App No: 26/P/00950 **8 Wk Deadline:** 07/09/2026
Appn Type: Full Application
Case Officer: Anshuli Kadam

Parish:	Tongham	**Ward:**	Pilgrims
Agent:	Mr Walton Waltonhall Construction Services 44 Alphington Avenue Frimley GU168LR	**Applicant:**	Mr Bird 17 West Ring The Cardinals Tongham Surrey GU10 1EF

Location: 17 West Ring, The Cardinals, Tongham, Farnham, GU10 1EF
Proposal: Creation of vehicular crossover together with permeable hardstanding.

The application has been referred to Planning Committee for consideration because the property is owned by Guildford Borough Council.

RECOMMENDATION:

Approve - subject to the following condition(s) and reason(s):-

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

   Reason: To comply with Section 91 of the Town and Country Planning Act 1990 as amended by Section 51(1) of the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out in accordance with the following approved drawings-

   - 017/WER/001 - LOCATION, SITE AND EXISTING PLANS received on 13/07/2026
   - 017/WER/002 - LOCATION, SITE, PROPOSED PLANS received on 16/07/2026

   Reason: To ensure that the development is carried out in accordance with the approved plans and in the interests of proper planning.

3. Prior to the first use of the parking space hereby approved, the vehicular crossover shall be constructed in accordance with Drawing No. 017/WER/002 and thereafter permanently retained.

   Reason: The above conditions are required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users and to promote sustainable forms of transport in accordance with the requirements of the National Planning Policy Framework (NPPF, 2024).

4. Prior to the first use of the parking space hereby approved, the proposed vehicular crossover shall be provided with a fully operational fast-charge Electric Vehicle charging point (current minimum requirements - 7 kw Mode 3 with Type 2 connector - 230v AC 32 Amp single phase dedicated supply) in accordance with a scheme to be submitted and approved in writing by the Local Planning Authority and thereafter retained and maintained to the satisfaction of the Local Planning Authority.

Reason: The above conditions are required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users and to promote sustainable forms of transport in accordance with the requirements of the National Planning Policy Framework (NPPF, 2024)

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.

   Pre-application advice was not sought prior to submission, and the application was acceptable as submitted.

2. The applicant is expected to ensure the safe operation of all construction traffic to prevent unnecessary disturbance obstruction and inconvenience to other highway users. Care should be taken to ensure that the waiting, parking, loading and unloading of construction vehicles does not hinder the free flow of any carriageway, footway, bridleway, footpath, cycle route, right of way or private driveway or entrance. The developer is also expected to require their contractors to sign up to the "Considerate Constructors Scheme" Code of Practice, (www.ccscheme.org.uk) and to follow this throughout the period of construction within the site, and within adjacent areas such as on the adjoining public highway and other areas of public realm. Where repeated problems occur the Highway Authority may use available powers under the terms of the Highways Act 1980 to ensure the safe operation of the highway.

3. The permission hereby granted shall not be construed as authority to carry out any works on the highway. The applicant is advised that prior approval must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway,

or verge to form a vehicle crossover to install dropped kerbs. www.surreycc.gov.uk/roads-and-transport/permits-and-licences/vehicle-crossovers-or-dropped-kerbs

4. The developer is advised that as part of the detailed design of the highway works required by the above condition, the County Highway Authority may require necessary accommodation works to streetlights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment – this will be at the developer's own cost.

5. It is the responsibility of the developer to ensure that the electricity supply is sufficient to meet future demands and that any power balancing technology is in place if required. Electric Vehicle Charging Points shall be provided in accordance with the Surrey County Council Vehicular, Cycle and Electric Vehicle Parking Guidance for New Development 2024. Where undercover parking areas (multi-storey car parks, basement or under croft parking) are proposed, the developer and LPA should liaise with Building Control Teams and the Local Fire Service to understand any additional requirements. If an active connection costs on average more than £3600 to install, the developer must provide cabling (defined as a 'cabled route' within the 2022 Building Regulations) and two formal quotes from the distribution network operator showing this.

Officer's Report

Site description:
The application site is situated in Pilgrims ward in a residential neighbourhood comprising a mix of terraced and semi-detached dwellings. It is a corner plot located near the junction of Northside Street and E Ring Street. The application site comprises a semi-detached single storey dwelling with tiled roof and brick elevations.

Site specific designations:
- Guildford Newt Impact Zones - Green
- Urban Area

Proposal:
The application proposes creation of a vehicular crossover together with permeable hardstanding. The proposed hardstanding would measure 3 metres in width and 6 metres in depth.

Relevant planning history:

Reference:	**Description:**	**Decision Summary:**		**Appeal:**
GU/R 2196	Details and layout of 171 houses to be erected	Approved subject to conditions 26.07.1952		N/A
GU/R 2070	Land forming an extension to the Cardinals Housing Estate	Approved subject to conditions 09.05.52		N/A

Consultations:
Surrey County Highway Authority: No objections to this proposal subject to conditions and informatives.

Third party comments:
None received

Planning policies:

National Planning Policy Framework (NPPF) 2026:
Chapter 1. Introduction

Chapter 3. Decision-making policies
- DM1: Preparing development proposals
- DM3: Determining development proposals
- DM6: Use of planning conditions and obligations

Chapter 14. Achieving well-designed places
- DP3: Key principles for well-designed places
- DP4: The design process

Chapter 15. Promoting sustainable transport
- TR4: Street design, access and parking
- TR5: Roadside facilities

Guildford Borough Council Local Plan: Strategy and Sites (LPSS) 2015 - 2034:
Policy D1: Place Shaping

Guildford Borough Local Plan: Development Management Policies (LPDMP) 2023:
Policy D4: Achieving High-Quality Design and Respecting Local Distinctiveness
Policy D5: Protection of Amenity and Provision of Amenity Space

Supplementary planning documents
Parking Standards for New Development SPD 2023
Residential Extensions and Alterations SPD 2018

Planning considerations:

The main planning considerations in this case are:
- The impact on the scale and character of the area and the existing building
- Impact on neighbour amenity
- Highway and Parking considerations
- Equality, diversity, and human rights
- Conclusion

The impact on the scale and character of the area and the existing building:

Policy DP3 of the NPPF states that development proposals should respond to their context (the history, character and features of their site and its setting), so that they integrate with and enhance their surroundings; such as the arrangement of development plots and buildings, the use of materials and architectural features.

LPDMP Policy D4 states that development proposals are expected to demonstrate high-quality design, including in relation to scale, appearance and materials. LPDMP Policy H4 adds that development proposals for residential extensions and alterations are required to have regard to the impact on the street scene of the area.

Residential Extensions and Alterations SPD 2018 states that consideration should be given to the impact of the extensions scale and character on neighbouring dwellings and the street. The SPD states that character and established form of development the building line, the position of the house, separation between houses, roofscape and design, style and materials should all be given consideration.

The application dwelling benefits from an open area to the front which is currently grassed and includes a concrete path which leads to the dwelling entrance and to the rear of the dwelling. The street in front of the application dwelling is used for parking by the residents within the surrounding area.

The application proposes a vehicle crossover together with a permeable hardstanding to the front of the property to park a car. The proposed hardstanding would measure 3 metres in width and 6 metres in depth. It would be located adjacent to the existing path. A dropped kerb of 2.7 metres width would be proposed to allow vehicular access to the proposed parking space. The rest of the existing lawn / open area would be retained.

The neighbouring dwelling and two dwellings on the opposite street (to the east) also benefit from a similar hardstanding and hence this proposal would be in keeping with the character and appearance of the existing dwelling as well as the surrounding area. Additionally, the proposed hardstanding would be proportionate and would retain a substantial area of the existing open frontage. The proposed hard-standing materials would be appropriate for its intended use and would not appear out of keeping within the street scene.

Therefore, the proposed development would not harm the character and appearance of the host property or the street scene. Accordingly, it is considered that the proposal would comply with Policy D1 of the LPSS, Policy H4 and Policy D4 of LPDMP and the relevant national decision-making policies within the NPPF and the Residential Extensions and Alterations Guide SPD.

Impact on neighbour amenity:

Policy P3 of the NPPF states that development proposals should not give rise to, or contribute to, an acceptable level of access to daylight and sunlight for neighbouring residents and occupiers, or unacceptable levels of noise.

LPDMP Policy H4 states that permission will be granted provided that development does not have an unacceptable effect on amenity. LPDMP Policy D5 states that development proposals are required to avoid having an unacceptable impact on the living environment of existing residential properties or resulting in unacceptable living conditions for new residential properties, in terms of privacy and overlooking, visual dominance and overbearing effects of a development, access to sunlight and daylight, artificial lighting, noise and vibration and odour, fumes and dust.

The proposal would include creation of a vehicular crossover together with a permeable hardstanding for car parking. This proposed hardstanding would be located adjacent to the existing path and would not extend any closer to the neighbouring properties.

It is therefore considered that the proposed development would not result in any material harm to the amenities of neighbouring residents and as such would comply with the national relevant decision-making policies within the NPPF, Policies H4 and D5 of the LPDMP.

Highway and parking considerations:

Policy TR4 of the NPPF requires that development proposals provide a suitable number of parking spaces for a range of transport modes where appropriate, reflecting the location and nature of the development, and any locally set standards in the development plan.

Policy ID10 of the LPDMP sets out the minimum size requirements for car parking spaces and is further supported by the requirements within the car parking SPD. Development proposals are expected to demonstrate that the level of resulting parking on the public highway does not adversely impact road safety or the movement of other road users.

The application dwelling benefits from an open grassed area in front of the dwelling and also includes a path from the footpath which leads to the dwelling and to the rear of the dwelling. The proposal includes creation of a vehicular crossover which would measure 2.7 metres in width and a vehicular hardstanding for car parking which would measure 3 metres in width and 6 metres in depth.

Surrey County Highway Authority was consulted for this application, and they believe that the proposed hardstanding would be sufficient to accommodate a vehicle within the site, clear of the public highway. The proposed arrangement would enable vehicles to enter and leave the site in a safe manner and is not considered likely to result in a material impact on the safe operation of the surrounding highway network. The use of a permeable surface is also appropriate for the proposed hardstanding. It nonetheless remains important that electric vehicle charging is provided in order to ensure that the use of sustainable modes of transport is enabled and encouraged. Therefore, the proposal would not have any material impact on the highway safety.

It is therefore considered that the proposed development would comply with the relevant national decision-making policies within the NPPF, Policy ID10 of the LPDMP and Guildford Borough Council’s Parking Standards for New Developments SPD 2023.

Equality, diversity, and human rights

In reaching its decision on a planning application the Council is required to have regard to the duties contained in section 149 of the Equality Act 2010, known collectively as the public sector equality duty.

Section 149 provides that the Council must have due regard to the need to -

- eliminate discrimination, harassment, victimisation
- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; and

foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

Officers have had due regard to these matters when assessing this application and have concluded that neither the granting nor the refusal of this application would be likely to have an impact on protected groups and, therefore, that these considerations would not weigh in favour of or against this application.

Consideration has also been given to Articles 1 and 8 of the First Protocol of the European Convention on Human Rights. It is not considered that the decision would result in a violation of any person's rights under the Convention.

Conclusion:
The proposed development for creation of a vehicular crossover together with permeable hardstanding for car parking would not have any adverse impact on the scale and character of the existing dwelling, the neighbouring amenity as well as the highway safety. Therefore, the proposal would comply with the policies within the development plan