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Highway & Transportation Engineer
L Brown Associates Ltd
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Chatham
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03.06.25
Our ref 1447

Portal Ref PP-14073459

Ms W Lane MRTPI
Assistant Director (Planning)
Planning Service
Civic Centre
Windmill Street
Gravesend
Kent
DA12 1AU

Dear Madam,

Proposed Vehicle X-Over Fronting onto a Classified Road. 5 Forge Lane, Higham. ME3 7AS. Pursuant to Refusal Ref 20250079.

We are instructed by our client, Mr H Aqlan, to apply again to your authority via a planning application so that we can apply to KCC for works to provide a x-over. KCC require this confirmation before they will process an application under Section 184 of the Highways Act 1980 for a crossover.

The client has two cars and with another parking area will permit the future purchase of an electric car so that visitors and any EV owner can charge their cars whilst on site. Over 35% of householders in England have no access to EV chargers due to their location in flats, high rise development, terraced properties with no frontage to the highway. Our client is fortunate as two access points will assist in this regard.

The development now excludes the loft conversion, and the rear extension refused on the 10th April reference 20250079. We will appeal before the 2nd July, plus we may be applying for costs as KCC accepted the crossover in its location and size. Yet, even though Gravesham's highway officer Les Seaborn, who I used to work with, retired many months ago your authority rejected it on highway safety grounds when no accidents have occurred nearby and the crossover to No 24 was approved recently.

We obtained permission for the widening of the crossover at No 24 Forge Lane where on street parking totally obstructs sight lines for vehicles reversing out. The decision-making process in this instance was untoward and against highway policy, the old Local Plan and also NPPF policy. We have a high court judgement that will be submitted to support our application should we go for costs.

We attach in *Appendix 1* six planning appeals Gravesham lost re crossovers. Many had garden areas, with lawns to the front, verdant in nature, that were then totally hard surfaced. We have a list of a further six in Gravesend permitted via planning recently.

We have provided an extract from KCC 's Highway Gazetteer to confirm the road is a classified road.

STREET NAME (C16) FORGE LANE, HIGHAM

USRN 15700290

TOWN ROCHESTER

DISTRICT GRAVESHAM

STATUS PUBLICLY MAINTAINABLE HIGHWAY

Site Details – For the Crossover

The site has the following details based on measurements taken on site, which have been added to the OS mapping and on drawing No 209.

1. The driveway is 5m in depth.
2. The footway is 1.8m wide.
3. The only street furniture is a short timber reflective post plus an advance sign for the crossroads travelling northbound. They are not affected by the proposal. The timber post has only been inserted recently.
4. The driveway will have porous blockwork, hence no surface water discharges onto the highway. Porous areas above 5 sqm does not require planning permission.
5. Planning permission was granted to No 24 Forge Lane recently, for x-over works. This was submitted in our evidence based letter supporting 20250079.
6. Local crossovers are shown on drawing TAB/06/86A. The current garage is too narrow, with narrow garage doors, and the current driveway is steep.
7. A covering letter addressing objections to the crossover is enclosed in *Appendix 2*. KCC subsequently had no objections.
8. In Scotland parking on or part on a footway incurs a £100 fine. This may be introduced in England following a consultation 3 years ago. The photograph below shows the western side of the highway is fully parked up.



9. Objections raised previously by local residents and Councillor Pearton relating to overlooking, loss of amenity and overdevelopment in a street that has loft conversions under construction, hip to gable walls provided to lofts, rear extensions to bungalows highlights that used PD rights (such as 8m rear extensions, annexes covering up to 50% of garden areas) the aspect relating to overdevelopment is a misnomer. The planning process is so complicated even the local Councillor and unfortunately the Parish Council have taken a

NIMBY view. Larger family homes are much more important than retaining old bungalows that are no longer energy efficient, in a world that is moving towards a carbon neutral state. Extensions and new builds brings this forward for our grandchildren and youth. The LPA's decision has unfortunately not supported the benefits that would have come forward.

Summary and Conclusions

We are applying for permission so that when we apply to KCC for a light duty crossover they will grant permission.

The proposal will reduce on street parking, which is at a premium in the area. It will also provide a more visible crossover so that drivers will not park in front of the driveway. We have submitted photos in our submission. There is a local shop nearby and community centre, library which this results in drivers obstructing the current driveway.

The proposal will replicate recent x- overs nearby, including the neighbour's at No 7. This will also provide better access for disabled elderly relatives and friends.

The future opportunity to have on site EV charging will also accord with Government policy. Planning permission is no longer required for EV chargers fronting the highway to be installed.

Upon the issue of the decision letter we will then apply to KCC under Section 184 of the Highways Act 1980.

Yours faithfully

A solid black rectangular box used to redact the signature of Mr L Brown.

Mr L Brown
CC Client

Appendix 1

Six No Planning Appeals – Gravesham – Crossover

Planning Appeals in Gravesham – Vehicle Crossovers

Gravesham (Kent)
Date: 2018-11-14
Postcode: DA130EJ
Appeal Number: 3209889
Outcome: APPROVED
[\[Appeal \]](#)

APPROVED : 1 Rowan Close, Meopham, Demolish Garage
foramtion of a vehicle access. Two Storey side extension.

Gravesham (Kent)
Date: 2020-06-26
Postcode: DA124AA
Appeal Number: 3244216
Outcome: APPROVED
[\[Appeal \]](#)

APPROVED : 1 Cheneys Cottages, Thong Lane, Shorne,
Gravesend, removal of hedge to provide a vehilce access.

Gravesham (Kent)
Date: 2022-09-05
Postcode: DA117BB
Appeal Number: 3295979
Outcome: APPROVED
[\[Appeal \]](#)

APPROVED : 43 Nursery Grove, Gravesend, Formation of
hardstanding and extended crossover to create a vehicular
access.

Gravesham (Kent)
Date: 2024-10-12
Postcode: DA110LH
Appeal Number: 3351002
Outcome: APPROVED
[\[Appeal \]](#)

APPROVED : 37 Old Road West, Gravesend, Formation of a
Vehicular Accesss B261.

Gravesham (Kent)
Date: 2021-01-08
Postcode: DA117DY
Appeal Number: 3248991
Outcome: APPROVED
[\[Appeal \]](#)

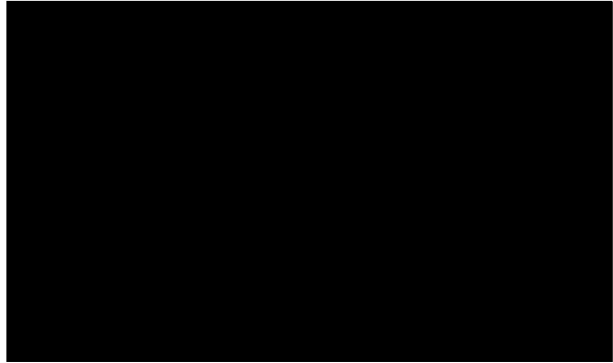
APPROVED : Land at 28 Hartshill Road, Northfleet, Gravesend,
proposed new dropped kerb over a grass area.

Gravesham (Kent)
Date: 2021-11-01
Postcode: DA117LG
Appeal Number: 3277340
Outcome: APPROVED
[\[Appeal \]](#)

APPROVED : 8 Hillingdon Road, Gravesend, Excavate front
garden for a parking area with crossover.

Appendix 2

Letter Addressing KCC's Previous Objections



Ms W Lane MRTPI For the attention of Cameron (validation officer).
Assistant Director (Planning)
Planning Service
Civic Centre
Windmill Street
Gravesend
Kent
DA12 1AU

Dear Madam,

Proposed Vehicle X-Over Fronting onto a Classified Road. Plus a Householder Application for a Loft Extension and Rear Annex. 5 Forge Lane, Higham. ME3 7AS.

Following on from the response from KCC Highways which is a holding objection plus neighbours concerns we are writing to you to clarify the various aspects.

Site Details – For the Crossover

We enclose drawing 208 in *Appendix 1*. This highlights the short distance between the house and the footway, including the steps to the front door. The vehicle tracking exercise confirms that widening the crossover would not permit room to park a vehicle. The tracking also shows the 5m depth to where the crossover will be provided. On street parking, plus on footway pictures are included in *Appendix 2*. We therefore seek KCC to withdraw their holding objection.

As an aside when we visited site twice at varying times of day we had to park over 300m to the north in a layby for local shoppers to the food outlet units. Car parking issues have also been highlighted by local residents. The worst case scenario would be the householder and family parking 24/7 out side the property and that may affect the local shops.

Local Objections – Size of the Extension - Annex

The objections or comments are summarised below.

1. The Dicken's Country Protection Society have no objections but seek conditions to ensure the annex use is ancillary to the main use of the dwelling.
2. Objections due to daylight aspects. The loft design replicates a design 3 doors to the south. The sun rises in the east and swings south to the west. The loft

alterations do not affect sunlight. The single-story extension replicates the neighbours extension southern side, is no further out than the proposal. The annex is single story and again is located in a position that has no impact upon light.

3. Objections due to size. The Permitted Development legislation permits up to 50% of a garden area can be developed with no requirement for planning permission. The design could have had a pitched roof with a reduced eaves height.
4. There is concern re overlooking. Again, readily resolved by a condition relating to opacity of the side loft windows can be attached to the permission. However, the loft windows are set back close to the current loft hence overlooking issues are not possible. Frosted glass could also be provided.
5. Noise concerns. The house owner could have noisy dogs, and aviary etc just now. Noise is an Environmental Health aspect. It does not relate to the proposal.
6. KCC Highways have a diktat that only one access/crossover be provided to a property. This goes back to before the early 80's but KCC have never clarified why? They do not have a policy nor do they use it in appeals. It does not affect road safety.

Summary and Conclusions

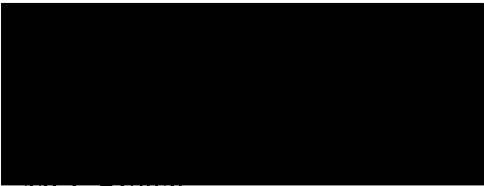
We are applying for permission so that when we apply to KCC for a light duty crossover, upon approval it will be permitted. The tracking exercise confirms widening the crossover would not permit an additional car to park to the front. Visitors do and would have to park 300m away on regular busy days. We show this in our photographs.

The alterations to the dwelling proposal will reduce on street parking, which is at a premium in the area. It will also provide a more visible crossover so that drivers will not park in front of the driveway. There is one post in the footway nearby which makes no difference.

The proposal, loft annex and extension replicates adjoining alterations and lofts as shown in previous photographs in our submission.

The development, annex could have been much larger using PD permission, however it is of a reasonable size.

The development accords with planning policy plus NPPF guidance plus NHS guidance on an active life life style. It provides an office space in a world since 2020, where many Government and local government officers work from home in unhealthy environments due to using rooms not designed for office use. We therefore seek approval for a development for a large family.



MR L BROWN

CC Client Enc Drawing 208.

Photographs – Forge Lane



Photo 1 On Street parking.



Photo 2 – On footway parking.



Photo 3 On road parking



Photo 4 On road and footway parking.



Photo 5 On road parking.



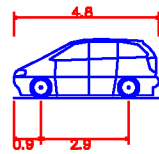
Photo 6 Parking area 300m north of 5 Forge Lane. Parking is at a premium.

Appendix 3

Drawing TAB/06/209 - Parking – Crossover

KEY

Porous block paving.



Standard Design Vehicle (SDV)
Overall Length 4.800m
Overall Width 2.000m
Overall Body Height 1.950m
Min Body Ground Clearance 0.100m
Track Width 2.000m
Lock to lock time 4.00s
Wall to Wall Turning Radius 6.000m

Electric Vehicle Charging – future proofing.

5. The domestic client owns 2 vehicles. A second access will permit visitors or owners to use an on site EV charger should it be required.

RevNo Revision note

Vehicle Tracking

3. The tracking exercise highlights that visitors to site can arrive and park even if the current driveway is used by a vehicle. Two parking spaces can be provided overall. Widening the crossover would not assist. As shown below. The steps to the front door would have to be removed for parking in the the frontage/driveway if you widen the crossover.

Current on Road Parking.

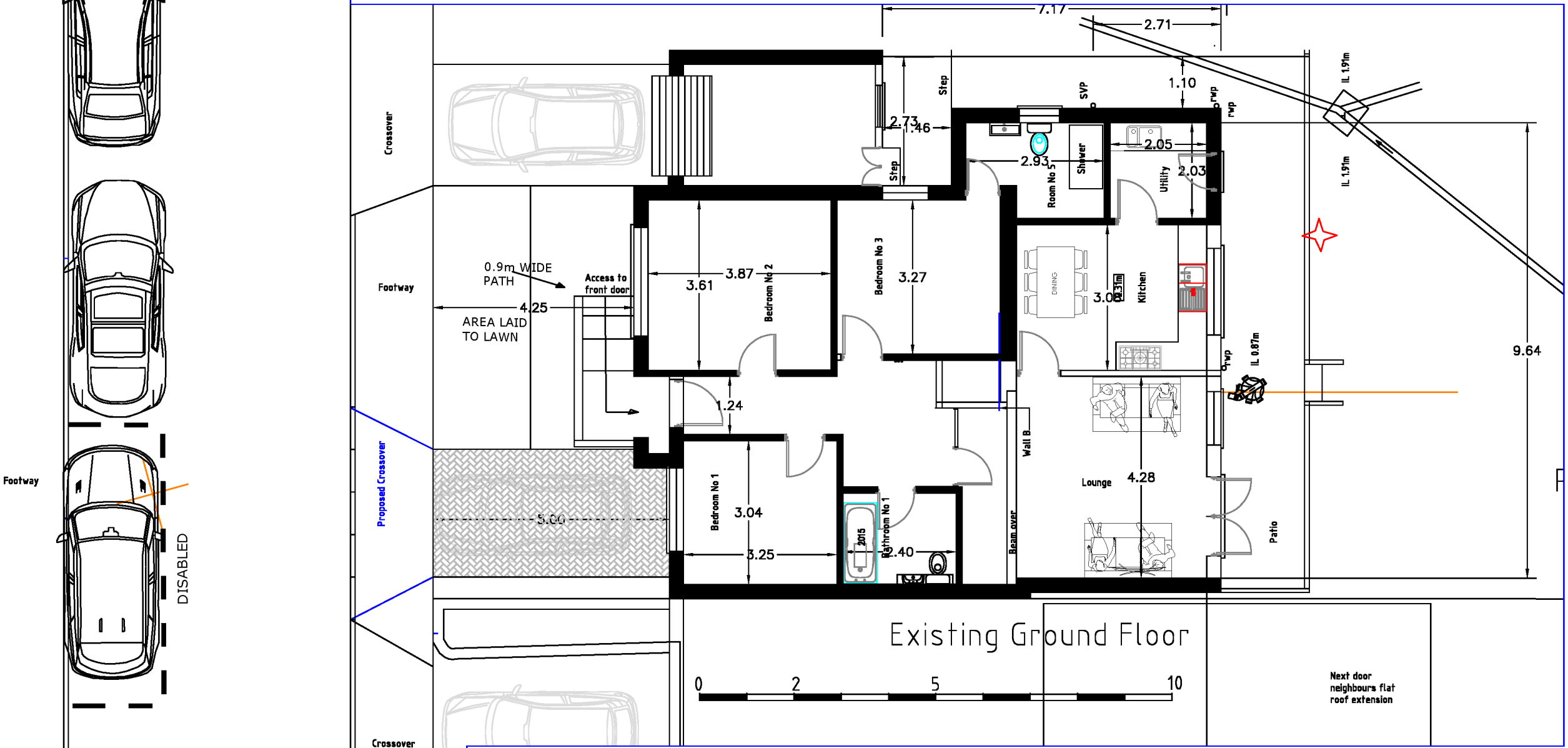
4. Currently on road parking, on road footway parking by service vehicles and those visiting the shops is highlighted by KCC installing timber bollards on the eastern footway. An additional crossover will reinforce no parking should be on the footway.

CDM REGULATIONS 2015 AND AMENDMENTS.

1. The client must abide by the Construction Design and Management Regulations 2015. This includes appointing a contractor, if more than one contractor is to be involved, the client will need to appoint (in writing) a principle designer (to plan, manage and coordinate the planning and design work) and a principle contractor (to plan, manage and coordinate the construction and ensure there are arrangements in place for managing and organising the project).

Domestic clients

2. The domestic client is to appoint a principle designer and a principle contractor when there is more than one contractor, if not your duties will automatically be transferred to the contractor or principle contractor.



LBA

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34 Fallowfield, Chatham, Kent, ME5 0DX
Telephone 01634 301082.

Checked by TAB

Approved TAB

Date 03.06.2025

Signed

Checked by TAB

5 Forge Lane, Higham, ME3 7AS.

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Proposed Layout - Parking Provision - New Crossover.

Scale 1:100 @ A3

Drawing No TAB/06/209