

Applicant: Svetoslav Krastev & Borislav Krastev
56 Livingstone Road
Gravesend
DA12 5DZ

Prepared by Yoana Sengunes
107 Twining Avenue
Twickenham
TW2 5LW

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Reference: Dropped kerb/vehicle crossover application

This Cover Letter is submitted to the Gravesham Borough Council to support a planning application submission for the creation of a dropped kerb/vehicle crossover to no.56 Livingstone Road. This document should be read in conjunction with the drawings that accompany this planning application.

The site is located on the south side of Livingstone Rd and it comprises of an end of terrace two storey building. Part of the front garden of the property has been resurfaced to form a hardstanding that conforms with the requirements as set out in Class F of the GPDO. To the front of the forecourt of the dwelling is a footpath, which is separated from the access road by a grassed verge. It is important to state that one of the occupiers has mobility difficulties and is a blue badge holder and so accessibility is of key importance to them. Please note that a copy of the blue badge can be provided upon request.



Photo of the site as seen from Livingstone Road

There are three existing dropped kerbs on this part of the road that belong to no. 28, 52 & 60 Livingstone Road. There is limited on street parking and on a busy day, some residents park (partially or fully) on the existing street grass verge (photographic evidence can be provided if required). In addition to this, the occupants rarely find parking directly outside of their house meaning they have to often park far away from the front door of their property which given the sloping character of the overall area creates a long walking distance and a challenging journey for a person with mobility issues.



Photos of the existing dropped kerbs at no. 28 Livingstone Road (left) and no.56 Livingstone Road (right)



Photo of the existing dropped kerb at no. 60 Livingstone Road

A narrow lane (approximately 3m wide) accessed via Mungo Park Rd serves the rear of the properties situated on the south side of Livingstone Road. The limited width of the lane restricts the easy passage of two cars which coupled with the poor visibility makes the use of the lane for cars impractical and dangerous. The council owned lane is in poor condition and it isn't regularly maintained. This is visible through the overgrown vegetation which causes damage to the passing cars. In addition, during the winter months the lane becomes frosty which provides further difficulty for car use. Furthermore, due to the irregular use and parking on the lane, cars are unable to turn at the lane's corner junction and there is a permanent danger of damaging the existing fencing by accident.



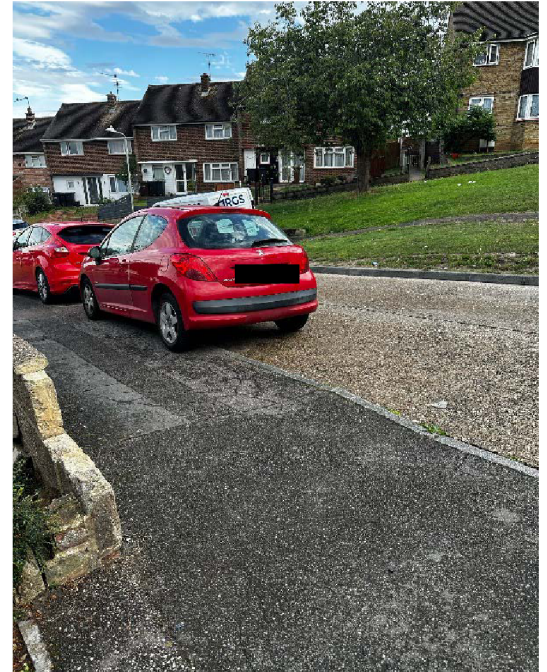
Photos of the existing narrow lane at the rear of the property

Cars have very limited visibility when exiting the lane to Mungo Park Road due to the irregular parking at Mungo Park Road. This is demonstrated on the below photographs. The driver is only able to see the potential incoming cars half way onto Mungo Park Lane which causes significant danger for everyone.



Top- Photo of the lane as seen from Mungo Park Road showing how the parking on the street limits the visibility when coming out of the lane

Right - Photo taken from the lane looking towards the east part of Mungo Park Road



Furthermore, the external ground level slopes down significantly from the lane to the rear elevation of the building which creates an uneven terrain that is not suitable for a person with mobility issues. The same challenging terrain is visible through the change of level of more than 1m from the road to the front door of the house.

The proposal seeks to remove an area of the grass verge with a width of 3m in order to facilitate the formation of the vehicular access. The width of the proposed dropped kerb will match the width of the existing dropped kerb to no. 52 to create a uniformed approach on the street. We propose to keep the grass verge on either side of the dropped kerb in order to retain the original character and appearance of the host dwelling and the street scene.

We note that the grass verges are a typical feature along Livingstone Road and form part of the character of the area however given the dropped kerb/vehicle access precedence on the street and wider area, coupled with the occupant mobility difficulties mean that proposal will make a significant positive difference for the occupants as it will make parking easier and more convenient and this is a matter of considerable weight.

A planning application for a dropped kerb/vehicular crossover has been submitted for the neighbouring property at no.54 Livingstone Road which faces similar circumstances. The applicant would like to discuss with Gravesham Borough Council and Kent County Council the opportunity to install a wider highway access across the verge that would be shared which would provide a more time and cost effective solution, as well as minimise the impact on the street and area.

To conclude, it is hoped that the proposal demonstrated within this Cover Letter and the accompanying drawings will be supported by the Gravesham Borough Council and we would welcome any opportunity to discuss them with the case officer.