is a material consideration. CIL is payable on this application and the applicant has completed the relevant form.

### **Conclusion**

Having had regard to the above it is considered that the proposed development is inappropriate development within the Green Belt, however Very Special Circumstances exist, which are considered sufficient to outweigh the harm to the Green Belt.

Furthermore, it is considered that the proposal will not result in a significant loss of amenity to local residents.

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

### **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: To comply with Section 91, Town and Country Planning Act 1990.**

- 2** 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 UDP and in the interests of visual and residential amenity.

- 3** Details of all external materials, including roof cladding, wall facing materials and cladding, window glass, door and window frames, decorative features, rainwater goods and paving where appropriate, shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced. The development shall be carried out in accordance with the approved details.

**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

- 4** Details of a surface water drainage system (including storage facilities where necessary) shall be submitted to and approved in writing by the Local Planning Authority before any part of the development hereby permitted is commenced and the approved system shall be completed before any part of the development hereby permitted is first occupied, and permanently retained thereafter.

**Reason:** To ensure satisfactory means of surface water drainage and to accord with Policy 5.13 of the London Plan.

- 5** Before commencement of the use of the land or building hereby permitted parking spaces and/or garages and turning space shall be completed in accordance with the approved details and thereafter shall be kept available for such use and no permitted development whether permitted by the Town and Country Planning (General Permitted Development) Order (England) 2015 (or any Order amending, revoking and re-enacting this Order) or not shall be carried out on the land or garages indicated or in such a position as to preclude vehicular access to the said land or garages.

**Reason:** In order to comply with Policy T3 of the Unitary Development Plan and to avoid development without adequate parking or garage provision, which is likely to lead to parking inconvenient to other road users and would be detrimental to amenities and prejudicial to road safety.

- 6** Prior to the commencement of the development hereby permitted, a survey of the condition of the road shall be submitted and agreed by the Local Planning Authority and any damage caused to the surface of the road during the construction phase of the development will be reinstated to a standard at least commensurate with its condition prior to the commencement of the development.

**Reason:** In the interests of pedestrian and vehicular safety and the amenities of the area and to accord with Policy T18 of the Unitary Development Plan.

**7** Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order amending, revoking and re-enacting this Order) no buildings, structures, alterations, walls or fences of any kind shall be erected or made within the curtilage of the dwelling hereby permitted without the prior approval in writing of the Local Planning Authority.

**Reason:** In the interests of protecting the character of the area and residential amenity of neighbouring properties in accordance with Policy BE1 of the UDP.

**8** Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order amending, revoking and re-enacting this Order) no buildings, structures, alterations, walls or fences of any kind shall be erected or made within the curtilage of Orchard Cottage without the prior approval in writing of the Local Planning Authority.

**Reason:** In the interests of protecting the character of the area and residential amenity of neighbouring properties in accordance with Policy BE1 of the UDP.

**9** The development hereby permitted shall be built in accordance with the criteria set out in Building Regulations M4(2) 'accessible and adaptable dwellings' and shall be permanently retained thereafter.

**Reason:** To comply with Policy 3.8 of the London Plan and the Mayors Housing Supplementary Planning Guidance 2016 and to ensure that the development provides a high standard of accommodation in the interests of the amenities of future occupants.