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04.07.25
Our ref 1447

Portal Ref PP- Sent by Email

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 20250570.**

Further to our letter dated the 26th of June 2025, we have reviewed KCC's review (letter dated 3rd July 2025) and response recommending refusal. This is concerning as the previous application received no objections from KCC. We suggested previously that the KCC case officer may have changed hence we are now submitting our final amendments. Our letter of the 26th June may not have been reviewed by KCC based on the comments to date. We did highlight previously some of our documents were missing on the portal.

The parking space is wider, please refer to drawing TAB/06/209B, hence less planting on the southern side of the parking area. The area/width between the house where the car will park is 2.75m in width. The depth is 5m. These dimensions accord with KCC's response.

Depth and Width to Parking Area

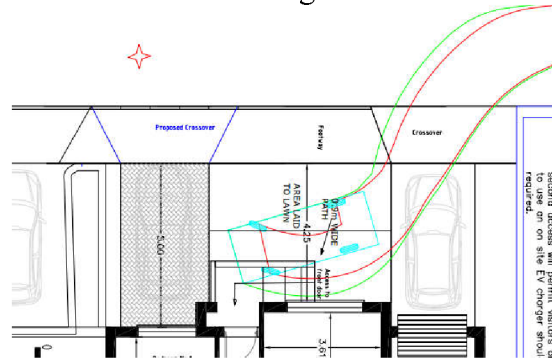
In re-visiting this application it is noted that whilst the length of the driveway is shown to be 5m in length, the presence of the wall in the north-eastern corner (adjacent to the front door), reduces the length to 4.25m x 2.4m (or 5m x 2m). This does not meet the required 4.8m x 2.4m dimensions set out in the KCC vehicle crossover guidance, nor the required 5m x 2.5m set out in SPG4 (the current adopted parking standards in Gravesham). As set out in the previous response, the KCC vehicle crossover team is also unlikely to accept the proposal as it would not meet the minimum 4.5m of full height kerb between the crossovers.

Sight Lines

We did however show sight lines that accord with the Kent Design Guide. However KCC suggest we did not.

Distance Between Crossovers.

The distance between crossovers has been explained many times before plus tracking diagrams were our evidence base. We provided a vehicle tracking drawing TAB/06/208A to prove the reason behind having a new access as the front garden area is too small to manoeuvre into and park. The path and steps to the front door also cut into the area. An extract from the tracking is shown below.



Pedestrian Sight Lines

We now enclose our Visibility Sight Lines document which is an evidence base on flexibility on sight lines, the Department for Transport's use of sight lines and the Design Manual for Road and Bridges. We highlighted in our previous letter that KCC and Gravesham approve parking to the front of properties served by more than 2 dwellings. We have provided more examples in our Guidance document.

New developments such as in Barley Drive that have parking provision as shown below do not have 2m x 2m sight lines.



Consistency

The document also refers to the High Court Decision below. In that LPA's and Highway Authorities should be consistent in their decision-making processes.

106. In *R (Irving) v Mid Sussex DC* [2019] EWHC 3406 (Admin), Lang J confirmed (§75) that it "is now well-established that a local planning authority ought to have regard to its previous similar decisions as material considerations, in the interests of consistency. It may depart from them, if there are rational reasons for doing so, and those reasons should be briefly explained."

Pavement Parking House of Commons – Attached.

The proposal to provide additional parking on site ensures the client will not have to park on the pavement if he wishes to collect his brief case, computer or an item he may have left behind whilst walking over 150m to collect his car along the street. The House of Commons report attached highlights issues that occur. In Scotland fines of up to £100 are charged for parking part on the footway. Should the application be

rejected and a driver be fined for parking on the footway he may use the refusal as a defence in the courts. Again we are unsure if England will use similar legislation in due course.

Summary and Conclusions

We are applying for permission so that when we apply to KCC for a light duty crossover it can be undertaken promptly. We suggest KCC are provided with our previous letter and the current letter so as to ensure they have all of the facts at hand. Should KCC continue to object we suggest this goes to Committee as Members should be made aware of the challenges residents have in obtaining a crossover. The population is getting older and more off road parking is required in Higham.

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 or on the footway. It will improve highway safety for pedestrians including pushchairs and wheelchair access to the shops. Previous photographs we have submitted show parking on the footway.

We have submitted photos in our submission showing parking stress. The reasons being 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.

The proposal accords with the old Local Plan policies plus the NPPF.

116. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.

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

Attach Drawing TAB/06/209B. Issue sheet, P Research parking, Sight lines LAB document.