

Mr L Brown BSc MSc, MCIHT CMILT
Highway & Transportation Engineer
L Brown Associates Ltd
34 Fallowfield
Chatham
Kent
ME5 0DX
07.07.25
Our ref 1461
Portal Ref PP-14156265

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. Plus a Replacement Garage to the Rear. Altamirno, Sole Street, Cobham, Gravesend, DA12 3AX.

We are instructed by our client, Ms C Munn and Mr C Parrett, to apply via a planning application for the above proposal. Upon obtaining permission we can then 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. We have included the footway in the red line boundary plan plus have served notice on KCC to advise them we have applied for the above.

As background we dealt with GB/20210014 relating to a crossover to Rosemount, Sole Street, Cobham, the next-door neighbour in 2021. We took it to appeal however KCC agreed to the crossover before the Inspector visited. We attach in *Appendix 1* KCC's correspondence. Our proposal for two crossovers will make access by vehicle and pedestrians to site much easier and more convenient than at Rosemount.

The dwelling is very small, a 2 bed bungalow with a hipped roof. Hence, we are taking the opportunity to replace the garage, to the rear, that is too narrow to enter and alight from the vehicle. We attach in *Appendix 2* an appeal which we dealt with, that was allowed on a scheme in Medway.

The details in our submission include a vehicle tracking exercise to provide guidance that vehicles may enter and leave in forward gear like next door. Although nowadays turning on site is no longer a compulsory requirement by KCC and is supported by planning appeals. We attach in *Appendix 3* an appeal ref 21/3280744 that was allowed relating to a crossover. An extract is shown below.



4. The local highways authority recommended refusal on the grounds that *'the proposals do not provide adequate facilities to enable vehicles to enter and exit the site in a forward gear, to the detriment of highway safety'*. The Local Planning Authority has echoed these concerns and refused permission as the proposal is considered contrary to Policies CP4 and DM14 of the *Swale Borough Local Plan Bearings Fruits 2031* (adopted 2017) (SBLP).
5. However, I have not been directed to any specific policy that sets out that a turning area has to be provided within a site to make a proposal for a dropped kerb acceptable. Indeed, I saw during my site inspection that there are other properties along Borden Lane which are not served by a turning area or obvious space for one. Furthermore, it is unclear as to how the provision of a turning area would contribute positively to highway safety. Even were such an

Hence, we look forward to a positive response from KCC to our submission.

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 that an access point can be provided to the front like next door. The site frontage is of the same width and depth.

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

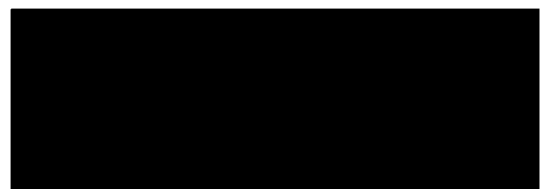
STREET NAME (C492) SOLE STREET, COBHAM			
USRN	15700692		
TOWN	GRAVESEND	DISTRICT	GRAVESHAM
		STATUS	
		PUBLICLY MAINTAINABLE HIGHWAY	

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 new garage also has a hipped roof to reflect the design of the house.

The proposal replicates a similar crossover next door, two dropped kerb locations permits ready access into and leaving the site. The crossovers will provide a totally new footway construction to extend the life of the footway by at least another 20 years. There is a lack of dropped kerbs in the area hence it will help mums with pushchairs to cross the highway. The proposal will enable a small office to be included in the garage. The garage is 7m in depth to accord with KCC's parking standards of 2025. The access will also provide better access for disabled elderly relatives and friends. The garage to the rear is over 20m away.

The future opportunity to have on site EV charging, for visitors 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

Mr L Brown
CC Client