

- viii. the Pluckley Neighbourhood Plan Review 2023 (adopted July 2024)
- ix. the Aldington & Bonnington Neighbourhood Plan (adopted October 2024)
- x. the Tenterden Neighbourhood Plan (adopted October 2024)
- xi. the Kent Minerals and Waste Local Plan 2024 to 2039 (2025) & the Kent Minerals Sites Plan (2020)

The relevant policies from the Development Plan relating to this application are as follows:

Ashford Local Plan 2030

SP1

SP6

TRA3a

TRA7

Draft Ashford Local Plan 2042

On the 31 July 2025, the Council's Cabinet approved a consultation version of the draft Ashford Local Plan 2042 (Regulation 18). Consultation on the draft Ashford Local Plan took place on 18 August – 13 October 2025. At present, the policies in this emerging Local Plan should be afforded limited weight.

Supplementary Planning Documents

Landscape Character SPD 2011

Residential Parking SPD 2010

Village/Parish Design Statements

Charing Village Design Statement

Informal Design Guidance Notes

Climate Change Guidance for Development Management 2022

Government Guidance

National Planning Policy Framework December 2024

Planning Practice Guidance

Consultations

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Charing Parish Council - Supports this application.

KCC Highways - No objection to this application.

Neighbour Consultations

There were 8 neighbours consulted on this case. No letters of representation were received.

Assessment

The main considerations in the assessment of this application are;

- Principle,
- Visual Amenity,
- Residential Amenity,
- Highway Safety & Parking.

Principle

The application site is located within the built confines of Charing. The proposal is for the creation of a vehicular access to/from an existing residential dwelling and so is considered acceptable in principle, subject to site-specific considerations. In this instance, the main considerations are visual amenity, residential amenity, and highway safety.

Visual amenity

The application site is a semi detached two storey dwelling on Ashford Road (A20), Charing. The street scene is dominated by semi-detached two storey dwellings with a two storey residential flat block to the west of the site. Most of the street scene is characterised by properties with modest front gardens with driveways. The proposal to create a vehicular access to the existing hardstanding within the frontage of the property would therefore be in keeping with the general appearance of the street. Furthermore, the works required to create a vehicular access are minor and would not cause harm to the visual amenity of the area.

Residential amenity

Given the minor nature of the proposed development, it is considered that there would not be any harm to the living conditions of the adjacent residents. No development is proposed that would result in a loss of light or privacy, create a sense of overbearing or have a harmful impact from disturbance.

Highway safety and parking

The proposal would provide off-street parking for the property and so would positively comply with Policy TRA3a. KCC Highways have assessed that there would be no detrimental affect on the highway network and therefore do not object to this proposal.

Taking the above into account, it is considered that the proposal would not be detrimental to the highway safety of the site or the surrounding road network and therefore also complies with Policy TRA7.

Conclusion

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In light of the above assessment, the proposed development is considered to be compliant with the relevant policies of the Ashford Local Plan 2030 and Central Government

guidance. With no overriding harm identified, it is therefore recommended that the application is approved subject to conditions.

Working with the applicant

In accordance with paragraph 39 of the NPPF Ashford Borough Council (ABC) takes a positive and creative approach to development proposals. ABC works with applicants/agents in a positive and creative manner as explained in the note to the applicant included in the recommendation and the decision notice.

Human Rights

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 represents an appropriate balance between the interests and rights of the applicant (to enjoy his 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) and the wider public interest.

Conditions:

- 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 hereby permitted shall be carried out in accordance with the following approved plans and documents:

Description	Date
Location Plan	24 November 2025
Block Plan	24 November 2025

Reason: For the avoidance of doubt and in the interests of proper planning.

Informatives:

- In accordance with paragraph 39 of the NPPF, Ashford Borough Council (ABC) takes a positive and proactive 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

The application was found to be acceptable as submitted. The application was dealt

with without delay.

- **Biodiversity Net Gain**

The effect of paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 is that planning permission granted for the development of land in England is deemed to have been granted subject to the condition “(the biodiversity gain condition)” that development may not begin unless:

- a) a Biodiversity Gain Plan has been submitted to the planning authority, and
- b) the planning authority has approved the plan.

The planning authority, for the purposes of determining whether to approve a Biodiversity Gain Plan if one is required in respect of this permission, would be Ashford Borough Council.

There are statutory exemptions which mean that the biodiversity gain condition does not always apply and these are set out in [The Biodiversity Gain Requirements Exemptions Regulations 2024](#).

This permission will not require the approval of a Biodiversity Gain Plan before development is begun because one or more of the statutory exemptions or transitional arrangements are considered to apply.

The effect of section 73D of the Town and Country Planning Act 1990

If planning permission is granted on an application made under section 73 of the Town and Country Planning Act 1990 (application to develop land without compliance with conditions previously attached) and a Biodiversity Gain Plan was approved in relation to the previous planning permission (“the earlier Biodiversity Gain Plan”) there are circumstances when the earlier Biodiversity Gain Plan is regarded as approved for the purpose of discharging the biodiversity gain condition subject to which the section 73 planning permission is granted.

Those circumstances are that the conditions subject to which the section 73 permission is granted:

- i) do not affect the post-development value of the onsite habitat as specified in the earlier Biodiversity Gain Plan, and
- ii) in the case of planning permission for a development where all or any part of the onsite habitat is irreplaceable habitat the conditions do not change the effect of the development on the biodiversity of that onsite habitat (including any arrangements made to compensate for any such effect) as specified in the earlier Biodiversity Gain Plan.

- The applicant is reminded of the need for the development to satisfy the requirements of the Building Regulations and in respect of climate change in particular the following documents:

- Approved Document L (Conservation of fuel and power)
- Approved Document F (Ventilation)
- Approved Document O (overheating)
- Approved Document S (Infrastructure for electric charging vehicles)