

<b>Application Number</b>	PA/2024/0253
<b>Location</b>	2 Thorne Estate, Pluckley, Ashford, TN27 0RD
<b>Grid Reference</b>	591973 / 144852
<b>Parish Council</b>	Pluckley
<b>Ward</b>	Upper Weald
<b>Application Description</b>	Proposed dropped kerb and hardstanding
<b>Applicant</b>	Mr David Burford
<b>Agent</b>	N/A
<b>Site Area</b>	N/A

## **Introduction**

1. This application is reported to the Planning Committee as the applicant Ashford Borough Council.

## **Site and Surroundings**

2. The application site comprises a two-storey semi-detached dwelling fronting Smarden Road, a classified C single carriageway. The surrounding area is residential, characterised by a mix of terrace and semi-detached residential properties. There are a number of dropped kerbs serving properties in the locality, with front gardens and low boundary walls. The site is not located in any designated areas.

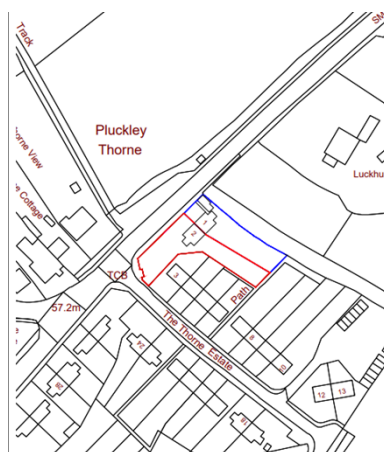


Figure 1: Site Plan

## Proposal

3. The application seeks planning permission for the creation of a dropped kerb and an area of hardstanding.

## Planning History

- No relevant planning history.

## Consultations

4. The application has been subject to formal statutory and non-statutory consultations comprises of notification letters sent to the properties in the vicinity of the application site.
  - KCC Highways – **No objection** raised subject to conditions and Informatives.
  - Pluckley Parish Council – no representation received.
  - Neighbours – 6 neighbours consulted; no letters of representation were received.

## **Planning Policy**

5. The Development Plan for Ashford borough comprises the Ashford Local Plan 2030 (adopted February 2019), the Chilmington Green AAP (adopted July 2013), the Wye Neighbourhood Plan (adopted March 2016), the Pluckley Neighbourhood Plan (adopted April 2017), the Rolvenden Neighbourhood Plan (adopted December 2019), the Boughton Aluph & Eastwell Neighbourhood Plan (adopted October 2021), the Egerton Neighbourhood Plan (adopted March 2022), the Charing Neighbourhood Plan (adopted July 2023), the Kent Minerals and Waste Local Plan (2016) & the Kent Minerals and Waste Early Partial Review (2020).
6. Although not yet part of the Development Plan, the following emerging Neighbourhood Plans are a material consideration:
  - Tenterden Neighbourhood Plan currently at Examination stage in the plan making process.
  - Pluckley Neighbourhood Plan Review currently at Examination stage in the plan making process.
  - Aldington & Bonnington Neighbourhood Plan currently at Examination stage in the plan making process.
7. The relevant policies from the Development Plan relating to this application are as follows:-
  - SP1 – Strategic Objectives
  - SP6 – Promoting High Quality Design
  - TRA3(a) – Parking Standards for Residential Development
8. The following are also material considerations to the determination of this application.
  - Ashford Borough Council Climate Change Guidance for Development Management

### **Government Advice**

- National Planning Policy Framework (NPPF) 2023
- Planning Practice Guidance (PPG)

### **Assessment**

9. The main issues for consideration are:
  - Impact on amenity
  - Highway safety

### **Impact on amenity**

10. The proposed vehicular crossover would be approximately 3.3 metres in width and will create access off Smarden Road to serve an existing dwelling. The frontage of the existing dwelling is currently laid to lawn with a hedge row boundary, the area of land for the proposed hardstanding is a modest 21.7 square metres. The proposed hardstanding would be constructed of concrete and pea beach shingle. There are existing properties in the immediate and wider area that already benefit from dropped kerbs. The proposed vehicular crossover is therefore compatible with the existing character of the area.
11. Given the nature of the proposal, it would cause no harm to the residential amenity of adjoining occupants. As such, the creation of new vehicular access is considered acceptable.

### **Highway safety**

12. Smarden Road is a classified C single carriageway. The crossover would measure approximately 3.3 metres in width. Adequate visibility splays have been shown to be achievable on either side of the access. KCC Highways were satisfied that the proposed splays could be achieved and have raised no objection. In conclusion, the proposal is considered acceptable with regard to highways impact and would therefore comply with paragraph 114 of the NPPF.

### **Human Rights Issues**

13. I have taken into account the human rights issues relevant to this application. In my view, the "Assessment" section above and the Recommendation below represent an appropriate balance between the interests and rights of the applicant (to enjoy their land subject only to reasonable and proportionate controls by a public authority) and the interests and rights of those potentially affected by the proposal (to respect for private life and the home and peaceful enjoyment of their properties).

### **Working with the applicant**

14. In accordance with paragraphs 38 of the NPPF, Ashford Borough Council (ABC) takes a positive and creative approach to development proposals focused on solutions. ABC works with applicants/agents in a positive and creative manner as explained in the note to the applicant included in the recommendation below.

### **Conclusion**

15. The proposed creation of a vehicular access and associated hardstanding is considered acceptable and would not cause harm to the character and appearance of the street scene. It is considered acceptable in terms of impact on residential amenity and highway safety. It is therefore recommended that the application is approved.

## **Recommendation**

### **Permit**

**Subject to planning conditions and notes, including but not limited to those dealing with the subject matters identified below, as well as those necessary to address stakeholder representations, with wordings and triggers revised as appropriate. Any 'pre-commencement' based planning conditions are to be subject to the agreement process provisions effective from 01/10/2018. This includes delegated authority to the Strategic Development and Delivery Manager or Development Management Manager to make or approve changes to the planning conditions (for the avoidance of doubt, this includes additions, amendments, and deletions) as deemed appropriate.**

1. 3-years standard condition
2. Approved Plans
3. Materials
4. Visibility Splays
5. Retention of Parking Provision

### **Note to Applicant**

1. Working with the Applicant
2. KCC Highways Informative

## **Background Papers**

All papers referred to in this report are currently published on the Ashford Borough Council website ([www.ashford.gov.uk](http://www.ashford.gov.uk)). Those papers relating specifically to this application may be found on the [View applications on line](#) pages under planning application reference PA/2024/0253)

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