

Application Number	19/00061/AS	
Location	27 Thorne Estate, Pluckley, Ashford, Kent, TN27 0RD	
Grid Reference	91920/44794	
Parish Council	Pluckley	
Ward	Weald Central	
Application Description	Installation of vehicle crossover to allow vehicle access across footpath onto proposed vehicle hard standing area and disabled access ramp.	
Applicant	Community & Housing, Ashford Borough Council	
Agent	B E Ames Ltd	
Site Area	0.03 ha	
(a) 7/-	(b) S	(c) KHS - X

Introduction

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

Site and Surroundings

2. The application site comprises a two storey semi-detached property within the Mundy Bois Mixed Farmlands landscape character area in Pluckley. Whilst the address point is Thorne Estate, the application site forms one of six dwellings which front Smarden Road. Smarden Road is a classified road.
3. It is of note that many properties, including immediate neighbours, benefit from vehicle crossovers to serve vehicle parking. This also includes properties along The Pinnock which adjoins Smarden Road from the west.
4. A site location plan is attached as an annexe to the report.

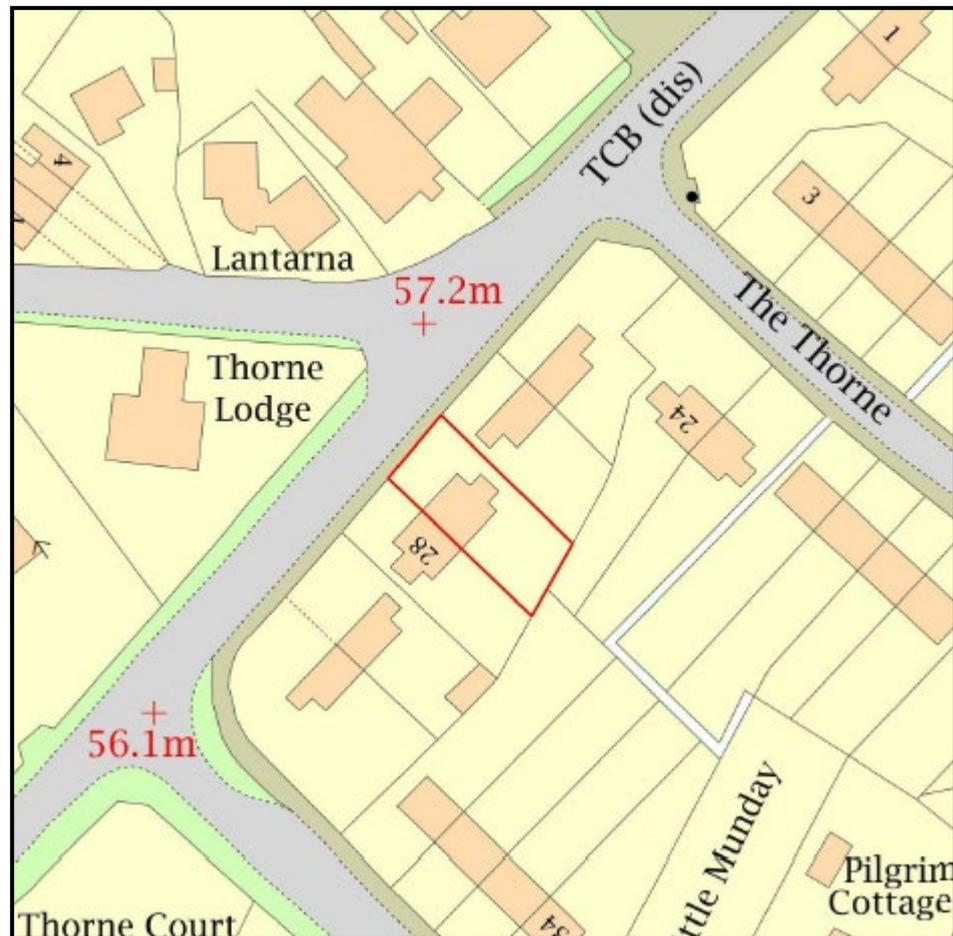


Figure 1 - Site Location Plan

Proposal

5. Full planning permission is sought for a vehicle crossover, replacement concrete hardstanding and an access ramp on the front driveway. Drainage is shown on the approved block plan by way of a rear drainage channel running into a soakaway. The ramp will have an incline of no more than 100mm. Permission is required for the crossover as Smarden Road is a classified road. The development will assist with disabled access.
6. During the course of the application, amended plans were received to address the concerns of Kent Highways in relation to the provision of suitable visibility splays to meet the required standards given the average speed of the road.

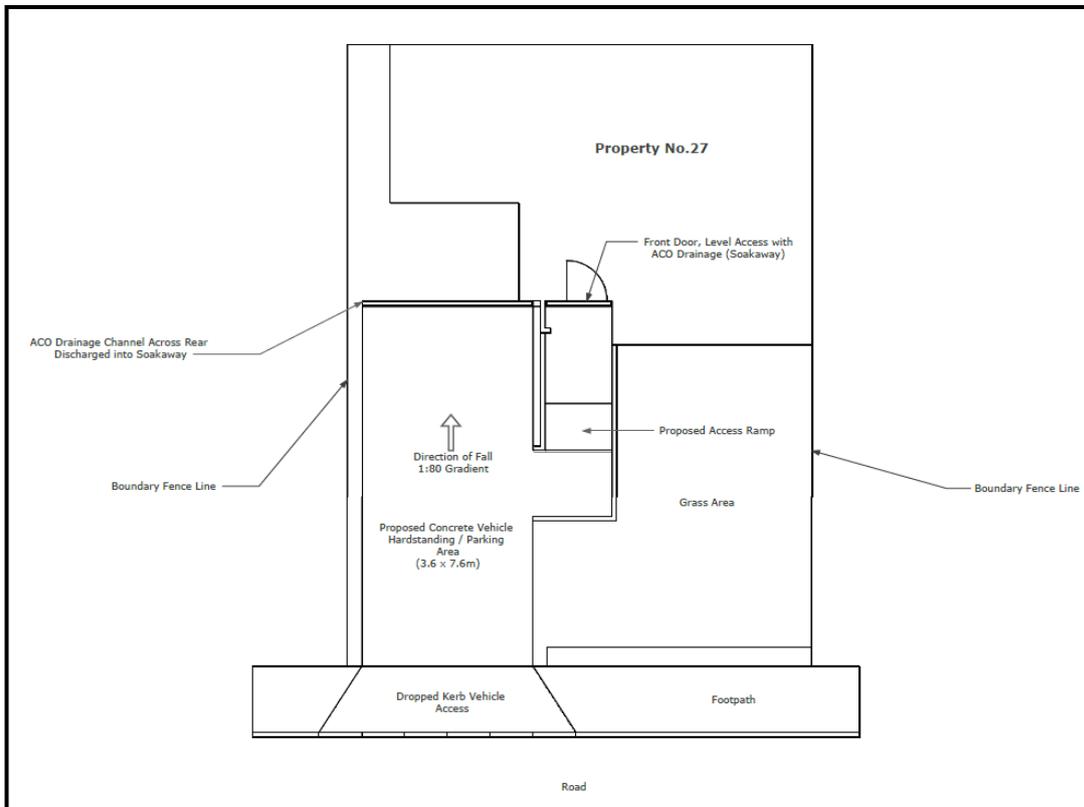


Figure 2 - Proposed block plan



Figure 3 - Application site & adjoining neighbour No 28



Figure 4 - Neighbouring crossovers

Planning History

No recent relevant planning history

Consultations

Ward Member: No representations received at the time of writing.

Parish Council: Unanimously supported vehicle access; noted the reduced 30mph speed limit and appropriate sight lines; would object to changes in the frontage such as extending the hard surface or removing hedge to right of the property (*JDCM comment: the agent/applicant has confirmed no hedge is required to be removed but it is of note that it is a Highways' requirement that there be no obstruction in excess of 1.05m in relation to visibility splays*)

Neighbours: 7 neighbours consulted; no representations received

Kent Highways: Recognised that the speed limit is 30mph outside the property. As such, the required length for the visibility splays is 2.4m x 43m in both directions. Submitted plans demonstrate this and subject to conditions and informatives, no objection is raised.

Planning Policy

7. The Development Plan comprises the Ashford Local Plan 2030 (adopted February 2019), the Chilmington Green AAP (2013), the Wye Neighbourhood Plan (2016), the Pluckley Neighbourhood Plan (2017) and the Kent Minerals and Waste Local Plan (2016).
8. For clarification, the Local Plan 2030 supersedes the saved policies in the Ashford Local Plan (2000), Ashford Core Strategy (2008), Ashford Town Centre Action Area Plan (2010), the Tenterden & Rural Sites DPD (2010) and the Urban Sites and Infrastructure DPD (2012).
9. The relevant policies from the Development Plan relating to this application are as follows:-

Ashford Borough Local Plan 2030

SP1 - Strategic Objectives

SP6 – Promoting High Quality Design

ENV3a – Landscape Character and Design

TRA3a – Parking Standards for Residential Development

TRA7 – The Road Network and Development

Village Design Statements

Pluckley Neighbourhood Plan

Assessment

10. The main issues for consideration are:
 - Visual amenity
 - Residential amenity

- Highway Safety

Visual Amenity

11. Given the nature of the development, with similar accesses currently serving neighbouring properties, I do not consider that the development would appear out of character with the local area, nor cause any adverse impact to the visual amenity of the locality.

Residential Amenity

12. Given the nature of the development, there would be no harm caused to residential amenity.

Highway Safety

13. Following receipt of the amended plans, Kent Highways have confirmed the required visibility splays can be achieved and have raised no objection subject to conditions and the necessary informatives. I am therefore satisfied that the development would not be harmful to highway safety.

Human Rights Issues

14. I have also 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

15. 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

16. The objective of the development is to provide improved driveway access and parking for the occupant who is disabled. The design and form of the

development is appropriate for the context of the site and the visual impact of the development would be minimal. Kent Highways are happy with the development. There would therefore be no harm to visual amenity, residential amenity or highway safety.

17. For the reasons above, I therefore recommend that the application is approved as it accords with the relevant Development Plan policies and there are no overriding material considerations to suggest otherwise.

Recommendation

Permit

Subject to the following Conditions and Notes:

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this decision.

Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development shall be carried out in accordance with the details of external materials specified in the application which shall not be varied without the prior written permission of the Local Planning Authority.

Reason: In the interests of visual amenity.

3. The area shown on the amended drawing number 2885/6-001 Rev A as vehicle parking space shall be retained for the use of the occupiers of, and visitors to, the development, and no permanent development, whether or not permitted by the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that Order), shall be carried out on that area of land so shown or in such a position as to preclude vehicular access to this reserved parking space.

Reason: Development without provision of adequate accommodation for the parking of vehicles is likely to lead to parking inconvenient to other road users

4. The access hereby approved must be completed, and thereafter maintained, prior to the vehicle crossover being brought into operation.

Reason: In the interests of highway safety.

5. The visibility splays as shown on amended drawing number 2885/6-002 Rev B within which there shall be no obstruction in excess of 1.05m in height above the carriageway edge shall be provided at the access before the development commences and the splays shall be so maintained at all times.

Reason: In the interests of highway safety

6. The first 5m of the access from the edge of the highway shall be constructed of a bound surface and the development shall thereafter be carried out in accordance with the approved details.

Reason: To ensure that no gravel or other material is taken from the site onto the neighbouring highway by wheels of vehicles leaving the site to the detriment of highway safety.

7. The development shall be carried out in accordance with the plans listed in the section of this decision notice headed Plans/Documents Approved by this decision, unless otherwise agreed by the Local Planning Authority.

Reason: To ensure the development is carried out in accordance with the approval and to ensure the quality of development indicated on the approved plans is achieved in practice.

8. The development approved shall be made available for inspection, at a reasonable time, by the local Planning authority to ascertain whether a breach of planning control may have occurred on the land (as a result of departure from the plans hereby approved and the specific terms of this permission/consent/approval).

Reason: In the interests of ensuring the proper planning of the locality, the protection of amenity and the environment, securing high quality development through adherence to the terms of planning approvals and to ensure community confidence in the operation of the planning system.

Notes to Applicant

1. It is the responsibility of the applicant to ensure, before the development hereby approved is commenced, that all necessary highway approvals and consents, where required, are obtained and that the limits of highway boundary are clearly established in order to avoid any enforcement action being taken by the Highway Authority. Across the county there are pieces of land next to private homes and gardens that do not look like roads or pavements but are actually part of the road. This is called "highway land". Some of this land is owned by The Kent County Council (KCC) whilst some are owned by third party owners. Irrespective of ownership, this land may have "highway rights" over the topsoil. Information about how to clarify the

highway boundary can be found at <http://www.kent.gov.uk/roads-and-travel/what-we-look-after/highway-land>

The applicant must also ensure that the details shown on the approved plans agree in every aspect with those approved under such legislation and common law. It is therefore important for the applicant to contact KCC Highways and Transportation to progress this aspect of the works prior to commencement on site.

2. Planning permission does not convey any approval for construction of the required vehicular crossing, or any other works within the highway for which a statutory licence must be obtained. Applicants should contact Kent County Council - Highways and Transportation (web: www.kent.gov.uk/roads_and_transport.aspx or telephone: 03000 418181) in order to obtain the necessary Application Pack.

Working with the Applicant

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 proactive manner by;

- offering a pre-application advice service,
- as appropriate updating applicants/agents of any issues that may arise in the processing of their application
- where possible suggesting solutions to secure a successful outcome,
- informing applicants/agents of any likely recommendation of refusal prior to a decision and,
- by adhering to the requirements of the Development Management Customer Charter.

In this instance

- The application was considered by the Planning Committee where the applicant/agent had the opportunity to speak to the committee and promote the application.

Background Papers

All papers referred to in this report are currently published on the Ashford Borough Council web site (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 19/00061/AS)

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Annex 1

27 Thorne Estate, Pluckley, Ashford, TN27 0RD

