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Highways and Transportation

Kroner House
Eurogate Business Park
Ashford
TN24 8XU

Tel: 03000 418181

Date: 9 September 2025

Our Ref:

Application -	GBC/20250688
Location -	Altamirano, Sole Street, Cobham, Gravesend Kent
Proposal -	Demolition of rear garage and erection of a replacement garage. Installation of a vehicle crossover.

Thank you for your consultation in relation to the above planning application. I have the following comments to make with respect to highway matters:

I refer to my previous response dated 28th August 2025 in which I requested further information in respect of this application in order that I may fully assess the highway impact of this application.

I note that the applicant has submitted further information in a number of documents dated 3rd September 2025 which partially address my previous concerns which were as follows:

1. *The parking / manoeuvring area in front of the dwelling does not appear to be large enough to accommodate two large vehicles. A fully dimensioned plan should be submitted and tracking diagrams should be provided using large SUV vehicles (even if current occupier does not currently own such vehicles as future ones might).*

No fully dimensioned plan has been provided as requested. I previously made no reference to the need for adequate space for a vehicle to turn and enter / exit in forward gear since it is not KCC policy.

2. *The LHA would not normally permit two vehicle crossings and a minimum distance between dropped kerbs is specified in the KCC Vehicle Crossing Guidance: "If your property already has a dropped kerb, we will not approve a second dropped kerb unless there is sufficient space within the boundary of your property to drive a vehicle on and off your driveway in forward gear and in one continuous movement. The minimum measurement of your frontage must be 15m width by 4m depth. Your application will be refused if you do not have sufficient space. Each access will have a maximum of 4 flat kerbs and your existing access may need to be altered to achieve this at your own cost. There will need to be a minimum width of full height kerbs between the two accesses of a minimum of 4.5m." It is unlikely that these criteria cannot be met in the space available. Full dimensions of the proposed crossover(s) should be provided.*

No amendments are proposed which would make the proposal meet KCC's Vehicle Crossover Guidance Document criteria.

3. *The proposal is to replace the existing garage at the rear of the property with a larger garage which will accommodate 2 vehicles. There is also sufficient space to park at least one other vehicle, possibly more, on the land under the applicant's ownership at the rear. This should be sufficient for a 2-ber dwelling given that the currently GBC adopted parking standards (SPG4) specifies a maximum of 2 parking spaces (including garages within the curtilage). It is therefore considered that additional parking, and vehicle crossings which represent additional safety hazards and additional conflicts to road users and pedestrians are unnecessary in this particular case. The adjacent property, Rosemount, which was previously granted planning consent, does not have any additional parking provision and therefore cannot be seen as a precedent.*

Gravesham Borough Council still apply SPG4 in their Local Plan Core Strategy under Paragraph 5.5.36 which refers to Kent Vehicle Parking Standards dated July 2006 and adopted by GBC. This has not changed despite new Kent Parking Standards being issued in January 2025 and GBC have not formally adopted the new standards. The maximum standards in SPG4 are therefore still applicable. The current Local Plan Core Strategy is valid until 31st March 2028 unless otherwise revised.

4. *The alignment of vehicle movements as shown on the submitted drawings will make visibility of other vehicles on Sole Street, and particularly pedestrians, difficult for emerging drivers.*

No evidence has been provided demonstrating the visibility available by emerging vehicles to either other vehicles travelling along Sole Street or pedestrians using the footway alongside Sole Street.

I therefore again request the further information previously requested before I am in a position to fully assess the highway impact of this application.

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 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.