



**Gravesham Borough Council**

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**Highways and Transportation**

Kroner House  
Eurogate Business Park  
Ashford  
TN24 8XU

**Tel:** 03000 418181

**Date:** 4 July 2025

**Our Ref:** AC

**Application - GB/20250550**

**Location - Land To The North West Of Factory Road, Northfleet, Gravesend, Kent DA11 9HH**

**Proposal - Erection of a workshop (Use Class E(g)(iii)), access, parking, and associated landscaping.**

Thank you for your consultation regarding the above planning application. The Highway Authority has reviewed the submission and provides the following comments in relation to highway matters:

**Access and Parking Layout**

The proposal includes use of the existing junction and an additional two crossovers on Factory Road. However, the details are unclear, as the Planning Statement refers to a bell mouth (junction) whereas the Transport Statement refers to it as a crossover. The surfacing shown on the plan suggests it is a junction. The plans should be updated to clarify this.

In line with the Kent County Council (KCC) Vehicle Crossover Guidance, crossovers need to be a minimum of 10m from a junction, which is unlikely to be achievable for both crossovers, if the main access is confirmed to be a junction. While it is recognised that the junction will serve only a small proportion of traffic, the radius appears to terminate at the same location where a vehicle would reverse from the disabled parking bay, which is a concern.

Furthermore, the KCC Vehicle Crossover team - whose separate approval is required for any crossover, irrespective of planning consent - are likely to require a minimum of 4.5m of full-height kerb between the tapers of the two crossovers. The submitted plans do not show taper details or dimensions, and this information must be provided to assess compliance.

It is questioned why the two parking bays currently located on Factory Road could not be switched with the building, allowing all parking to be provided to the rear of the building, accessed from the existing bell mouth. This would enable the building line to align with the existing residential dwellings on Factory Road, allow more room for turning vehicles on site (noting that current vehicle tracking is acceptable), and retain existing on-street parking.

With regard to existing assets, the proposed crossover for the disabled bay is located in close proximity to an existing street lighting column. The Vehicle Crossover team may require this to be relocated at the applicant's expense. The applicant should also engage with the owner of

the telecommunications pole to discuss the implications of the proposal.

### **Parking Provision**

The proposal includes five parking spaces, which exceeds the standards set by KCC (three spaces), the EDC (two spaces) and GBC (two spaces). The Highway Authority does not consider this over-provision to have a detrimental impact on the highway network in this location.

The KCC and EDC parking standards require car parks of up to 40 spaces to have two disabled spaces plus one space of sufficient size but not specifically designated. Although the proposal does not meet this standard, the provision of one disabled bay within a five-space car park equates to 40% of the total provision and is therefore deemed acceptable.

No dedicated goods vehicle or motorbike spaces are proposed; however, informal accommodation of such vehicles on site is considered likely and acceptable.

The proposed provision of one passive electric charger does not meet the KCC standards, which require car parks with fewer than 10 spaces to have one active and one passive space. This standard should be met and therefore an active charging space is required.

No dimensions are shown for the parking bays. In line with KCC's standards, these should be 2.5m x 5m. The parking space at the eastern end of the row appears to be abutting a hard boundary / vegetation and should therefore have an additional 0.2m in width to assist manoeuvring into and out of the space. Disabled parking bays should be 5.5m in length and 3.7m in width (including hatching). The dimensions should be shown on a plan to demonstrate they are achievable.

Two cycle parking spaces are proposed to be provided, which is in line with the KCC, EDC and GBC standards and is therefore acceptable. The cycle parking is proposed to be located within the building, which is welcomed as this enhances security. However, if cyclists are required to access the cycle parking using the main entrance path from Factory Road, this will require a dropped kerb to allow them to access and egress the carriageway and this should be shown on the access plans.

### **Visibility**

Visibility splays for the parking bays on Factory Road are shown on Plan 011 Rev 002 in Appendix B of the Transport Statement.

The pedestrian splay to the south of the non-designated bay is substandard at 1m x 1m. It is recommended that the hatched area on the northern side of the bay is relocated to the southern side of the bay to increase the splay to the required 2m x 2m. This could also improve accessibility for mobility-impaired users.

The vehicle visibility splay is shown as 2.4m x 25m, which is the requirement for a 20mph road. However, whilst vehicles are likely to be travelling slowly on approach to the bend, Factory Road is subject to a 30mph speed limit and therefore the splay should be increased to the required 43m, or evidence provided to demonstrate that the 85th percentile speeds are within 20mph.

### **Trip Generation**

The proposal is anticipated to generate three light vehicles per day (six two-way trips) and three light goods vehicles per month (six two-way trips). This is acceptable.

## Conclusion

The Highway Authority would like to place a holding objection on the application until the requested information has been submitted to and approved by KCC. Should the LPA be minded to grant planning permission prior to the above issues being resolved, the following Conditions are requested:

- Two cycle parking spaces to be provided prior to first occupation and retained for the life of the development.
- Implementation of 2m x 2m pedestrian visibility splays and 2.4m x 43m vehicle visibility splays for both crossovers and the bell mouth, with no obstructions over 0.6m within the splays, prior to first occupation and maintained thereafter.
- Use of a bound surface for the first 5m of the access, measured from the back of the footway.
- Provision of one active and one passive electric vehicle charging point to be provided prior to first occupation and retained for the life of the development.

**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.

Yours faithfully

**Director of Highways & Transportation**

\*This is a statutory technical response on behalf of KCC as Highway Authority. If you wish to make representations in relation to highways matters associated with the planning application under consideration, please make these directly to the Planning Authority.