



Delegated Report

Householder Planning Application

Planning Application No: 20250624

Location: 190 Singlewell Road Gravesend Kent DA11 7RB

Description: Erection of part first floor and part two storey side/rear extension, first floor rear extension, two storey front extension, open front porch, replacement front bay windows and new roof incorporating a dormer in rear roof slope, roof lights in front, rear and side roof slopes; conversion of loft and garage into habitable rooms; alterations to fenestration; and enlargement of frontage parking area.

Applicant: Mr. Manu Gill

Site Visit Date: 13 August 2025 and 08 May 2026

Submitted Documents/Plans

Householder Application for Planning Permission form;
Drawing no. 01 Existing block and site location plans received 16 March 2026;
Drawing no. 02 Existing ground and first floor layouts and roof plan received 16 March 2026;
Drawing no. 03 Existing elevations received 16 March 2026;
Drawing no. 04 Proposed ground and first floor layouts received 16 March 2026;
Drawing no. 05 Proposed loft layout and roof plan received 16 March 2026;
Drawing no. 06 Proposed elevations received 14 April 2026;
Drawing no. 07 Rev. A Proposed block plan and front elevation; and
Design and Access Statement 11 April 2025.

Superseded Documents/Plans

~~Drawing no. 01 Existing block and site location plans received 23 June 2025;~~
~~Drawing no. 02 Existing ground and first floor layouts and roof plan received 23 June 2025;~~
~~Drawing no. 03 Existing elevations received 23 June 2025;~~
~~Drawing no. 04 Proposed ground and first floor layouts received 23 June 2025;~~
~~Drawing no. 05 Proposed loft layout and roof plan received 23 June 2025;~~
~~Drawing no. 06 Proposed elevations received 23 June 2025;~~
~~Drawing no. 06 Proposed elevations received 16 March 2026;~~
~~Drawing no. 07 Proposed block plan and side elevation received 23 June 2025;~~
~~Drawing no. 07 Proposed block plan and side elevation received 16 March 2026; and~~
~~Drawing no. 07 Proposed block plan and front elevation received 14 April 2026.~~

Procedural Issues

Following a request from the case officer, the applicant amended the proposed design. As a result, the description of the proposal was amended from 'Erection of two storey side/rear extension, two storey front extension, replacement front bay windows, open front porch and new roof incorporating two dormers in rear roof slope and one dormer in front roof slope, roof lights in both side roof slopes and in flat roofed area at top; conversion of loft and garage into habitable rooms; and alterations to fenestration.' to that shown at the start of this document.

The amended details and revised description were subject to a second round of consultation and publicity to neighbours.

Following a further request from the case officer, the nature of the existing and proposed uses of the site was clarified, the frontage parking area was slightly widened and cycle storage was provided. These clarifications and alterations were in line with consultee and local resident responses and were non-material in nature and so were not subject to additional publicity of consultation.

Relevant Planning History

None.

Development Plan

Gravesham Local Plan Core Strategy (2014)

- CS01 – Sustainable Development
- CS02 – Scale & Distribution of Development
- CS11 – Transport
- CS12 – Green Infrastructure
- CS18 – Climate Change
- CS19 – Development & Design Principles
- CS20 – Heritage and the Historic Environment

Gravesham Local Plan: First Review (1994)

- P3 – Vehicle Parking Standards
- T1 – Impact of Development on Highway Network
- TC7 – Other Archaeological Sites

Paragraph 34 of the NPPF (2024) sets out that policies within adopted local plans should be reviewed to assess whether they need updating at least once every five years, and should then be updated as necessary. Such reviews are also a legal requirement as set out in Regulation 10A of the Town and Country Planning (Local Planning) England Regulations 2012.

The Council undertook such a review in September 2019 and found that the adopted Local Plan Core Strategy is in need of a partial review in terms of Policy CS02, due to the increased need for housing since the Local Plan Core Strategy was adopted and the need to ensure that a sufficient land supply exists to meet this need. Whilst saved policies from the Local Plan 1st Review (1994) generally conform with the NPPF (2024), the Council will also seek to replace these.

National Planning Policy Framework (2024)

- Section 2 – Achieving Sustainable Development
- Section 12 – Achieving Well-Designed Places

Supplementary Planning Guidance

- SPG 2 – Residential layout guidelines including Housing Standards Policy Statement October 2015 Adopted 1996 – amended June 2020
- Technical Housing Standards – Nationally Described Space Standard (2015)
- SPG 4 – KCC Parking Standards (2006)
- Gravesham Householder Extensions/Alterations Design Guide (2021)
- Design for Gravesham – Design Code (2024)

Other Relevant Guidance

- Kent County Council Dropped Kerb Guidance and Self-Assessment (2025)
- Gravesham Driveway Dropped Kerb Guidance (Informal Guidance) (2023)

- Gravesham Front Driveway Design Guidance (Informal Guidance) (2023)

Emerging Local Plan as a Material Consideration

Paragraph 48 of the Framework makes it clear that planning applications can only be determined in accordance with the development plan, unless material considerations indicate otherwise. An emerging Local Plan, does not form part of the Development. The Framework, at Paragraph 49 allows local planning authorities to give weight to relevant policies in emerging Local Plans, according to:

- The stage of preparation of the emerging plan (the more advanced its 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 Framework, the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given to those policies.

West Oxfordshire District Council v Secretary of State for Housing, Communities and Local Government & Rosconn Strategic Land Ltd [2018] EWHC 3065 (Admin) is a High Court judgement that deals with the weight to be given to a Regulation 19 Local Plan. In this judgement the Court found that the weight to be given to an emerging Local Plan, was a matter of planning judgement, which had to be reached having fully considered the relevant part (Paragraph 49) of the Framework.

The Council's emerging Local Plan, is in the process of being consulted upon (it has reached Regulation 19 stage), the Council is not yet aware of whether third parties will support or object to specific policies within the Plan, or whether they will consider the policies with the emerging Local Plan to be broadly sound and consistent with the NPPF (2024). Taking this into consideration, one can only conclude that at this stage of the process, **limited (i.e. minimal) weight should be afforded to the emerging Regulation 19 Local Plan**. This position would only change once the emerging Local Plan has progressed towards submission and examination, with the Council being fully aware of policies that are subject to unresolved objections and with knowledge of policies that have had their soundness and conformity against the Framework challenged.

This approach accords with the approach taken in a separate High Court case, Gladman Developments Ltd v SSHCLG & Corby Borough Council; & Uttlesford DC [2020] EWHC 518 (Admin) and Court of Appeal [2021] EWCA Civ 104, which was also the subject of a Court of Appeal Ruling [2021] EWCA Civ 104.

Consultations, Publicity and Representations

KCC Highways and Transportation

Having reviewed the application, I have some concerns that the proposed arrangement may constitute a House in Multiple Occupation (HMO). However, if it can be confirmed that the application relates to a single-family dwelling. We confirm that provided the following requirements are secured by condition or planning obligation, then I would raise no objection on behalf of the local highway authority:-

Provision and permanent retention of secure, covered cycle parking facilities prior to the use of the site commencing in accordance with details to be submitted to and approved by the Local Planning Authority.

It is important to note that Local Planning Authority (LPA) permission does not convey any approval to carry out works on or affecting the public highway.

Any changes to or affecting the public highway in Kent require the formal agreement of the Highway Authority, Kent County Council (KCC), and it should not be assumed that this will be a given because LPA planning permission has been granted.

For this reason, anyone considering works which may affect the public highway, including any highway-owned street furniture or landscape assets such as grass, shrubs and trees, is advised to engage with KCC

Highways and Transportation at an early stage in the design process.

Across the county there are pieces of land next to private homes and gardens and near the highway that do not look like roads or pavements but are actually part of the public highway.

Some of this highway land is owned by Kent County Council whilst some is owned by third party owners. Irrespective of the ownership, this land may have 'highway rights' over the topsoil.

Works on private land may also affect the public highway. These include works to cellars, to retaining walls which support the highway or land above the highway, and to balconies, signs or other structures which project over the highway. Such works also require the approval of the Highway Authority.

Kent County Council has now introduced a pre-application advice service in addition to a full formal technical approval process for new or altered highway assets, with the aim of improving future maintainability. Further details are available on our website below:

<https://www.kent.gov.uk/roads-and-travel/highway-permits-and-licences/highways-permissions-and-technical-guidance>.

This process applies to all development works affecting the public highway other than applications for vehicle crossings, which are covered by a separate approval process. Further details on this are available on our website below:

<https://www.kent.gov.uk/roads-and-travel/highway-permits-and-licences/apply-for-a-dropped-kerb/dropped-kerb-contractor-information>

Once planning approval for any development has been granted by the LPA, it is the responsibility of the applicant to ensure that before development commences, all necessary highway approvals and consents have been obtained, and that the limits of the highway boundary have been clearly established, since failure to do so may result in enforcement action being taken by the Highway Authority.

The applicant must also ensure that the details shown on the approved plans agree in every aspect with those approved under the relevant legislation and common law. It is therefore important for the applicant to contact KCC Highways and Transportation to progress this aspect of the works prior to commencement on site.

Further guidance for applicants, including information about how to clarify the highway boundary and links to application forms for vehicular crossings and other highway matters, may be found on Kent County Council's website: <https://www.kent.gov.uk/roads-and-travel/highway-permits-and-licences/highways-permissions-and-technical-guidance>. Alternatively, KCC Highways and Transportation may be contacted by telephone: 03000 418181.

Neighbouring properties

The application was publicised on two occasions, by a site notice and to four neighbouring properties by letter. Three representations (two objecting and one neither objecting or supporting) have been received and are summarised as follows;

- The proposal would have a dwarfing effect on adjacent properties, especially no. 192 Singlewell Road.
- The proposal would convert a family dwelling into a House of Multiple Occupation (HMO), which would lose much needed family accommodation and change the character of the area.
- The property is an existing HMO and increasing the size would exacerbate the existing adverse mess and visual impacts.
- If planning permission is granted then soft landscaping to the front should be required by condition.
- The property could house at least eight adults but would provide insufficient parking.
- Following the loss of the garage, will there be sufficient parking on site?
- There are no local bus services on Singlewell Road, the 455 service ceased in March 2024.
- This would be an opportunity to seek the provision of an EV charger.

- Any request for gates across the entrance should not be approved on highway safety grounds.

The overall consultation period expired on 15 May 2026.

Officer's Analysis

Background

The initial design approach was considered an overdevelopment of the application property, which would not have appeared subservient to the original building. Therefore, following a request from the case officer, the proposal was amended to set back the side extension element, to lower the ridge height and to remove a flat roof element and front dormer. In addition, details of alterations to the site frontage to increase on-site parking were provided.

It should be noted that the following assessment is based on the amended design.

Design, Character and Appearance

Policy CS19 of the Gravesham Local Plan Core Strategy (2014) sets out that new development will be visually attractive, fit for purpose and locally distinctive. It should conserve and enhance the character of the built environment and take account of the scale, height, building lines and other architectural features of buildings. Account should also be taken of strategic views, site topography, the significance of heritage assets and features of townscape and landscape value which contribute to local character and sense of place.

In relation to two storey rear extensions, the Householder Extensions/Alterations Design Guide (2021) sets out that they should not dominate the host property in terms of depth (extensions to extensions will not generally be supported); should not be of greater width than the original building; should generally not be built adjoining the side boundaries of the site, should have roof designs that reflect and not overwhelm the main roof and window patterns and proportions that are in keeping with the host building and local character.

In relation to side extensions, the Householder Extensions/Alterations Design Guide (2021) sets out that care is needed when considering the relationship between the proposal and the boundary with the neighbouring property, as the separation between properties can provide access routes to the rear of the property and in some locations be part of the character of the area. In addition, side extensions should appear subservient to the original building; be no greater than half the width of the original building; incorporate roof designs to reflect the main roof; and window designs and proportions to reflect those existing and local character.

In relation to frontage parking, relevant considerations in the Householder Extensions/Alterations Design Guide (2021) and the GBC Front Driveway Guidance 2023 are that;

- Hardstanding should be proportionate to the size of the dwelling and the relevant car parking standards and avoid paving over a significant amount of the forecourt.
- Soft landscaped planted border along all boundaries should be provided in all spaces not specifically defined as parking or turning spaces.
- Allow sufficient space between the car and the dwelling to allow access to the front door and side of the property.
- Must be designed to avoid cars overhanging the pavement.
- Should not include gates
- Avoid removing any existing trees or established hedges and introduce new planting wherever possible.
- Introduce permeable paving to new areas of hardstanding to minimise rainwater run-off issues.
- There should be no water run-off from the forecourt onto the public highway.
- Pedestrian and vehicle visibility splays should be provided.

The existing roof of the application property has a variety of features including a hip, front gable, front dormer and catslide. The proposed main roof would have hipped ends with two front gables, a rear dormer and rooflights located in each roof slope. Whilst the new roof would add significant size and bulk, it would unify the property visually and would not result in an excessive increase in height above the existing situation, nor would it overwhelm the building. It would also replace an unsightly flat roof on an existing two storey rear extension.

Whilst it is noted that a local resident has raised concerns that the proposal would have a dwarfing effect on adjacent properties (especially no. 192 Singlewell Road), the proposed new roof would only have a ridge height some 0.4 metres higher than the existing one. In the immediate context of the application site, a variety of roof designs and heights are visible, therefore the proposal would neither look out of place nor overwhelm its neighbours.

The proposed part first floor and part two storey side/rear extension, would be set back from the front elevation by one metre and the roof would be set down by 0.2 metres. It would infill an L-shaped area at the rear of the building, in the north eastern corner and be set away from the side boundary of the application site by some 1.2 metres. The width of the side extension element would be less than half of the width of the original building and due to the design approach, this feature would appear subservient to the extended building.

The proposed first floor rear extension, when combined with the side/rear extension, would square off the first floor of the building at the rear, so that the resulting dwelling would have a roughly rectangular footprint. The extension would adjoin the side boundary of the application site and add 2.6 metres to the depth of the building. This feature would not be out of character with the existing building.

The proposed two storey front extension, porch and replacement front bay windows, would balance the appearance of the building but add new bulk and mass to the front elevation. However, these projections would be relatively small and so would not appear overwhelming.

The proposed frontage parking area would be permeably paved (although no details of the surfacing have been provided) and retain some of the existing front boundary wall and garden area. This general approach would be broadly in line with the design guidance and in order to ensure that the details are acceptable and that additional landscaping is provided to soften the extended parking area, a hard and soft landscaping scheme and details of the front boundary treatment should be subject to approval via a suitably worded planning condition.

Cumulatively, the proposal would unify and balance the building visually and whilst involving a significant increase in both floor area, bulk and mass, the alterations would not be visually overwhelming or be detrimental to the character of the building or the surrounding street scene. It is noted that the proposed facing materials and fenestration would match with and be in keeping with the existing building. Therefore, the proposed development would be appropriate in terms of design and would be in line with Policy CS19 of the Gravesham Local Plan Core Strategy (2014) and the Householder Extensions/Alterations Design Guide SPD (2021).

Amenity of Future Occupiers

Policy CS19 of the Gravesham Local Plan Core Strategy (2014) requires new development to be located, designed and constructed to safeguard the amenity, including privacy, daylight and sunlight, of its occupants. In this regard, the Nationally Described Space Standards (NDSS) and the Borough Council's adopted Residential Layout Guidelines (RLG) are relevant.

The proposed bedrooms would significantly exceed the minimum floor area requirements for double bedrooms in the NDSS (2015). According to the proposed block plan, the proposed garden area and length (some 600 square metres and +10 metres respectively) would significantly exceed the requirement for a dwelling with four or more bedrooms in the RLG.

It is noted that the proposal would result in the loss of various windows in the application property, thereby

reducing the levels of natural light available in the affected rooms. However, due to the proposed internal layout alterations and the provision of alternative windows, there would be no detriment to the living conditions of future occupiers.

In order to prevent a loss of privacy for future occupiers, any proposed bathroom/w.c./en-suite windows should be conditioned to be permanently obscure glazed.

Overall, the proposed development would provide good living conditions for future occupiers, would not be detrimental to residential amenity and would be in line with Policy CS19 of the Gravesham Local Plan Core Strategy (2014), the NDSS and the RLG.

Neighbouring Amenity

Policy CS19 of the Gravesham Local Plan Core Strategy (2014) requires new development to be located, designed and constructed to safeguard the amenity, including privacy, daylight and sunlight, of neighbouring occupiers. In this regard, the Borough Council's adopted Residential Layout Guidelines (RLG) are relevant.

The proposed development would introduce a number of new windows to the application property. The RLG set out that privacy distances between facing windows should be met, in order to prevent overlooking. A privacy distance of 21 metres is required for facing windows where there is no private garden area in between and a privacy distance of 26 metres is required where a private garden is within the field of view.

The closest residential properties to the application site are nos. 188a and 192 Singlewell Road (adjoining to the north and south respectively). No. 2a Ridgeway Avenue also adjoins the site and is located to the south of the rear garden and no. 2 Ridgeway Avenue adjoins the rear garden to the east.

No. 188a Singlewell Road has a ground floor and a first floor side window and a conservatory that all face side elevation of the application site. The proposal would include a door (to a study) at ground floor level, two obscure glazed shower/bathroom windows at first floor and two rooflights (to a store) in the proposed side elevation. Any adverse overlooking impacts from the door would be screened by the existing boundary treatment and obscure glazing would mitigate any adverse overlooking from the first floor windows and rooflights (as these are non-habitable rooms). The obscure glazing can be secured by an appropriately worded planning condition.

The side windows of no. 188a Singlewell Road would be subject to some adverse overbearing and overshadowing impacts and a loss of sunlight. But it is noted that the affected windows would be separated from the proposed side elevation by some 2.3 metres and the proposed roof in this location would be hipped. Also, the affected sunlight would be late morning to early afternoon only (due to the orientation of the windows). Therefore, due to the set back from the side boundary, the orientation and the design approach, it is considered that any adverse overshadowing or overbearing impacts would not be so significant as to warrant a refusal of planning permission.

No. 192 Singlewell Road has three ground floor, side windows that face the side elevation of the application site. The proposal would include the retention of an existing first floor window but with the room being converted from a study to a bedroom and a new rooflight (to a play room, which could be used as a bedroom) in the proposed side elevation. Any adverse overlooking impacts from the proposed window could be mitigated by obscure glazing, which as a secondary bedroom window, would be acceptable in terms of living conditions for future occupiers. The obscure glazing can be secured by an appropriately worded planning condition.

The side windows of no. 192 Singlewell Road would be subject to some adverse overbearing and overshadowing impacts but no loss of direct sunlight due to their northern aspect. But it is noted that the affected windows would be separated from the proposed side elevation by some 1.6 metres and the proposed roof in this location would be hipped. Therefore, due to the set back from the side boundary and the design approach, it is considered that any adverse overshadowing or overbearing impacts would not be so significant as to warrant a refusal of planning permission.

No. 2a Ridgeway Avenue has a first floor window and conservatory that obliquely face the rear elevation of the application site. The proposal would include various new windows and a rooflight in the rear elevation. Any adverse overlooking impacts from the ground floor windows would be screened by existing boundary treatments. The closest proposed first floor window (to a bedroom) would have a privacy distance of some 17 metres to the closest part of the conservatory and some 22 metres to the first floor side window. Whilst these distances do not meet the RLG requirements, any overlooking would be oblique in nature and as such, it would not be so significant as to warrant a refusal of planning permission.

No. 2 Ridgeway Avenue has a side dormer window and first floor windows that obliquely face the rear elevation of the application site. These would have a privacy distance of some 44 metres and would not be subject to any adverse overlooking impacts from any of the proposed rear windows.

Due to the distance between the properties, there would be no adverse overbearing or overshadowing impacts to the occupiers of nos. 2 or 2a Ridgeway Avenue.

Overall, subject to the use of obscure glazing as described above, the proposed development would not be detrimental to the residential amenity of surrounding occupiers and would be in line with Policy CS19 of the Gravesham Local Plan Core Strategy (2014).

Parking and Highways

Policy CS11 of the Gravesham Local Plan Core Strategy (2014) and Saved Policies T1 and P3 of the Gravesham Local Plan First Review (1994) require new development to mitigate its impact on the highway and public transport networks and to provide sufficient parking in accordance with adopted parking standards.

According to the Borough Council's adopted Vehicle Parking Standards (SPG4), a four or more bedroom dwelling should have a maximum of three vehicle parking spaces. According to the Householder Extensions/Alterations Design Guide SPD (2021), vehicle parking spaces should be a minimum of 2.5 metres in width (2.7 metres where they adjoin an enclosed boundary) and 5 metres depth.

The application property has four bedrooms and on-site parking for two vehicles (one in a garage and one on the site frontage). The proposed development would result in the building increasing from four to five/six bedrooms (because the proposed study and loft play area would exceed the requirements for double bedrooms in the NDSS). It would also result in the loss of the garage but the provision of an enlarged frontage parking area.

The enlarged frontage parking area could accommodate three vehicles, with appropriately sized spaces, which would provide on-site parking to replace the lost garage and provide one additional parking space.

KCC Highways and Transportation have not raised an objection to the proposed parking provision but have queried whether the proposal would be an HMO. However, the submitted details do not propose an HMO and the applicant has confirmed that the property would be used as a single family dwelling. As such, the application must be determined on that basis.

Whilst it is noted that a local resident has queried the amount of proposed parking, the proposal would meet the adopted parking standards. Furthermore, there are no parking restrictions in the vicinity of the application site and on-road parking appears readily available. Therefore, even if the proposed development would result in a small increase in demand for on-street parking in the surrounding area, this would not exacerbate any existing parking issues and would not undermine highway safety.

It should be noted that drawing no. 7 Rev. A illustrates an incorrect visibility splay. However, this inaccuracy has not undermined the determination of the application. As an existing situation, the northern side of the driveway is not subject to assessment (although it has a low boundary wall). The retained front boundary wall would have a height of 0.8 metres and be located adjacent to the proposed driveway entrance. However, to provide pedestrian visibility, no obstructions should be greater than 0.6 metres

height within two metres of this entrance. Therefore, in order to ensure appropriate pedestrian visibility, a condition should be attached to any planning permission granted requiring details of a lower proposed front wall to be submitted and approved.

The proposed frontage parking arrangements include the retention of an existing ACO drain. However, to ensure appropriate drainage for the wider hard surfaced area, an extended drain should be installed. This should be subject to a planning condition.

KCC Highways and Transportation seek the provision and permanent retention of secure, covered cycle parking facilities, which has been proposed in the rear garden. As such, a planning condition requiring their provision and retention should be attached to any planning permission granted.

Overall, it is considered that the proposal would make sufficient provision for the parking of cars and cycles within the application site and would be in line with Policy CS11 of the Gravesham Local Plan Core Strategy (2014) and Saved Policies T1 and P3 of the Gravesham Local Plan First Review November 1994.

Any Other Material Planning Considerations

The application site is located within an area of multi-period and some palaeolithic archaeological potential, Groundwater Source Protection Zone 2, a Site of Special Scientific Interest (SSSI) Impact Risk Zone and a smoke control area. The application site is also located in close proximity to a gas pipeline (along the site frontage). However, as the proposed development would be within the confines of an existing residential garden and only a relatively small amount of groundworks would occur, then it is considered that there would be no adverse impacts to any archaeological interests, sensitive habitats, groundwater or gas infrastructure. As such the proposal would be in line with Policies CS12, CS19 and CS20 of the Gravesham Local Plan Core Strategy (2014) and Saved Policy TC7 of the Gravesham Local Plan First Review November 1994.

With regard to the smoke control area, advice regarding smokeless fuels/appliances can be given to the applicant in an informative attached to any planning permission granted. Similarly, the applicant should be made aware of the proximity of the gas pipeline via an informative on any planning permission granted.

Local residents have raised a number of concerns, the majority of which have been covered in the above discussion. The outstanding issues are summarised (in italics) and commented on as follows;

- *The proposal is, or would convert a family dwelling into, an HMO, which would lose much needed family accommodation and change the character of the area* – the submitted details do not propose an HMO and the applicant has confirmed that the application property would be a single family dwelling. Therefore, the application must be determined on that basis.
- *There are no local bus services on Singewell Road, the 455 service ceased in March 2024* – noted.
- *This would be an opportunity to seek the provision of an EV charger* – the proposed development has been amended to include an EV charger.
- *Any request for gates across the entrance should not be approved on highway safety grounds* – gates are not part of the proposed frontage works and would be precluded by planning condition.

Suggested Conditions

Time Limit

Development in accordance with the approved plans

Prior to first occupation, submission and approval of details of hard and soft landscaping (including boundary walls and drainage) for the frontage parking area

Prior to first occupation, proposed frontage parking area formed and retained permanently

Prior to first occupation, provision of cycle store shown on drawing no. 07 Rev. A and permanent retention

Prior to first occupation, provision of EV charger shown on drawing no. 07 Rev. A and permanent retention

Materials to match existing

Obscure glazing to en-suite/w.c. windows

Obscure glazing to all first floor windows and rooflights in both flank elevations

No further openings in flank elevations

No gates across driveway

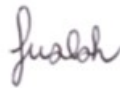
Conclusion

The proposal would comply with local and national planning policies and subject to the conditions set out above, the proposal would be acceptable.

Recommendation

Planning permission subject to conditions is recommended.

(For detailed conditions and informatives, see draft Decision)

Case Officer:	Mrs Kelly Joyce	Team Leader:	Mrs Faye Walsh
Signed:		Signed:	
Dated:	21 May 2026	Dated:	21 May 2026