



Appeal Decision

Site visit made on 18 November 2025

by **S F Barnes MRTPI**

an Inspector appointed by the Secretary of State

Decision date: 9 January 2026

Appeal Ref: APP/D5120/W/25/3370611

8 Valley Road, Crayford, Dartford, Bexley DA1 3PJ

- The appeal is made under section 78 of the Town and Country Planning Act 1990 (as amended) against a refusal to grant planning permission.
 - The appeal is made by Mr R Heselden against the decision of the Council of the London Borough of Bexley.
 - The application Ref is 24/02995/FUL.
 - The development proposed is the erection of a detached 1-bedroom new build dwelling, with associated subdivision of the site and landscaping, with some internal and external alterations and demolitions.
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Decision

1. The appeal is allowed and planning permission is granted for the erection of a detached 1-bedroom new build dwelling, with associated subdivision of the site and landscaping, with some internal and external alterations and demolitions at 8 Valley Road, Crayford, Dartford, Bexley DA1 3PJ in accordance with the terms of the application, Ref 24/02995/FUL, subject to the conditions in the attached schedule at the end of this decision.

Preliminary Matter

2. The Council refused the application for three reasons as set out in its notice of decision. The third reason, relating to cycle storage, was subsequently withdrawn by the Council in its statement as it considers this can be addressed by a suitably worded condition. I see no reason to disagree with its conclusion and have dealt with the appeal on this basis.

Main Issues

3. The main issues are:
 - the effect of the proposal on the character and appearance of the area; and
 - whether the proposal would provide acceptable living conditions for the future occupiers of the proposed dwelling with particular regard to outlook and daylight.

Reasons

Character and Appearance

4. The appeal site is part of the rear garden of 8 Valley Road, a dwelling at the end of a row of properties on Valley Road. One of its side boundaries runs alongside Valley Close, a small cul-de-sac comprising 4 no. pairs of semi-detached postwar

dwellings arranged symmetrically around a central turning area with small setbacks from the pavement edge, they form a tight cluster, mostly having narrow gaps between them. The surrounding residential development is mainly 2-storey dwellings set within spacious garden plots, some having long rear gardens.

5. The proposed dwelling would replace single-storey ancillary structures that front onto Valley Close. Those structures, with mismatched materials and disjointed roof forms, have limited architectural merit and detract from a generally well-ordered streetscene on Valley Close. The appeal site occupies a discrete location and is experienced as distinct from the closely spaced semi-detached pairs on Valley Road, with which No. 8 more clearly relates. The appeal site therefore does not need to strictly adhere to the form of development seen on Valley Road.
6. Although the proposed dwelling would be single storey, its scale and massing would reflect the existing structures at the appeal site. Noting its proposed setback and front garden, its siting would complement the arrangement of properties on Valley Close. The use of high-quality materials together with coherent and modern design, would enhance the current appearance of the streetscene. Furthermore, its subordinate scale and mass would not harmfully contrast with the taller 2-storey properties it would sit amongst or harm the character and appearance of the area.
7. The proposed dwelling would retain space to some of its sides, and to buildings at either side, which would not be inconsistent with the pattern of surrounding residential development and represents an optimisation of the appeal site. Together with its modest scale, this would avoid a cramped appearance and would, like the existing structures here, remain subordinate in scale to No.8.
8. I therefore conclude that the proposal would have an acceptable effect on the character and appearance of the area and would accord with relevant provisions of Policy D3 of The London Plan adopted 2021 ('LP') and Policies SP5 and DP11 of the Bexley Local Plan adopted April 2023 ('Local Plan') which require development to be high-quality and that its layout and scale positively contribute to local character and context.

Living Conditions

9. The main living space would be served by a large window opening, including a set of floor-to-ceiling sliding doors, spanning much of the width of that room. Together with a tall window at its rear elevation, this room would be dual aspect. The larger window would face onto the private amenity space which would separate it from the side boundary treatment, approximately 3.5 metres away. Although modest in size, the amenity space would not appear unacceptably narrow or oppressive, nor would it harm the outlook for future occupiers within the living space. Moreover, future occupiers may wish to landscape this intervening amenity space to further contribute to the outlook within the living space.
10. Even accepting that the larger window would be north-facing, its large size and distance from the boundary along with the secondary window to this room would provide occupiers with adequate outlook, even from within more recessed parts of the room. Considering the layout and extent of openings within that room, I am also satisfied there would be adequate daylight for future occupiers.
11. I therefore conclude that the proposal would provide acceptable living conditions for the future occupiers of the proposed dwelling and comply with the relevant

provisions of Policy D6 of the LP and Policy DP11 of the Local Plan that, amongst other things, seek to ensure housing development is of a high quality with comfortable and functional layouts, and appropriate levels of outlook and natural daylight.

Conditions

12. The conditions imposed have been altered from those suggested by the Council where appropriate in the interests of precision and clarity. Some have not been included as they would not meet the tests set out within paragraph 57 of the National Planning Policy Framework.
13. In addition to the standard timescale condition, a condition specifying the approved drawings is necessary to provide certainty. To protect the area's character and appearance and for highway safety reasons (which I return to below), it is necessary to require the details of external materials and boundary treatments. To promote sustainable modes of transport, provision must be made for a scheme of convenient cycle storage.
14. Adherence to the Construction Management Plan is necessary to protect the living conditions of neighbouring occupiers. For this same reason, it is necessary to restrict future development of the dwelling using 'householder' Permitted Development Rights under Classes A and B¹. This is because those Classes relate to the erection of extensions, roof additions and changes to fenestration which could introduce unacceptable overlooking to adjoining sites. However, the evidence before me does not demonstrate that restricting Classes C, D, E and F would be necessary to avoid such harm.
15. To protect the area's character and appearance and ensure a high standard of amenity for future occupiers, a condition is necessary to ensure adequate refuse storage facilities are implemented in accordance with the plans. In the interests of highway safety, a condition is also necessary to ensure the on-site vehicle parking space is provided before first occupation.
16. The Officer Report indicates the sustainable design and sustainable drainage measures set out in the submission material are acceptable. Therefore, suggested conditions requiring such details to be submitted would be unnecessary. Nonetheless, in the interests of sustainability and adequate drainage, I impose a condition requiring the development to be carried out in accordance with the submitted Sustainability Statement, which also includes measures to regulate water consumption in line with LP policy.
17. I have not imposed a suggested condition regarding visibility splays at the vehicular access, as it was unclear what splay was required and the suggested wording would not therefore be sufficiently precise. In any case the Council can assess the effect on highway safety when considering details and height of boundary treatments to be used in the appeal scheme as required by condition no.3.
18. A condition has been suggested to effectively make future occupiers of the proposed development ineligible for resident parking permits. This is said to be necessary to avoid undue on-street parking pressure. However, no substantive

¹ Part 1, Schedule 2 of The Town and Country Planning (General Permitted Development) (England) Order 2015

evidence is before me which suggests the proposal would materially impact local parking conditions or unacceptably add to parking stress in the local area. Moreover, I have not identified any conflict in the absence of such a scheme with relevant policies before me that relate to car parking. Accordingly, this condition would be unnecessary.

Conclusion

19. For the above reasons the proposal accords with the development plan, when read as a whole. Material considerations do not indicate that a decision should be taken other than in accordance with the development plan. The appeal should therefore be allowed.

S F Barnes

INSPECTOR

SCHEDULE OF CONDITIONS

- 1) The development hereby permitted shall begin within 3 years from the date of this decision.
- 2) The development hereby permitted shall be carried out in accordance with the following approved plans: BP01 (Proposed Block Plan), and drawing no.'s 111, 112, 113, 114, 115.
- 3) Prior to the commencement of above-ground works (other than demolition), a detailed schedule of the materials and finishes to be used in the construction of the dwelling hereby approved shall be submitted to and approved in writing by the local planning authority. The details shall include brickwork; cladding; precise details of new windows and doors (including reveals and frames); roofing tiles; and boundary treatments to all sides. The development shall thereafter be carried out and retained in accordance with the details approved pursuant to this condition.
- 4) The development hereby permitted shall not be occupied until the approved vehicle parking space has been provided in accordance with the details shown on drawing no.111. Thereafter this space shall be retained for the parking of vehicles only.
- 5) Notwithstanding the approved plans, details of provision to be made for storage of two bicycles shall be submitted to and approved in writing by the local planning authority. The development hereby permitted shall not be occupied until the approved details have been implemented in full. The development shall thereafter be permanently maintained in accordance with those details.
- 6) The development hereby permitted shall not be occupied until the arrangements for storage of refuse and recycling, including the means of enclosure, shown on the approved drawing numbers 111 and 113 have been implemented fully in accordance with the approved drawings. The development shall thereafter be permanently maintained in accordance with those details.
- 7) The Construction Logistics Plan prepared in relation to No.8 Valley Road - Dartford - Kent - DA1 3PJ shall be implemented in full and adhered to for the duration of the construction period of the development hereby approved.
- 8) The development shall be carried out in full accordance with the details and recommendations contained in the Planning Sustainability Statement prepared in relation to No.8 Valley Road - Dartford - Kent - DA1 3PJ. The development shall thereafter be permanently maintained in accordance with those details.
- 9) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order amending, revoking and re-enacting this Order) no development permitted by Classes A and B of Part 1 of Schedule 2 of the aforementioned Order (as amended), shall be erected or made within the curtilage of the dwelling hereby permitted without the prior written approval of the local planning authority.

End of Schedule of Conditions.