

WA/2019/1022 – Use of land for the provision of 3 additional gypsy pitches and erection of building to provide dayrooms together with associated works. at KILNSIDE PLACE, ST GEORGES ROAD, BADSHOT LEA GU10 1FN

Applicant: Mr L Searle
Parish: Farnham
Ward: Farnham Weybourne and Badshot Lea
Grid Reference: E: 486787
N: 148365
Case Officer: Russell Brown
Neighbour Notification Expiry Date: 23/08/2021
Expiry Date/Extended Expiry Date: 21/08/2019

RECOMMENDATION That delegated authority be granted to the Executive Head of Planning Development to grant planning permission subject to suggested conditions, amended or additional conditions and the completion of a Unilateral Undertaking securing SPA contributions (towards a SANG and SAMM)

1. Executive Summary

The application is referred to the Planning Committee due to a Call-In by Councillors Martin and Hunt.

The application plot is an Allocated Site with an established single gypsy pitch outside a settlement boundary, but lies to the south east of Badshot Lea.

The proposal is for an additional three gypsy pitches in the form of static caravans / mobile homes and the erection of a single storey dayroom building, together with parking spaces and shared amenity space.

It considered that the proposal would fully comply with the site allocation and would respect the character of the surrounding countryside, being of an acceptable design, which would take the opportunity to enhance the landscape and conservation of wildlife sites, principally the Site of Nature Conservation Importance. Further, the proposal would have an acceptable impact on highways, subject to the introduction of appropriate conditions. Lastly, the provision of a financial contribution would acceptably mitigate the impacts of the development on the Thames Basin Heaths Special Protection Area.

2. Site Description

The application site, known as Kilinside Place, is on the east side of St Georges Road and opposite Goslings Place, which is the access road to Barley Meadows, a new

development of 2, 3 and 4 bedroom homes. The site is an established single gypsy household site to the southeast of Badshot Lea and directly to the south of Aldershot RC (Racing Car) Track. The existing building is single storey with external amenity space, a stable block to the rear and well as ample parking.

The access is laid with tarmac with slightly splayed edges with green metal gates in-between brick piers. There is a low timber post fence to the north side and vegetation to the south. Except for the trees and the vegetation to the northern boundary and the grass to the east (rear), the site is mainly hard paved.

3. Proposal

This application seeks planning permission for an additional three gypsy pitches in the form of static caravans / mobile homes, and the erection of a single storey building to provide three dayrooms, which comprise a living / kitchen / dining room and a bathroom. Two parking spaces would be allocated to each mobile home and shared amenity space provided. In terms of associated works, a gate is proposed adjacent to the stable block and the rear gate to the paddock would be relocated. Bird boxes are also proposed in the trees and hedgerows.

The dayrooms would be constructed of red brick with a Spanish slate roof, and metal framed windows and doors.

The occupants of the three pitches would be the applicant and his wife and their wider family, including their children. This totals 14 individuals.

4. Relevant Planning History

WA/2018/0702	Erection of stable block.	Granted 27/07/2018
WA/2011/1440	Erection of a utility/day room ancillary to existing gypsy site with permission for 1 residential pitch.	Granted 14/10/2011
WA/1989/1367	Outline application for the erection of two detached dwellings and garages.	Refused 10/08/1989

5. Relevant Planning Constraints

Land Outside Built-up Area - Farnham Neighbourhood Plan
Countryside beyond the Green Belt
Farnham/Aldershot Strategic Gap
Thames Basin Heath SPA 5km Buffer Zone
Within the setting of a Building of Local Merit
Flood Zone 1

6. Relevant Development Plan Policies and Guidance

- Waverley Borough Local Plan (Part 1): Strategic policies and sites (adopted February 2018): SP1, SP2, ST1, AHN4, RE1, RE3, TD1, HA1, NE1, NE2, NE3, CC1, CC2, CC4
- Waverley Borough Local Plan (Part 2): Site Allocations and Development Management Policies (March 2023): DM1, DM2, DM4, DM5, DM7, DM9, DM11, DM15, DM18, DM23, DM37, DS 18
- Farnham Neighbourhood Plan 2013-2032 (April 2020): FNP1, FNP9, FNP10, FNP11, FNP12, FNP13, FNP30

Other guidance:

- The National Planning Policy Framework 2023 (NPPF)
- The National Planning Practice Guidance 2014 (NPPG)
- Council's Parking Guidelines (October 2013)
- Climate Change and Sustainability Supplementary Planning Document (October 2022)
- Planning Policy for Traveller Sites (2015) (PPTS)

7. Consultations and Town/Parish Council Comments

Environmental Health	Compliance with Noise Impact Assessment Report to be conditioned.
Private Sector Housing	Variation of site licence required; lack of information about occupiers, cesspit, foul water, and heating; and fire risk issues.
Surrey Highway Authority	No objections subject to conditions.
Surrey Wildlife Trust	Opportunities to restore or enhance biodiversity should be included; a contribution to Suitable Alternative Natural Greenspace (SANG) should be secured; the Site of Nature Conservation Importance (SNCI) should be protected; and general comments on bats, breeding birds, protected species, and external lighting.

8. Representations

Three (3) representations, including from Tice's Meadow Bird Group, were received, objecting to the proposal for the following reasons:

- This site has progressively got larger and larger and there was no notification about the existing building, which should not be there.
- Against any building works that has a detrimental effect on the surroundings.

- The infrastructure is already overwhelmed.
- This would add to the build-up of traffic down a small, dangerous lane.
- The application is full of material errors and omissions, especially on biodiversity.
- The likely adverse impacts on the immediately adjacent Tice's Meadow Nature Reserve, a designated SNCI, have not been considered.
- The application will have an adverse effect on the Farnham & Aldershot Strategic Gap, contributing to the coalescence of the two conurbations.
- The applicant appears to have already commenced this development.
- Occupants of the site have a long-documented history of negative behaviour towards the nature reserve, and this is only likely to increase.
- The proposed development does not meet the fire safety standards for caravan sites.

9. Planning Considerations:

10. Principle of development

The application site is allocated by LPP2 Policy DS 18 for Gypsy and Traveller pitches, specifically three additional pitches, taking the total to four. As such, the proposal is in full compliance with the allocation, subject to a demonstration that development will not have a likely significant effect on protected habitats sites, in accordance with the Thames Basin Heaths Special Protection Area

Avoidance Strategy, and that the significance of the adjacent Building of Local Merit would be conserved. These matters will be dealt with in the next sections of the report.

LPP2 Policy DM37 relates to new Gypsy and Traveller sites. This site measures 0.4ha and the proposal provides a utility building with three dayrooms; two shared amenity areas totalling 102m²; hard standing for the mobile homes and two parking spaces; landscaping in the form of trees and hedgerows; and use of the existing access with amended access to the paddock at the rear. Access will be further assessed in the highways / transport section of this report. Although no waste / refuse collection area has been shown on the submitted plans, provision for this would be made towards the frontage of the site with individual bins provided for each additional pitch near the mobile homes, and these would be moved on collection days. Changes in levels and boundary treatments around the amenity areas can be secured by condition in the event of an approval.

In line with LPP1 Policy AHN4, the proposal would safeguard an existing authorised traveller site.

Following the 2022 judgment in the Court of Appeal in the case of Smith v SSLUHC & Ors, the government has reverted to the definition of Gypsies and Travellers used in the previous 2012 version of the PPTS. This change was applied 19 December 2023 for plan and decision making and will impact on eligibility to include those temporarily and permanently ceased travelling.

Considering the compliance with the number of pitches in the Site Allocation, the quantum of development proposed would be acceptable as would the principle of development. Matters of design and impact on character; impact on the SPA; non-designated heritage assets; Site of Nature Conservation Interest and biodiversity; future and neighbouring residential amenity; highways and transport impacts; and sustainability will still be considered.

11. Design and landscaping

The site does not link into any rights of way / public footpaths, the nearest one being across the road on Carpenters Way. It would be considered inappropriate to form a new entrance into Tices Meadow SNCI from the development site given the potential to disturb wildlife. However, the proposal can enhance the landscape and the conservation of wildlife sites, principally the SNCI, which will be covered in the relevant section of this report.

The static caravans / mobile homes are of a typical design meeting the definition in the Caravan Sites Act 1968 and so no elevations have been submitted while the dayroom building would be constructed of red brickwork with pitched roofs in Spanish slate. It would be split into three sections so each would feature a metal door and two metal framed windows to the front (east-facing) elevation and a further two windows to the rear. Although they are utilitarian in design, depending on the exact materials used, they have the potential to be of a high quality. Further details would be secured by condition if the proposal was to be approved.

Planning Policy for Traveller Sites (PPTS) paragraph 26 requires weight to be attached to ensuring adequate landscaping and play areas for children. There would be 102m² of external amenity space allocated to all pitches on site. This is considered acceptable, subject to a landscaping condition for it to be of a good quality with defensible space or boundary treatment. It is noted that the entrance to Tice's Meadow Nature Reserve is a 10 minutes' walk away, two minutes by car or three by bicycle to the north / east of the application site.

The Building of Local Merit in the vicinity of the site is Badshot Lea Village Hall, which is beyond Aldershot RC (Racing Car) Track and an industrial-looking building. It is not considered that its setting would be materially affected by the proposal given the existing use of the site and the distances involved.

It is considered that the proposal would be of an acceptable design as long as conditions in respect of materials and landscape screening are secured. The proposal would be in accordance with Policy TD1 of the LPP1, Policies DM1 and DM4 of the LPP2, Policy FNP1 of the Farnham Neighbourhood Plan and paragraphs 131 and 135 of the NPPF.

12. Future Occupier Amenity

The dayrooms provide a living / kitchen / dining area of 31.2m² and a bathroom of 4.8m². Windows would provide both rooms with natural light, ventilation, and outlook. The floor to ceiling height would be no less than 2.3m. Sleeping accommodation would be in the static caravans / mobile homes themselves.

Local Plan Part 1 Policy AHN4 requires the site to accommodate on site facilities for storage, amongst other things. The applicant has stated that there would be room in the static caravans / mobile homes and the dayrooms in the form of freestanding cupboards or storage chests.

As such, the standard of accommodation is considered acceptable.

13. Effect on Thames Basin Heath SPA

Policy NE3 of the LPP1 states that new residential development which is likely to have a significant adverse effect on the ecological integrity of the Thames Basin Heaths Special Protection Area (SPA) will be required to demonstrate that adequate measures are put in place to avoid or mitigate any potential adverse effects. Such measures must be agreed with Natural England. New residential development which the Council considers that either alone or in combination is likely to have a significant adverse effect on the SPA beyond 400m and within 5 km of the SPA boundary (in a straight line) must provide:

- Appropriate contributions towards the provision of Suitable Alternative Natural Greenspace (SANG) identified by the Council;
- Or
- A bespoke solution to provide adequate mitigation measures to avoid any potential adverse effects; and
- A financial contribution towards wider Strategic Access Management and Monitoring (SAMM).

The three tests as set out in Regulation 122(2) require S106 agreements to be:

- a) necessary to make the development acceptable in planning terms;
- b) directly related to the development; and
- c) fairly and reasonably related in scale and kind to the development.

The site is located within the 5km of the Thames Basin Heaths Special Protection Area (SPA). The proposal would result in an increase in people (permanently) on the site and likely increased recreational use of the Heaths. In order for the development to be acceptable in planning terms, to comply with the Conservation of Habitats and Species Regulations 2017 and to avoid a likely significant effect upon the Thames Basin Heaths SPA a S106 agreement is required as part of any subsequent planning approval to secure a financial contribution of £11,277.81 (£8,262.21 towards a SANG and £3,015.60 towards SAMM), in line with the Waverley Borough Council Thames Basin Heaths Special Protection Area (TBH SPA) Avoidance Strategy (July 2016). This figure is based on the proposal being 3 x 3-bed static caravans (net increase on site).

The pooling of contributions towards SANG, which is for the ongoing maintenance and enhancement of the SANG at Farnham Park, rather than the provision of new SANG, is not considered to be infrastructure, and does not therefore need to comply with CIL Regulation 123.

Subject to the completion of an appropriate legal agreement, the effect upon the SPA would be mitigated in accordance with Policies NE1 and NE3 of the LPP1, Policy FNP12 of the FNP and the adopted Avoidance Strategy.

14. Biodiversity, compliance with Habitat Regulations 2017 and Ecology

Policy NE1 of the LPP1 states that the Council will seek to conserve and enhance biodiversity within Waverley. Development should retain, protect and enhance features of biodiversity and geological interest and ensure appropriate management of those features. Adverse impacts should be avoided or, if unavoidable, appropriately mitigated. Policy NE2 of the LPP1 also requires new development to make a positive contribution to biodiversity. Policy FNP10 of the FNP permits developments proposal where they would enhance the landscape value of the countryside and, where new planting is involved, use appropriate native species. Policy FNPF13 of the FNP outlines that proposals should protect and enhance biodiversity, including the restoration and re-creation of wildlife habitats.

The submitted biodiversity checklist shows that no wildlife would be affected by the proposal. However, the eastern boundary of the site is adjacent to Tongham Pond and Tices Meadow Site of Nature Conservation Importance (SNCI). This is designated for its lake, wet grassland, temporary ponds, and surrounding scrub. Although not directly adjacent to the SNCI, there is a risk of harm to these habitats and their associated species during the construction and operation of the proposed development. It is therefore important to provide a buffer and contribute towards ecological enhancements through additional boundary planting rich in local, native species along the eastern boundary.

No buildings or vegetation are to be removed as a result of the proposal. As such, on this basis a bat roost assessment would not be required.

There is, however, optimal habitat for and records of breeding birds in close proximity to the site, including threatened species. In the event that any boundary vegetation require works such as cutting back, an informative would be added to advise the applicant of it being timed to avoid the bird nesting season of early March to August inclusive, or if not possible small areas of dense vegetation should be inspected for active nests by an ecologist immediately prior to works.

There is also optimal habitat for a range of protected species close to the site, and which may move through the site during construction. Measures to avoid an adverse effect protected species during clearance and construction activities would be secured by condition.

No increase in external artificial lighting on site would be permissible given that bats, as nocturnal animals, would be sensitive to this around their roosting and foraging places, and commuting routes.

The latest plans show that six bird boxes are to be placed on existing trees, which is welcomed in principle. Further details are recommended to be secured by condition to ensure they are suitable for different bird species. Officers recognise that there is existing screening to the north, south and west boundaries and a new hedgerow would also be proposed between the existing stable block and the proposed dayroom. Again, further details of this hedgerow and one to the eastern boundary can be secured by condition for reasons previously mentioned. The hedgerow between the rear section of the paddock and subject site is, however, existing. It is considered that the bird boxes and hedgerows would provide a Biodiversity Net Gain (BNG), although given when this application was submitted, there is no need for this to be 10%.

Given that the proposal would take the opportunity to enhance the landscape and the conservation of wildlife sites, principally the SNCI, the proposal is compliant with Policies NE1 and NE2 of the LPP1, part e of Policy DM11 of the LPP2 and Policies FNP10 and FNPF13 of the FNP.

15. Impact on residential amenity

Policy TD1 of the LPP1 and Policies DM1 and DM5 of the LPP2 seeks to protect future and existing amenities for occupants and neighbours and ensure that new development is designed to create safe and attractive environments that meet the needs of users and incorporate the principles of sustainable development. Paragraph 135 (part f) of the NPPF relates to amenity.

To the north of the application site is Aldershot RC (Racing Car) Track, and beyond that an industrial-looking building adjacent to Badshot Lea Village Hall. It is considered that none of these would be affected by the proposal. There are empty fields to the east and south of the site, so the closest residential properties are to the west, opposite the site, at a new development called Barley Meadows. However, these would be well set away and would also be considered materially unaffected by the proposal. Compliance with the Noise Impact Assessment Report is, though, recommended to be secured by condition.

14. Impacts on Highways and Transport

Policy ST1 of LPP1 outlines that development schemes should be located where sustainable transport modes can be maximised; should be accompanied by Transport Assessments and Travel Plans; and should make appropriate provision for car parking.

Policy DM4 of LPP2 requires entrances to developments to be obvious for all users of the site, permeability and access throughout the site and active travel modes to be

promoted. Policy DM9 of LPP2 promotes sustainable transport modes and patterns through developments providing inclusive, safe, and convenient access for all; an adequate highway design and layout; access by service and emergency vehicles always; adequate car and cycle parking spaces; public transport infrastructure; and them not having a severe residual cumulative impact on highway network capacity.

The centre of Farnham is 13 minutes by car, 19 minutes cycling or 40 minutes or less by public transport with the centre of Aldershot being eight minutes, 12 minutes and approximately 40 minutes away respectively. Both contain many everyday services and facilities, and there are several nurseries and schools, medical practices / health centres and a large supermarket near the site. There are no footpaths either side of the site entrance so existing and future occupiers would need to cross the road, which has good visibility for vehicles travelling both ways. The opposite footpath is also a cycle route and goes the length of St Georges Road between the A31 and the centre of Badshot Lea. The closest bus stops are between a 14 and a 24-minute walk away depending on the chosen route. Each plot must be provided with an area to store two bicycles to avoid dependency on the car, and it is recommended to secure this by condition.

The access to the site is directly off St Georges Road and considered to be sufficiently wide to accommodate the anticipated increase in traffic to and from the site, including the process of moving the static caravans / mobile homes into place associated with three additional pitches. As such, the proposal is compliant with Policy DM7 of the LPP2 as well as the relevant points of parts a and b of Policy DM9 of the LPP2 and part a of Policy FNP30 of the FNP.

There are no car parking guidelines for gypsy and traveller pitches, but it would be appropriate to use the guidance for residential development outside of town centres. The minimum number of parking spaces for 3+ beds is 2.5 and the proposal would provide two spaces for each static caravan / mobile home, therefore totalling six. Given there is additional space for vehicles in front of the existing mobile home to avoid overspill parking onto surrounding roads or parking in unsuitable locations, this is considered acceptable in line with part 9 of Policy ST1 of the LPP1 and part e of Policy DM9 of the LPP2. A condition is recommended to ensure space is laid out within the site for vehicles to be parked and to be able to turn so that they may enter and leave the site in forward gear. The layout plan would be retained in perpetuity and maintained.

It is considered that the electric vehicle charging point condition suggested by the County Highway Authority can be covered by an informative.

Local Plan Part 2 Policy DM37 requires that each pitch should provide, amongst other things, sufficient provision for waste management. Details of the proposed bin stores and their proposed management are recommended to be secured by condition.

Therefore, it is considered that the proposal is generally compliant with Policy ST1 of LPP1, Policy DM7, DM9, DM34 and point e of DM37 of the LPP2 and FNP30 of the FNP as well as paragraphs 114 and 116 of the NPPF.

15. Drainage

Policy CC1 of the LPP1 supports development that contributes to mitigating and adapting to the impacts of climate change, including measures that use SuDS to help reduce surface water run-off. Policy CC4 of the LPP1 encourages sustainable drainage systems for smaller schemes.

In this case, the site is within Flood Zone 1 and has a low risk of surface water flooding (between 0.1% and 1% each year). Surface water from the site would be disposed of via a soakaway. There would be an increase in soft landscaping / planting on site, which would help prevent water from off-site flooding to other properties or the public highway.

Mains utilities, including sewers, are currently provided to the site and would serve the additional units. Contrary to what is stated in objections, there is not an existing cesspit on site.

16. Climate Change & Sustainability

Policy CC1 of the LPP1 seeks to support development which contributes to mitigating and adapting to the impacts of climate change, including measures that use renewable and low carbon energy supply systems.

Policy CC2 of the LPP1 seeks to promote sustainable patterns of development and reduce the level of greenhouse gas emissions.

Policy DM2 of the LPP2 states that all development should seek to maximise energy efficiency and reduce carbon emissions through its design, structure, orientation and positioning, landscaping and relevant technology.

The Council's Climate Change and Sustainability SPD (October 2022) is relevant, although this application was submitted prior to its introduction.

The development site is in a somewhat sustainable location and would include cycle storage, landscaping, space for waste recycling and communal play space. These measures are considered proportionate to the scale of development proposed and would comply with the relevant policies and guidance. No concern is therefore raised. It is noted that LPG tanks to provide water and space heating would be stored discretely behind the static caravans / mobile homes. As they are a part of the static caravan itself, they would have to be constructed to BS3632:2015 standards.

17. Conclusion

The proposal fully complies with the site allocation and is acceptable on design, amenity, standard of accommodation, highways, drainage and sustainability grounds, subject to conditions. The proposal would also provide a financial contribution to acceptably mitigate its impact on the Thames Basin Heaths Special Protection Area and there would be no adverse effect on biodiversity or the Site of Nature Conservation Importance.

Recommendation

That permission be GRANTED subject to the following conditions:

1. Condition

The plan numbers to which this permission relates are:

J003297-CD01

J003297-CD03 Rev G

J003297-CD04 Rev A

The development shall be carried out in accordance with the approved plans. No material variation from these plans shall take place unless otherwise first agreed in writing with the Local Planning Authority.

Reason:

In order that the development hereby permitted shall be fully implemented in complete accordance with the approved plans and to accord with Policies ST1, AHN4, RE1, TD1, NE1, NE2 and CC2 of the Local Plan 2018 (Part 1), Policies DM1, DM2, DM4, DM5, DM7, DM9, DM11, DM15, DM37 and DS 18 of the Local Plan 2023 (Part 2) and Policies FNP1, FNP10, FNP13 and FNP30 of the Farnham Neighbourhood Plan (April 2020).

2. Condition:

The site shall not be occupied by any persons other than gypsies and travellers as defined in Annex 1: Glossary of Planning Policy for Traveller Sites (or its equivalent).

Reason:

In order that the development permitted is implemented in accordance with the terms of the permission and to protect the provision of suitable accommodation for gypsies and travellers in accordance with AHN4 of the Local Plan 2018 (Part 1).

3. Condition:

No more than 4 static caravans and 4 towing caravans, as defined in the Caravan Sites and Control of Development Act 1960 and the Caravan Sites Act 1968 as amended (of which no more than 1 on each pitch shall be a static caravan) shall be stationed on the site at any time.

Reason:

In the interest of the character and amenity of the area in accordance with Policies RE1 and TD1 of the Local Plan 2018 (Part 1), Policies DM1, DM4, DM5 and DM15 of the Local Plan 2023 (Part 2) and Policies FNP1 and FNP10 of the Farnham Neighbourhood Plan (April 2020).

4. Condition:

No vehicle over 3.5 tonnes shall be stationed, parked, or stored on the site.

Reason:

In the interest of the character and amenity of the area in accordance with Policies RE1 and TD1 of the Local Plan 2018 (Part 1), Policies DM1, DM4, DM5 and DM15 of the Local Plan 2023 (Part 2) and Policies FNP1 and FNP10 of the Farnham Neighbourhood Plan (April 2020).

5. Condition:

Notwithstanding the annotations on the submitted drawings, no development shall take place until details of the materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason:

In the interest of the character and amenity of the area in accordance with Policies RE1 and TD1 of the Local Plan 2018 (Part 1), Policies DM1, DM4 and DM15 of the Local Plan 2023 (Part 2) and Policies FNP1 and FNP10 of the Farnham Neighbourhood Plan (April 2020).

6. Condition:

The development hereby permitted shall not be occupied until a scheme for the storage of refuse and recycling and their proposed management has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be carried out and provided in full in accordance with the approved details prior to first occupation of the development and the refuse and recycling storage facilities shall thereafter be retained for use at all times.

Reason:

To ensure the provision of satisfactory facilities for the storage of refuse and recycling in accordance with Policies TD1 and CC2 of the Local Plan 2018 (Part 1) and Policies DM4 and DM37 of the Local Plan 2023 (Part 2).

7. Condition:

The hard surfaces hereby approved shall be made of porous and / or permeable materials and retained thereafter, or provision shall be made and retained thereafter to direct run-off water from the hard surface to a permeable or porous area or surface within the curtilage of the site.

Reason:

To reduce the risk of flooding and pollution and increase the level of sustainability of the development in accordance with Policies CC1 and CC4 of the Local Plan 2018 (Part 1) and Policy DM1 of the Local Plan 2023 (Part 2).

8. Condition:

Prior to the first occupation of the development hereby permitted, a scheme for landscaping, including for the external amenity areas, shall be submitted to and approved in writing by the Local Planning Authority. The approved landscaping shall be implemented in accordance with the approved details in the first planting season after completion or first occupation of the development, whichever is the sooner. The scheme shall include the following:

- a. details of all hard and soft surfacing to include type, position, design, dimensions and materials;
- b. details of the hedgerow between the existing stable block and the dayroom hereby approved, and of the hedgerow to the eastern boundary of the site;
- c. a schedule detailing sizes and numbers of all proposed trees and plants including details of tree pit design, use of guards or other protective measures and confirmation of location, species and sizes; and
- d. details of all boundary treatments to include type, position, design, dimensions and materials.

Any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

Reason:

To enhance the appearance of the development in the interest of the visual amenities of the area, to provide a buffer to Tongham Pond and Tices Meadow Site

of Nature Conservation Importance and to contribute towards ecological enhancements in accordance with Policies NE1 and NE2 of the Local Plan 2018 (Part 1), Policy DM11 of the Local Plan 2023 (Part 2) and Policies FNP10 and FNP13 of the Farnham Neighbourhood Plan (April 2020).

9. Condition:

No works which include the creation of trenches or culverts or the presence of pipes shall commence until measures to avoid an adverse effect on protected species during clearance and construction activities are submitted to and approved in writing by the Local Planning Authority. The measures shall include:

- a) clearance of any logs, brash, stones, rocks or piles of similar debris shall be undertaken carefully and by hand;
- b) any trenches left open overnight shall include a ramped means of escape for any animals that may fall in and open pipework capped overnight to avoid species becoming trapped; and
- c) building materials such as bricks, stone, etc shall be stored on pallets to discourage species such as reptiles from using them as shelter.

Reason:

To ensure badgers and other protected species are not trapped or harmed on site and to prevent delays to site operation in accordance with Policy NE1 of the Local Plan 2018 (Part 1) and Policy FNP13 of the Farnham Neighbourhood Plan (April 2020).

10. Condition:

The development hereby permitted shall not be occupied until details showing the type, number, location and timescale for implementation of the compensatory bird boxes has been submitted to and approved in writing by the Local Planning Authority. This shall include a minimum of six (6) bird boxes. The scheme shall then be carried out in strict accordance with the approved details and thereafter retained.

Reason:

To safeguard these protected species from the impact of the development and ensure appropriate integration of new nature conservation and enhancement features in accordance with Policy NE1 of the Local Plan 2018 (Part 1) and Policy FNP13 of the Farnham Neighbourhood Plan (April 2020).

11. Condition:

No external lighting associated with the development hereby approved shall be installed on site, unless otherwise agreed prior in writing with the Local Planning Authority.

Reason:

In the interests of protecting bats and other nocturnal animals from light spill to their roosting and foraging places and commuting routes in accordance with Policy NE1 of the Local Plan 2018 (Part 1) and Policy FNP13 of the Farnham Neighbourhood Plan (April 2020).

12. Condition:

The development hereby approved shall be carried out in accordance with the 'Acoustic Design' and Conclusion' sections of the Noise Impact Assessment Report 1382.NIA.00 (dBA Acoustics, 31 December 2021) prior to the first occupation of any of the static caravans / mobile homes and shall thereafter be retained as such.

Reason:

To safeguard the amenities of the occupiers of adjoining properties and in accordance with Policy TD1 of the Local Plan 2018 (Part 1) and Policies DM1 and DM5 of the Local Plan 2023 (Part 2).

13. Condition:

The development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with the approved plans (drawing no. J003297-CD03 Rev G) for vehicles to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking and turning areas shall be retained and maintained for their designated purposes in perpetuity.

Reason:

In order that the development does not prejudice highway safety nor cause inconvenience to other highway users and in accordance with Policy ST1 of the Local Plan 2018 (Part 1), Policy DM9 of the Local Plan 2023 (Part 2) and FNP13 of the Farnham Neighbourhood Plan (April 2020).

14. Condition:

The development hereby permitted shall not be occupied until details of secure cycle parking facilities for the occupants of the development have been submitted to and approved in writing by the Local Planning Authority. The approved facilities

shall be fully implemented and made available for use prior to the first occupation of the development and shall thereafter be retained for use at all times.

Reason: To ensure that satisfactory facilities for the parking of cycles are provided and to encourage travel by means other than private motor vehicles in accordance with Policy ST1 of the Local Plan 2018 (Part 1), Policy DM9 of the Local Plan 2023 (Part 2) and FNP13 of the Farnham Neighbourhood Plan (April 2020).

Informatives:

1. The applicant is advised that advice regarding permeable and porous hard surfaces can be found in the Department of Communities and Local Government document 'Guidance on the permeable surfacing of front gardens'.
2. The applicant is reminded that it is a criminal offence to intentionally or recklessly disturb, damage or destroy / kill protected species and their habitats under the Wildlife and Countryside Act 1981. The nesting season is normally taken as being from 1st March – 30th September. Should a protected species be found during the course of the works, the applicant should stop work and contact Natural England for further advice on 0845 600 3078.
3. Where possible, bird boxes should be fixed facing between north and east at least 2 to 4 metres up a tree or a wall.
4. Cycle parking should be secure, convenient (including not being blocked in a garage for cars and not being at the far end of a rear garden), accessible, well-lit, well-signed, near the main entrance, by a footpath/hardstanding/driveway and wherever practical, sheltered. It should also be noted that the County Highway Authority would not usually support vertical hanging racks as they are difficult for many people to use and therefore not considered to be policy and Equality Act 2010 compliant. The County Highway Authority's preferred cycle parking is 'Sheffield' type stands, spaced in line with the guidance contained within the Manual for Streets section 8.2.22 or other proprietary forms of covered, illuminated, secure cycle storage including the Police approved Secure By Design cycle stores, "bunkers" and two-tier systems where appropriate.
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 should be provided in accordance with the Surrey County Council Vehicular, Cycle and Electric Vehicle Parking Guidance for New Development 2022.