

Delegated Report

Householder Planning Application

Planning Application No: 20250865

Location: 40 Fleet Road Northfleet Gravesend Kent

Description: Conversion of garage to habitable space and infill ground floor rear extension. Changes to rear fenestration.

Applicant: Mr Abednego Kofie

Site Visit Date: **Desktop Assessment**

Submitted Documents/Plans

Application Form Dated 31/08/2025;
Drawing Number AK/01 (Site Location Plan);
Drawing Number AK/02 (Block Plans – Existing and Proposed);
Drawing Number AK/03 (Floor Plans and Elevations – Existing);
Drawing Number AK/04 (Ground Floor Plan – Proposed);
Drawing Number AK/05 (Front Elevations – Proposed);
Drawing Number AK/06 (Rear Elevations – Proposed);
Drawing Number AK/07 (Side Elevation – Proposed); and
Drawing Number AK/08 (First Floor Plan- Proposed).

Relevant Planning History

Reference	Description	Decision	Decision Date
19860534	Erection of single storey front extension to existing second garage	Permitted	20.08.1986
19760577	Erection of a 2 storey extension at side to form garage extension with bedroom and bathroom over and a single storey lounge and kitchen extension at rear	Permitted	08.09.1976

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

3 surrounding properties were consulted and no responses were received. The consultation period ended on 23/09/2025.

Officer's Analysis

Design, Character and Appearance

40 Fleet Road is a two-storey semi-detached dwellinghouse located on the south side of the highway. The property is block paved to the frontage for off road parking and has previously been extended by a single storey to the rear and a by two storeys to the side and an additional double garage to the front.





The application proposes the conversion of one of the existing garages to habitable room, and conversion of the other garage to storage and wc – the garage door is to remain. It also proposes an infill of the existing ground floor rear extension and changes to the first-floor bedroom window to the rear elevation.

The proposal looks to convert the existing garage adjacent to the entrance door to habitable rooms by replacing the garage door with a window. The proposed development would create space for a study.

Existing Front Elevation



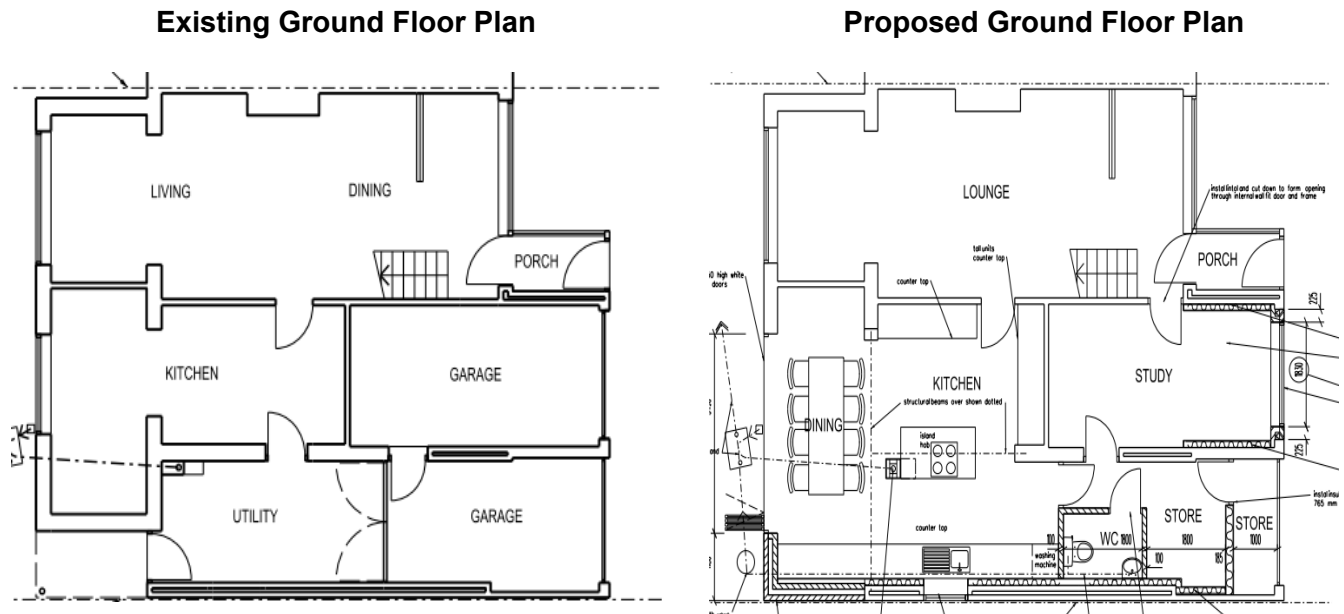
Proposed Front Elevation



The proposed window would be aligned to respect the window placement of the existing windows and will be white PVCu to match. The front elevation will have a brick finish to match the host dwelling. As such, this part of the proposal is considered to have a minimal impact on the existing dwelling and the immediate

street scene.

The application also proposes the infill of the existing ground floor rear extension, as shown below:



The proposed infill extension would have a flat roof to match the existing extension at a height of 2.6m, will be 2.4m in length and 1.2m in width. The extension will help to create space for an open plan kitchen diner.

The extension will be constructed with materials to match the existing and will have no impact on the immediate street scene and is therefore in accordance with current policies.

The application also proposes the replacement of the bedroom window the rear elevation at first floor level with 2no smaller windows. The windows will be to the rear of the property and therefore will have no impact of the wider street scene.

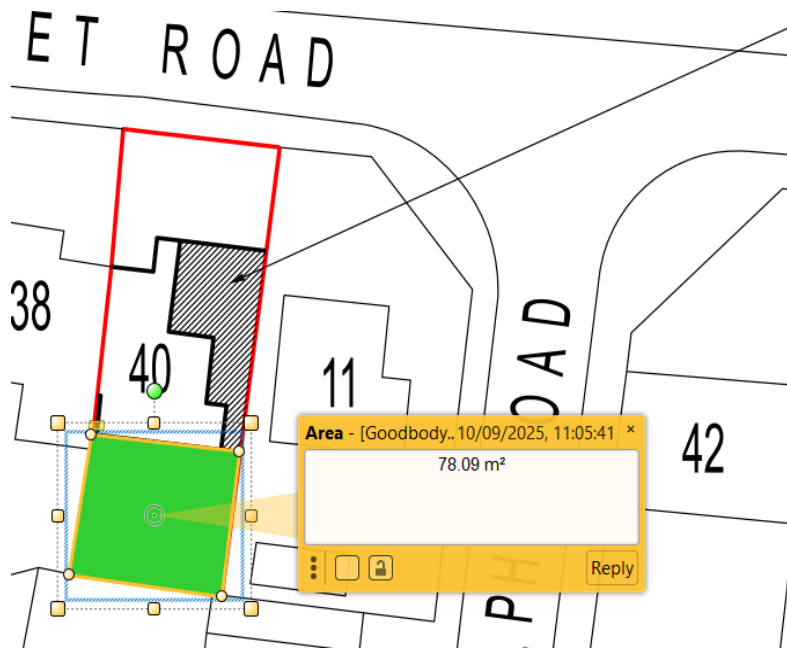
As such, the development hereby proposed is not excessive in size or bulk, will be constructed using appropriate materials and will have no impact on the street scene. Therefore, the application is in accordance with Policy CS19 (Development and Design Principles) of Gravesham's Local Plan Core Strategy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

Amenity of Future Occupiers

Gravesham's Residential Layout Guidelines state that a property with four or more bedrooms should have a post development private amenity area of 100sqm and a minimum depth from the rear elevation of 10m.

Post development the site would retain an area of 78.09sqm, as shown below and a depth of 8.8m, both below the recommended guidelines.

Rear Amenity Area



However, the application does not introduce any additional bedrooms to the property or encroach on the rear amenity space and as such it would be unreasonable to refuse the application on these grounds alone.

As such, the proposed development is considered to safeguard the amenity of future occupiers 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).

Neighbouring Amenity

The application introduces a window to the front elevation at ground floor level serving the proposed study. This is not considered to be a habitable room and as such will not impact neighbouring privacy.

The application also looks to replace the existing bedroom window to the first-floor rear elevations with 2no smaller windows. The replacement windows are not considered to have more of an impact of neighbouring privacy than the existing window.

As such, no concerns are raised with the application in terms of neighbouring privacy.

The single storey infill extension is considered to be modest in height and will have no further impact on neighbouring properties than the existing extension. As such, the application does not raise any concerns in terms of neighbouring properties in terms of sense of enclosure, outlook or loss of light.

Overall, the application is considered to safeguard the amenity of neighbouring properties 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

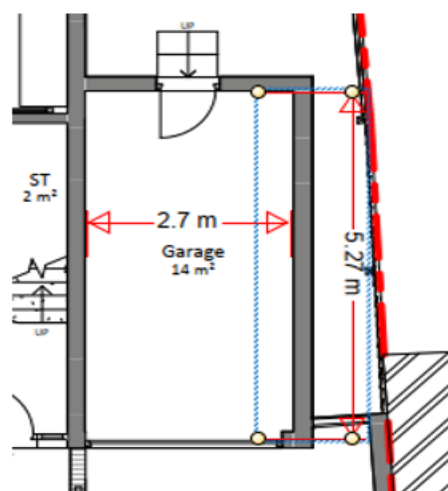
The application looks to convert one of the existing garages to habitable room, with the other being converted for storage and WC.

The property currently provides sufficient off-road parking to the frontage and the garages are 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



Moreover, it was also noted during officer visit that there is a large volume of on street parking in the immediate area.

Furthermore, 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.

Any Other Material Planning Considerations

Contamination

As the building has previously been used as a garage, there could be some contamination in terms of oil and other contaminants derived from garage use. Therefore, a watching brief condition will be included.

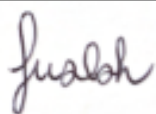
Conclusion

The proposal is not excessive in size or bulk, will be constructed using appropriate materials and will have no detrimental impact on the street scene. The development will 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:	Mrs Faye Walsh
Signed:	<i>N Goodbody</i>	Signed:	
Dated:	14 October 2025	Dated:	14 October 2025