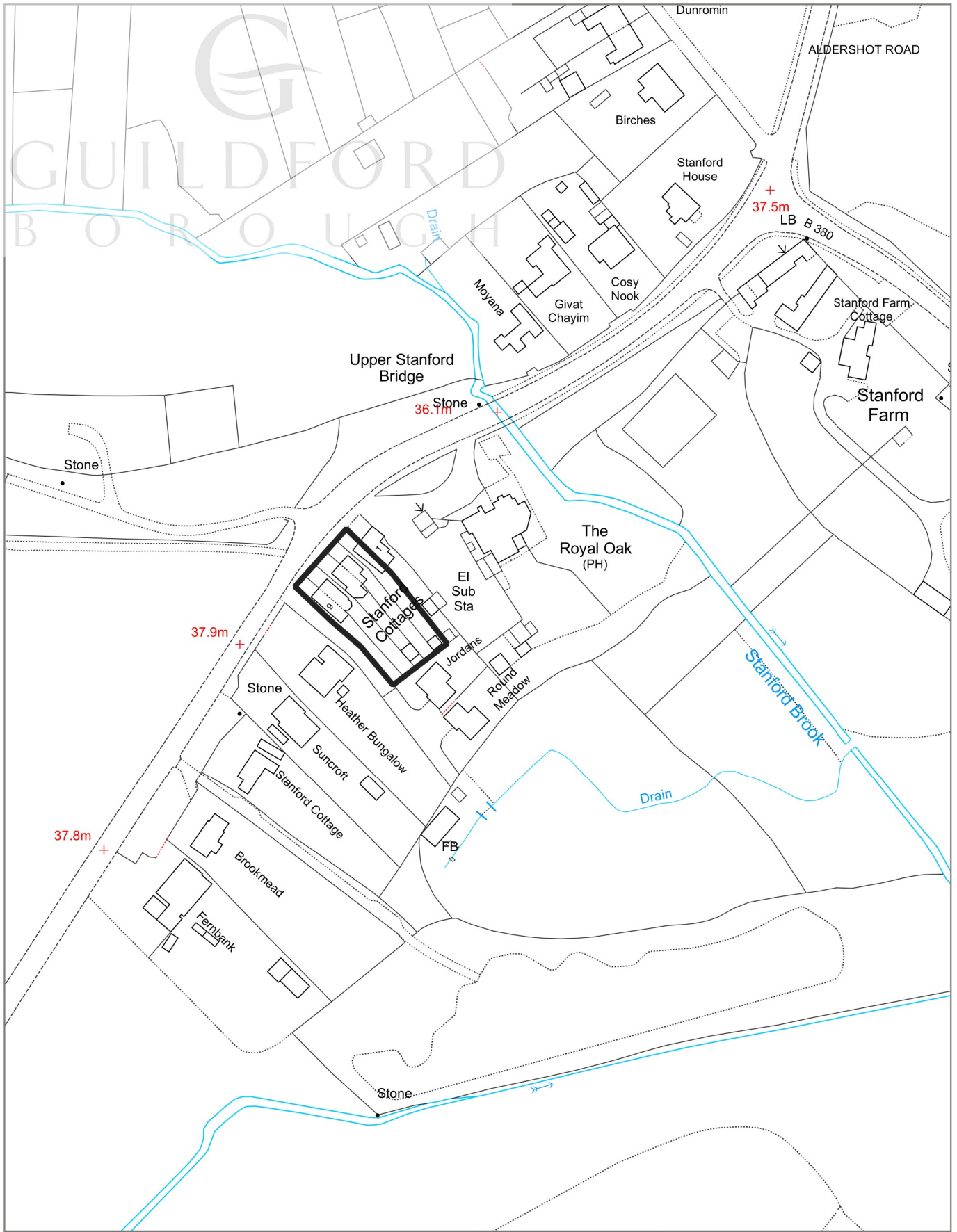


# 23/P/00392 - Stanford Cottages, Aldershot Road, Pirbright, Woking



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Print Date: 17/11/2023

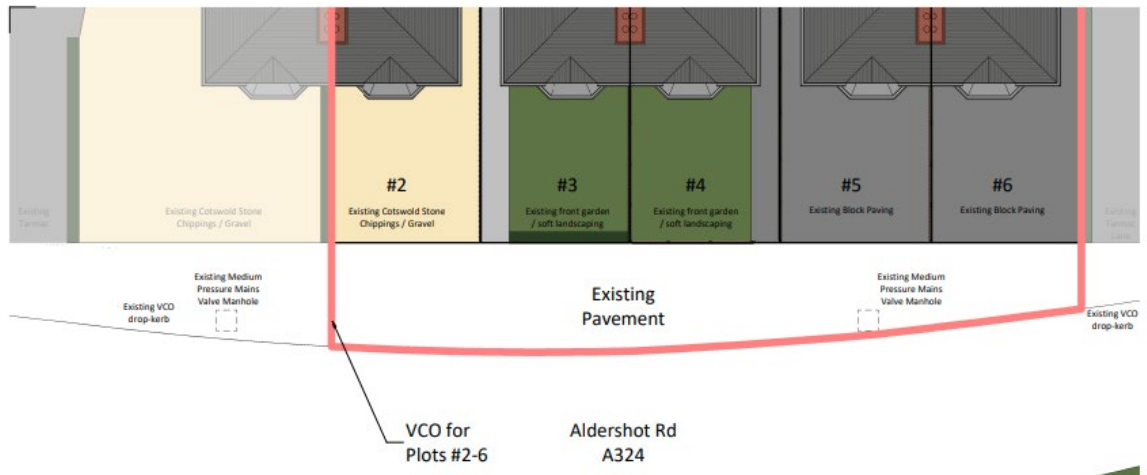


Not to Scale



GUILD FORD  
BOROUGH

23/P/00392 – Stanford Cottages, Aldershot Road, Pirbright, Woking



Not to scale



**App No:** 23/P/00392

**8 Wk 12/12/2023**

**Deadline:**

**Appn Type:** Full Application

**Case Officer:** Sakina Khanbhai

**Parish:** Pirbright

**Agent :**

**Ward:**

**Applicant:** Mr Marshall  
6 Stanford Cottages  
Aldershot Road  
Pirbright  
Surrey  
GU24 0DQ

**Location:** Stanford Cottages, Aldershot Road, Pirbright, Woking, GU24 0DQ

**Proposal:** Vehicle Crossover (Dropped Kerbs) to Plots #2-6, Stanford Cottages.

### **Executive Summary**

#### **Reason for referral**

This application has been called in to the Planning Committee by Councillor Witham who disagrees with Officers recommendation to refuse the application. The reasons for the referral are summarised as follows:

- The required visibility splays do exist in practice and several of the driveways have had parking spaces for a number of years and have used them safely.
- The alternative is to park on the road outside the houses which would worsen the safety of the road for other road users.
- It is not realistic to enforce the closure of existing access points to drives which already exist (Officer note: The application is for a proposed vehicle cross over and the closure of existing access points is not what is being considered within the current application).

## **Key information**

The application seeks planning permission for the creation of a vehicle cross over/dropped kerb to the front of properties 2-6 Stanford Cottages. The proposed vehicle cross overs would be sited over land to the front of the properties on Aldershot Road and the highway. Following receipt of an amended plan Drawing 0052 Rev B, a 1m paved strip and a loose surface treatment on the driveways within the site is also proposed.

## **Summary of considerations and constraints**

The application fails to demonstrate that satisfactory access to the parking areas can be provided without having a detrimental impact on highways safety. This is because the full extent of the visibility splays have not been provided in accordance with the standards set out within the Manual for Streets. It appears that some of the visibility splays still cross land that is not within the control of the applicant. This being the pub's land to the north, and private land to the south of No.6 Stanford Cottages.

It is acknowledged that the driveways have been in place for a number of years, however, safe access and egress from the driveways has not been demonstrated in accordance with CHA's requirements and the standards set out within the Manual for Streets. Officers have previously advised the applicant on a few occasions during the application process of the information required to overcome the highway safety concerns but the applicant has been unable provide adequate information to show the required visibility splays at the proposed access points to enable safe access/egress to the parking areas.

Overall, the CHA deems that there is inadequate visibility at this location to enable safe access/egress to the parking areas and the CHA recommends that this proposal fails to comply with Policy ID3 of the LPSS, Policy D4 of the LPDMP and the National Planning Policy Framework 2023. Therefore the application is recommended for refusal.

## **RECOMMENDATION:**

### **Refuse - for the following reason(s) :-**

1. The application fails to demonstrate that satisfactory access to the parking areas can be provided. The proposed vehicle crossover would have a detrimental impact on highway safety. The proposals are therefore contrary to Surrey County Council's Local Transport Plan (LTP4), Policy ID3 of the Guildford Local Plan: Strategy and Sites 2015-2034, Policy D4 of the Local Plan Development Management Policies (LPDMP) March 2023, the guidance set out within the Residential Extensions and Alterations SPD 2018, the National Planning Policy Framework 2023 and National Design Guide (NDG).

### **Informatives:**

1. This statement is provided in accordance with Article 35(2) of the Town and Country Planning (Development Management Procedure) (England) Order 2015. Guildford Borough Council seek to take a positive and proactive approach to development proposals. We work with applicants in a positive and proactive manner by:
  - Offering a pre-application advice service in certain circumstances
  - Where pre-application advice has been sought and that advice has been followed we will advise applicants/agents of any further issues arising during the course of the application
  - Where possible officers will seek minor amendments to overcome issues identified at an early stage in the application process

However, Guildford Borough Council will generally not engage in unnecessary negotiation for fundamentally unacceptable proposals or where significant changes to an application is required.

In this case pre-application advice was not sought prior to submission. However, revisions to the scheme were requested and the Applicant has had opportunities to resolve the concerns raised. The amended plans provided did not overcome the issues raised by the Council and Surrey County Highway Authority.

2. This decision relates expressly to drawing(s) 0050 Rev A, 0051, 0053, 0054 and 0052\_B VCO and additional information received on 06/03/23, 28/03/23 and 21/08/23.

## **Officer's Report**

### **Site description.**

The application site relates to a group of 5 semi-detached two storey cottages located on Aldershot Road in Pirbright. The site is located within the Green Belt.

### **Proposal.**

Vehicle Crossover (Dropped Kerbs) to Plots #2-6, Stanford Cottages.

### **Relevant planning history.**

None.

### **Consultations.**

#### **Statutory consultees**

**County Highway Authority:** Objection.

'Following a site visit on 24/04/23, the applicants stated on-site that visibility could potentially be taken across the front garden of No.1 Stanford Cottages and part of the land within the control of The Royal Oak pub. Should the resident of No.1 and the owners of the pub be in agreement with this, written confirmation should be provided. The 'y' splays show the submitted visibility plan could then be extended to cross these areas of land (otherwise, typically, visibility should only be provided over land within the control of the applicant and/or highway land).

A revised visibility plan should be submitted to achieve maximum visibility splays. The plan should also state visibility splays will be kept permanently clear of any obstruction over 0.6m high, with any vegetation and/or boundary treatment cut

back/adjusted accordingly'.

In response, the Applicant submitted further details. SCC Highways Authority commented on 19 May 2023 that ' the required visibility is not achievable from the proposed access points. It was noted that given that the driveways have been in place for years, the CHA would need to consider the merits of having the access points opened/dropped kerbs or having these parking areas closed completely. Should these be closed, the CHA would need to give consideration to the resulting on-street parking that would occur.

Should the accesses be accepted, the land required for the visibility splays which fall under the control of the applicants would need to be dedicated as highway land to ensure visibility is maintained at all times and to prevent future occupiers erecting boundary treatments that could block the splays. The parking areas would need to be provided with a minimum 1m paved strip to contain any gravel/chippings/loose surface treatment on the driveways within the site. It will need to be demonstrated that all vehicles can park within the boundaries on the site. The CHA

would welcome a visibility plan showing an offset of 0.5m into the carriageway from the kerb edge in the trailing direction and an offset of 1m from the kerb edge in the leading direction. By seeking the applicant's agreement to the above does not mean that the CHA support the proposal but it will provide us with a more balanced judgement on the application'.

On 21 August 2023, a further revised plan was submitted by the Applicant-Drawing 0052 Rev B. CHA reviewed the revised plan and concluded that it has not been demonstrated that the proposed parking areas can be accessed/egressed safely without having a detrimental impact on highway safety. The CHA also deems that there is inadequate visibility at this location to enable safe access/egress to the parking areas.

Pirbright Parish Council

Supports the application subject to the views of SCC Highways Authority.

**Third party comments:**

One letter of representation have been received raising the following objections and concerns:

- The correct visibility for the driveways in both directions has not been provided.
- Impact on road safety.

Six letters of support have been received outlining the following positive comments:

- Dropped kerb would allow residents to park their cars on their driveways
- The proposal would allow for the possibility of investing in electrical wall charging points.
- There is no off street parking for the cottages.

### **Planning policies.**

#### National Planning Policy Framework (NPPF 2023):

Chapter 2: Achieving Sustainable Development

Chapter 4: Decision Making

Chapter 11: Making effective use of land

Chapter 12: Achieving Well Designed Places

#### Guildford Borough Local Plan: Strategy and Sites (LPSS), 2015-2034:

S1: Presumption in favour of sustainable development

D1: Place shaping

ID3: Sustainable transport for new development

ID10: Parking Standards

#### Guildford Borough Council: Development Management Policies (LPDMP) March 2023

Policy D4: Achieving High Quality Design and Respecting Local Distinctiveness

Policy ID10: Parking Standards

#### Supplementary planning documents:

Residential Extensions and Alterations SPD (2018)

Parking Standards in New Developments SPD (March 2023)



## **Planning considerations.**

The main planning considerations in this case are:

- Impact on the Green Belt
- Impact on the scale and character of the dwelling and surrounding area
- Impact on neighbouring amenity
- Highway/parking considerations

### The Principle of Development- Impact on the Green Belt

The site is located within the Green Belt outside the settlement boundary. The site relates to a small cluster of residential properties.

The proposal is for works to facilitate off-street parking to Nos 2-6 Stanford Cottages by constructing a dropped kerb/ vehicle cross over to serve this group of neighbouring properties.

It is considered that the proposed works would constitute an engineering operation, as set out in paragraph 90 of the NPPF 2023. The proposed resurfacing of the driveways and construction of a dropped kerb is not an inappropriate form of development within the Green Belt provided that openness is maintained. It is not considered that the works would have a material impact on the openness of the Green Belt.

### The impact on the scale and character of the surrounding area

Planning permission is sought for a dropped kerb to the front of Nos 2-6 Stanford Cottages. The works would involve additional hardstanding and a 1m paved strip within the front gardens. The proposal would also include loose material surfacing to properties 2-4 Stanford Cottages.

It is not considered that the proposed development would be out of keeping visually or cause harm to the character and appearance of the surrounding area.

### The impact on neighbouring amenity

It is not expected that the proposed works to the driveways serving the cottages and the dropped kerb would give rise to any neighbouring amenity concerns in terms of reduction to light or privacy, overbearing development, or disruption by noise.

There are no significant impacts predicted with regards to neighbouring amenity as a result of the proposals and the proposals are in accordance with Policy D5 of the LPDMP.

### Highways / Parking considerations

The application seeks planning permission for the creation of a vehicle cross over/dropped kerb to the front of properties 2-6 Stanford Cottages. The proposed vehicle cross overs would be sited over land to the front of the properties on Aldershot Road and the highway. Following receipt of an amended plan Drawing 0052 Rev B, a 1m paved strip and a loose surface treatment on the driveways within the site is proposed.

In terms of parking provision, the hardstanding and surfacing proposed would provide sufficient space for vehicles to park within the front driveways of the individual cottages in accordance with ID10 of the LPDMP.

Notwithstanding the above, the County Highways Authority (CHA) considers the application fails to demonstrate that satisfactory access to the parking areas can be provided without having a detrimental impact on highways safety. This is because the full extent of the visibility splays have not been provided in accordance with the standards set out within the Manual for Streets. It appears that some of the visibility splays still cross land that is not within the control of the applicant. This being the pub's land to the north, and private land to the south of No.6 Stanford Cottages. Visibility should only be provided over land within the control of the applicant and/or on highway land. Officers have previously advised the Applicant that visibility could potentially be taken across the front garden of No.1 Stanford Cottages and part of the land within the control of The Royal Oak pub. It is noted that no such written agreement or further information regarding the visibility splays in accordance with CHA's advice has been submitted.

It is acknowledged that the driveways have been in place for a number of years, however, safe access and egress from the driveways has not been demonstrated in accordance with CHA's requirements and the standards set out within the Manual for Streets. Officers have previously advised the applicant on a few occasions during the application process of the information required to overcome the highway safety concerns but the applicant has been unable provide adequate information to show visibility at the proposed access points to enable safe access/egress to the parking areas.

Overall, the CHA deems that there is inadequate visibility at this location to enable safe access/egress to the parking areas. For these reasons, the CHA recommends that this proposal fails to comply with Policy ID3 of the LPSS, Policy D4 of the LPDMP and the National Planning Policy Framework 2023.