

Delegated Report

Householder Planning Application

Planning Application No: 20251122

Location: 41 Whitehill Road Gravesend Kent DA12 5PE

Description: Erection of two storey part side and single storey side/rear extension with roof lights and conversion of garage into storage space. Alterations to fenestration.

Applicant: Mr Nithinarasu Veeraarasu

Site Visit Date: Desktop Assessment

Submitted Documents/Plans

Application Form Dated 03/11/2025;
Drawing Number P1669-01(Site Location Plan and Block Plan – Existing and Proposed);
Drawing Number P1669-04 (Floor Plans – Existing);
Drawing Number P1669-05 (Floor Plans – Proposed);
Drawing Number P1669-03 Rev A (Floor Plans and Elevations – Proposed); and
Drawing Number P1669-02 (Floor Plans and Elevations – Existing).

Relevant Planning History

No relevant history

Development Plan

Gravesham Local Plan Core Strategy (2014)

- CS01 – Sustainable Development
- CS02 – Scale & Distribution of Development
- CS12 – Green Infrastructure
- CS18 – Climate Change
- CS19 – Development & Design Principles

Gravesham Local Plan: First Review (1994)

- P3 – Vehicle Parking Standards

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)

Consultations, Publicity and Representations

Consultees

Ward Councillors – No comments received

Neighbouring properties

5 surrounding properties were consulted and no responses were received. The consultation period ended on 02/12/2025.

Officer's Analysis

Design, Character and Appearance

41 Whitehill Road is a two-storey semi-detached dwelling house located on the western side of the highway. The property is block paved to the frontage for off road parking with attached garage to the side.

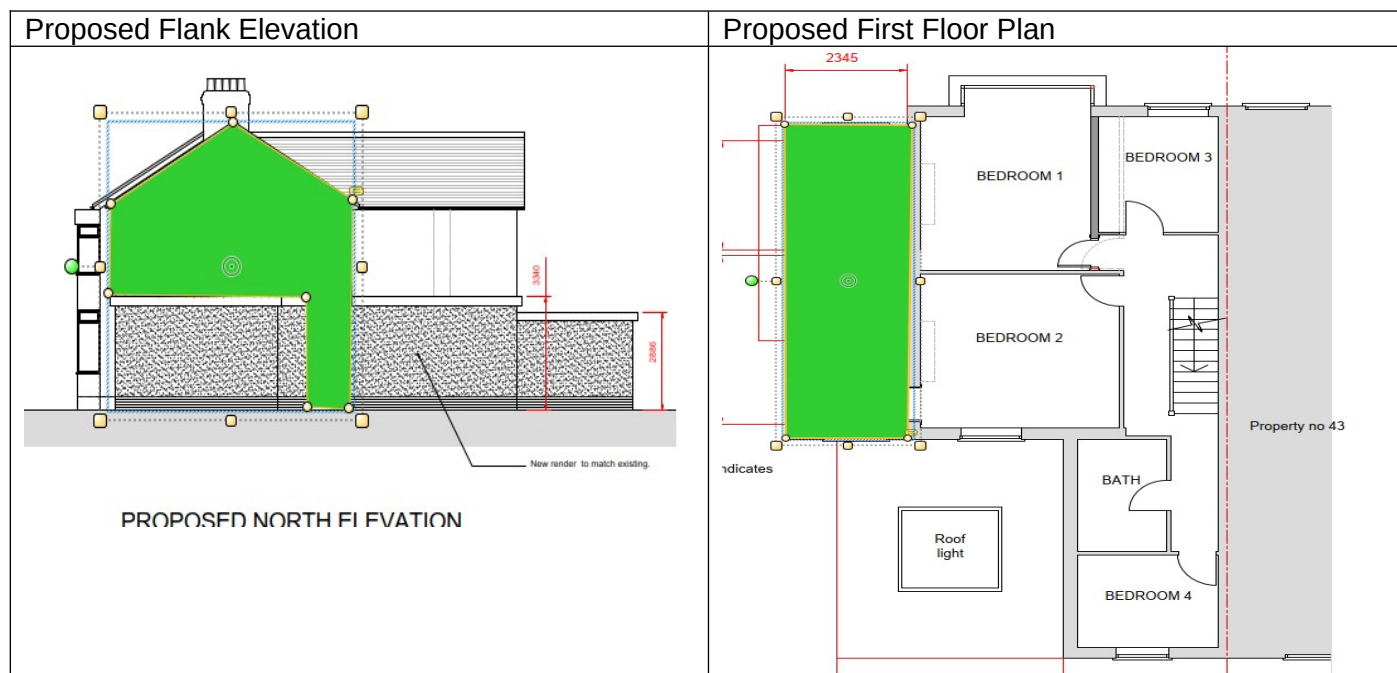


The application proposes the erection of a two-storey part side and single storey side/rear extension with roof lights, the conversion of garage into storage space and associated alterations to fenestration.

The proposed single storey rear extension would have a flat roof at a height of 2.86m, a width of 3.15m and would project from the rear elevation by 3.65m. The extension would create space for a shower room with a window to the rear elevation which would be conditioned to be obscure glazed to Pilkington Level 3 or above.

As such, there are no concerns with the proposed single storey rear extension.

The application also proposes a part two storey side extension as highlighted below:



The part two storey side extension will have a pitched roof at a maximum height of 8.52m and an eaves height of 5.9m and will be partly located above the existing garage. The extension will project 2.3m from the flank elevation and have a step down of 0.26m from the original roof ridge and set back 0.7m from the principal elevation. The extension will measure 7.2m in length and will create space for a dressing room with ensuite. There will be a window to the front elevation at first floor level which is well aligned with the existing first floor windows. The window would serve the en-suite which would be conditioned to be obscure glazed to Pilkington Level 3 or above. There would be a window to the rear elevation serving the newly formed dressing room. The extension would introduce an entrance door to the rear elevation at ground floor level.

As such, the part two storey side extension is considered to be acceptable in terms of design.

The application proposes a further single storey side extension:



The extension would have a flat roof at a height of 3.35m, a depth of 5.55m and would project 4.34m from the flank elevation. The extension would create space for an open plan kitchen / living / dining area, with bi-fold doors leading to the rear garden.

Whilst a flat roof to a side extension is contrary to current guidelines, by way of the existing garage and proposed part to storey side extension, the extension is not visible from a public vantage point and would have no impact on the wider street scene.

As such, the proposed single storey side extension is considered to be acceptable in terms of design.

All proposed extensions will be constructed with a rendered finish and windows and doors to match the host dwelling.

The application also proposes the conversion of the existing garage to a storage room. The garage will be marginally extended in height from 2.8m to 3.33m and in width from 2.32m to 2.86m. The converted garage would create space for a storage area with the 'up and over' garage door to be replaced with new:



Whilst the proposed part two storey side extension will be above the garage, the conversion will retain part of the roof at single storey level. Whilst the replacement roof will be flat and located to the side of the host dwelling, the roof is reflective of the original garage roof and as such is not considered to have a detrimental impact on the existing street scene nor would make grounds for refusal.

As such the proposed garage conversion is considered to be acceptable in terms of design.

Overall, the development hereby proposed is not excessive in size or bulk, will be constructed using appropriate materials and will have no impact on the street scene. Therefore, the application is in accordance with Policy CS19 (Development and Design Principles) of Gravesham's Local Plan Core Strategy (LPCS) (2014) and Section 12 (Achieving well-designed places) of the National Planning Policy Framework (NPPF) (2024).

Amenity of Future Occupiers

Post development, the application site would retain an area of 213.03m² and a depth of 19.8m in accordance with the minimum recommendations as set out in Gravesham's Residential Layout guidelines.

Furthermore, all proposed rooms are in accordance with the above guidelines.

As such the development is not considered to detrimentally effect the amenity of future occupiers and is in accordance with Policy CS19 (Development and Design Principles) of the Gravesham Local Plan Core Strategy (2014) and Section 12 (Achieving well designed places) of the National Planning Policy Framework 2024.

Neighbouring Amenity

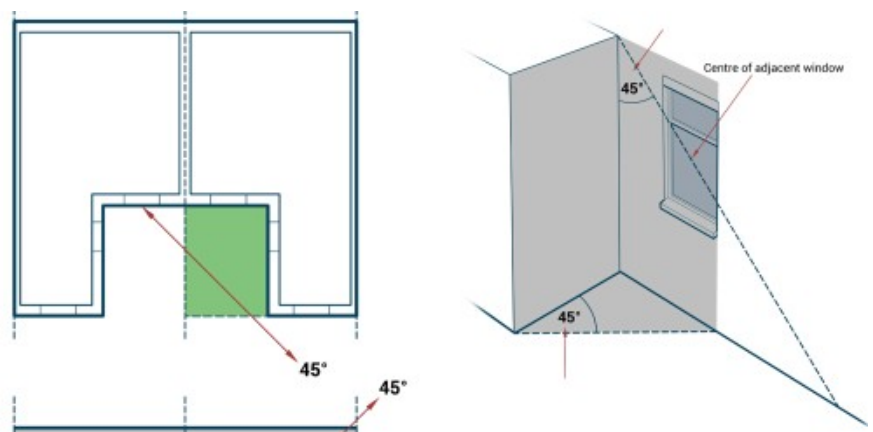
Gravesham's Householder Design Guidance states that where a proposed extension is at right angles to a neighbouring habitable window, the proposal should not be higher or wider than a 45 degree angle, in order to protect neighbouring light and outlook, as shown below:

45 degree rule

This test should be used where the proposed development is at right angles to the affected window of the neighbouring property:

- Draw a line at 45 degrees upwards from the centre of the affected window.
- Draw a line at 45 degrees sideways from the centre of the affected window.

If the proposed development is both higher and wider than these 45 degree lines, there may be an unacceptable loss of daylight to the affected window.



The proposal should also be no higher than a 25 degree angle when measured upwards from the centre of neighbouring windows:

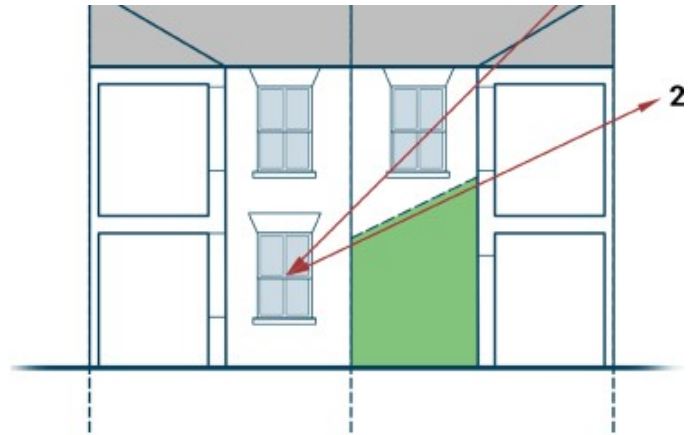


25 degree rule

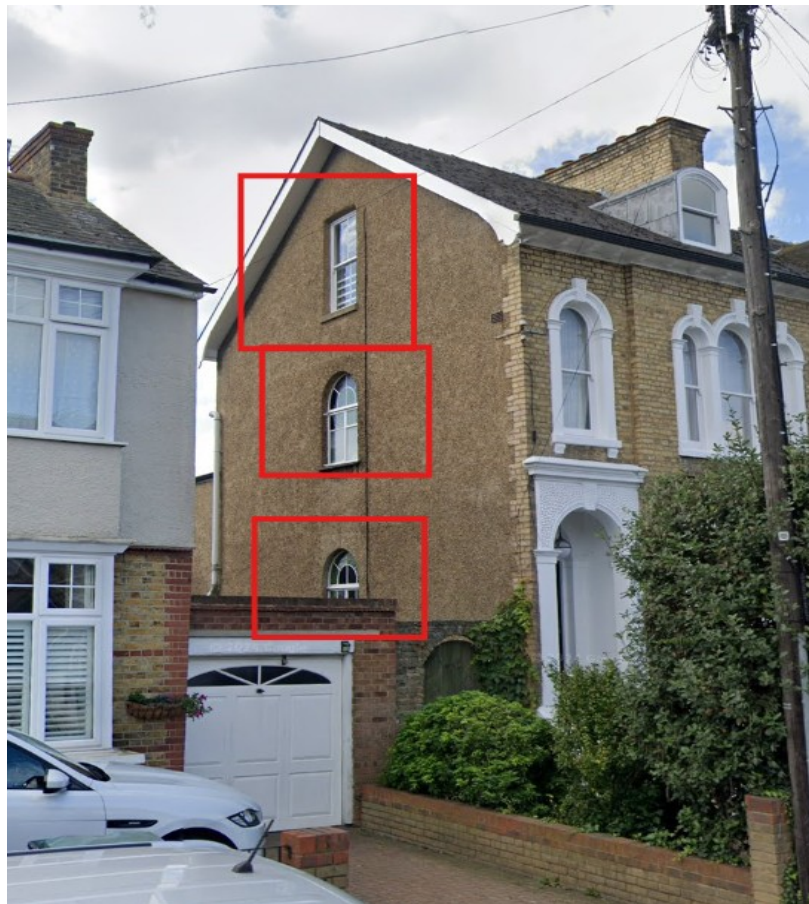
This test should be used where the proposed development faces the affected window of the neighbouring property:

- Draw a line at 25 degrees upwards from the centre of the affected window.

If the proposed development is higher than this 25 degree line, there may be an unacceptable loss of daylight to the affected window.

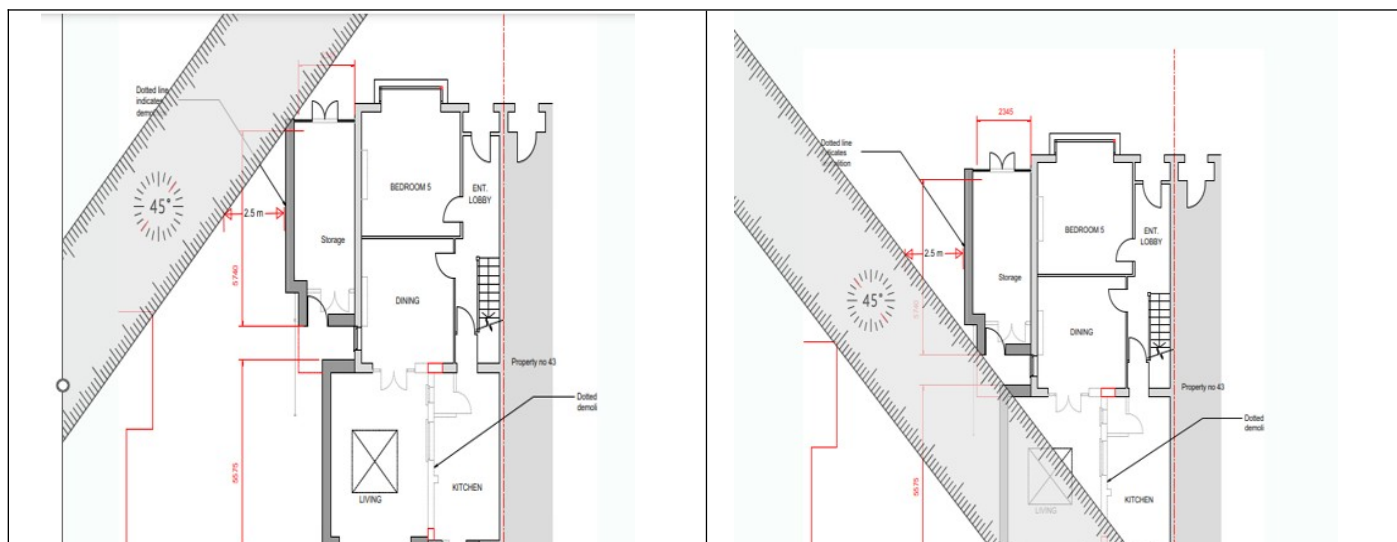


The application proposes a part two storey side extension. There are 3 windows located to the ground, first and second floor of the flank elevation of neighbouring property known as 39 Whitehill Road:



The windows located to the ground and first floor serve the hallway and first floor corridor and as such are not considered to be habitable and therefore no concerns are raised. The window located to the second floor serves a bedroom which is classified as a habitable room.

However, as shown in the below snip, taken from the floor plan as submitted with the application, the proposed first floor extension is in accordance with the 45 degree rule:



The second diagram below also shows the proposal to be in accordance with the 25 degree rule when measured from the second floor window:



Furthermore, from the plans submitted, the proposal does not introduce any windows to the flank elevations and the single storey extensions are of a modest height. As such there are no concerns with neighbouring privacy, outlook or overlooking.

Therefore, the proposal is in accordance with Policy CS19 (Development and Design Principles) of Gravesham's Local Plan Core Strategy (LPCS) (2014) and Section 12 (Achieving well-designed places) of the National Planning Policy Framework (NPPF) (2024).

Parking and Highways

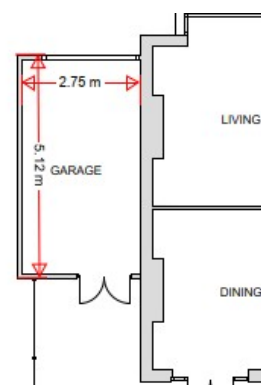
The application proposes the conversion and subsequent loss of the existing garage.

Whilst the application site currently only provides sufficient off road parking for one car to the frontage, the existing garage is unlikely to be used for parking a modern car as it falls below the requirements set out by supplementary planning guidance; SPG 4 - KCC Parking Standards (2006.), as detailed below:

SPG 4 – KCC Parking Standards (2006)

Preferred Garage Size for Single Car	5.5m (length) x 3.6m (width)
Preferred Garage Size for Two Cars	5.5m (length) x 6.0m (width)

Existing Garage Dimensions



The application also proposes to increase the number of bedrooms at the property from four to five. However, it is considered that due to the sustainable location of the application site, with close proximity to shops and public transport, it would be unreasonable to refuse the application on these grounds.

As such, there are no concerns with parking and highways.

Conclusion

The proposal is not excessive in size or bulk, has been constructed using appropriate materials and has no detrimental impact on the street scene. The development is considered to safeguard the amenity of future occupiers and will not harm the amenity of any adjoining property. As such, it is recommended that planning permission is granted, subject to conditions.

Recommendation

Permission

(For detailed **conditions** and informatives, see draft Decision)

Case Officer:	Mrs Nina Goodbody	Team Leader:	Richard Hart
Signed:	<i>N Goodbody</i>	Signed:	<i>R Hart</i>
Dated:	6 th January 2025	Dated:	9th January 2026