



## COMMITTEE REPORT

**Item Number:**

**Application Number:** S/19/0411/CHHO

**Ward:** Wroughton And Wichelstowe

**Parish:**

Wroughton

**Proposal:** Erection of 1no. dwelling.

**Site Location:** Land Rear Of 5 High Street, Wroughton, Swindon

**Case Officer:** Charlotte Hopkins ([chopkins@swindon.gov.uk](mailto:chopkins@swindon.gov.uk), 01793 466280)

**Agent:**

Mr Howard Waters  
Mathewson Waters Architects  
The Old Surgery  
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**Applicant**

Paintyard Ltd

C/o Agent

### Officers Report

**Background:**

This application is called to Planning Committee at the request of Wroughton Parish Council following concerns in respect of the access to the site, overdevelopment and separation distances between Ely Court.

**Summary of Recommendation:**

1. Planning permission be **GRANTED** with Conditions

**Proposal:**

2. This application seeks planning permission for the erection of a detached 3no. bed dwelling. 2no. parking spaces would be provided to the south of the property, which would be accessed via Ely Court. The principal elevation of the new dwelling would be orientated to the south.

**Site and Surroundings:**

3. The application site is a strip of land to the rear of a semi-detached property at No.5 High Street. The land which it is understood previously formed the garden space of No.5 High Street, is currently overgrown with dense vegetation and shrubbery. Directly to the east and south of the site is a complex of flats, Ely Court, laid out in 2 linear blocks at 3 storeys high. Directly to the west of the site is an infill development of two modern red brick dwellings (Approved under application reference no. S/09/1903 in 2010).

**Representations:**

Initial Consultation

4. Neighbours: 1 no objection received from No. 1 Evelyn Court. 2 no. impartial observations received, one each from No.26 Ely Court and No.10 Ely Court.

- No.1 Evelyn Court - Objects on the basis the proposed two storey building will extend beyond the front property line and will therefore restrict light to the bathroom, bedroom and kitchen.
- No. 26 Ely Court - unaware that the Council had adopted Ely Court. How will the proposal affect parking? Concern that construction vehicles will obstruct parking spaces.
- No. 10 Ely Court - As part of the access is part public and part private, has permission been sought from the owner of the freehold (Odine)? If access is agreed with the freedholder, no objection is raised.

5. Wroughton Parish Council: Objection. We believe this is an overdevelopment, especially due to the narrow width of the site. The site has access issues as it appears to only have access from a private road which would not be suitable for construction traffic.

6. Highways: No Objection raised subject to conditions. The access point is sufficient. With the close proximity of existing parking spaces for Ely Court and the site being located at the end of the road, the road speeds would be deemed low enough not to require visibility splays. The proposed parking area to serve the new dwelling is sufficient for parking and manoeuvrability. Red line needs to be extended to public Highway boundary.

7. Drainage Engineer: No detailed formal comments to make. The Council do not hold any existing records of surface water drainage, however, surface flood risk issues are known in the vicinity of the proposed site. Therefore the applicant should be aware of potential surface water runoff issues and mitigate against this through the design process.

8. Wales and West Utilities: Extract provided from mains records of the area covered by proposals together with a comprehensive list of General Conditions for guidance. The plan shows only those pipes owned by Wales & West Utilities in its role as a Licensed Gas Transporter (GT). Gas pipes owned by other GT's and also privately owned may be present in this area. Information with regard to such pipes should be obtained from the owners.

#### Revised Consultation

9. Neighbours: Objection received from No.1 Evelyn Court.

- Having looked at revised plans dated 8/5/2019 we consider the proposed two storey building which will extend beyond our existing building line and will be taller than our roof line, will block light from our bathroom, front bedroom and kitchen. Therefore we do not consider this as an appropriate use of this narrow plot of land. We cannot see there are any substantial alterations to the previous plans.

10. Wroughton Parish Council: Objection. We believe this is an overdevelopment, especially due to the narrow width of the site. The site has access issues, although Highways are satisfied we are not convinced that this grants future rights of access through the private section of road. As this is a two storey building we are dissatisfied with the separation distance between the proposed development and Ely Court. In addition to this we would like to know whether a tree survey has been completed for this application site.

11. Highways: No objection subject to conditions (29th June 2019). It is noted that the red line is sufficient and to the highway boundary.

#### **Relevant Policy:**

12. Adopted Swindon Borough Local Plan 2026

- o Policy SD1 (Sustainable Development Principles)
- o Policy SD2 (The Sustainable Development Strategy)

- o Policy DE1 (High Quality Design)
- o Policy HA1 (Mix, Type and Density)
- o Policy EN4 (Biodiversity and Geodiversity)
- o Policy EN6 (Flood Risk)
- o Policy TR1 (Sustainable Transport Networks)
- o Policy TR2 (Transport and Development)

#### Supplementary Planning Document

- o Swindon Residential Design Guide (2016)
- o Adopted DCGN Technical Guidance on Parking Standards (2007)

#### National Planning Policy Framework (NPPF)

#### Wroughton Neighbourhood Plan 2016 -2026

#### **Planning Considerations:**

13. The main issues to be considered are the principle of the development, the design and appearance of the proposal and the impact upon the character of the surrounding area, the impact upon neighbouring amenity, whether the dwelling would provide an adequate standard of amenity and the impact upon highway safety.

#### **Principle:**

14. Policy SD1 'Sustainable Development Principles' of the Swindon Borough Local Plan sets out development principles which underpin the Local Plan to enable the delivery of sustainable development and to support sustainable communities. Development should amongst other factors be of high quality design; promote healthy, safe and inclusive communities; be accessible by walking, cycling and/or public transport.

15. The Development Strategy is defined in adopted Swindon Borough Local Plan Policy SD2 'The Sustainable Development Strategy'. Policy SD2 states rural development will be located at Highworth and Wroughton which (of the rural settlements) are the most accessible and maintain the largest range of facilities. The application site falls within the rural settlement boundary of Wroughton, so accords with Policy SD2 in this respect. The principle of residential development in this location is therefore acceptable and the location is considered to be sustainable, in close proximity to shops, services and facilities and public transport links. Policy SD1 is also satisfied in respect of the location being sustainable and accessible.

16. Policy HA1 'Mix, Type and Density' of the Swindon Borough Local Plan requires densities, house types and sizes respect the character of the surrounding area and that higher densities should be directed towards Swindon's Central area and locations served by a good range of services and facilities. The application proposes a 3no. bed detached house which would both respect the house type, size and density of the area and add to the mix of housing types within this area in accordance with Policy HA1.

17. The NPPF at paragraph 117 states planning policies and decisions should promote effective use of land in meeting the needs for homes and other uses, whilst safeguarding and improving the environment and ensuring safe and healthy living conditions. Para. 118 section c) states planning policies and decisions should give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land. The NPPF glossary confirms previously developed (or 'brownfield') land does not however include land in built-up areas such as residential gardens. The application site should not therefore be considered as previously developed land in the context of paragraph 117 and 118, as it is the former garden curtilage of No. 5 High Street.

**Design, Appearance, Layout:**

18. Section 12 of the NPPF sets out the importance of high quality design. Paragraph 127 of the NPPF requires development will: function well and add to the overall quality of the area; will be visually attractive as a result of good architecture, layout and appropriate and effective landscaping; are sympathetic to the surrounding built environment; create places that are safe, inclusive and accessible and promote health and well-being.

19. Policy DE1 'High Quality Design' of the Swindon Borough Local Plan seeks to ensure that there is a high standard of design of any development which is also sympathetic to the local context and character. It also seeks to ensure that access arrangements are suitable and neighbouring amenities are protected. Development should also be acceptable in terms of scale, mass, and siting and have an acceptable appearance that would be compatible with, and protect the amenity of nearby land uses in terms of visual intrusion and privacy. In addition, Policy DE1 of the Swindon Borough Local Plan seeks to ensure that there is no material detracting of enjoyment of light and privacy to a neighbour dwelling.

20. The Residential Design Guide (2016) provides guidance on back land development which is development of land behind an existing built up area. It notes that backland development, by its nature, may be hidden from view but that this does not excuse poor quality design. Only schemes designed to accord with all the principles of Policy DE1 will be acceptable. Backland developments must protect amenity and ensure separation distances are safeguarded. The Residential Design Guide also provides guidance on infill development which is the development of new building(s) in a gap between existing buildings or within an existing area. It notes development must respect the existing character of the surroundings and the amenity of neighbours. New development must reflect inherent plot size, building lines, boundary treatments, roofscape, built form, scale, massing, landscaping and details.

21. The surrounding area, whilst residential in character, consists of varying styles of properties and is not uniform in respect of design, style or type of residential accommodation. This is evidenced by the pairs of semi-detached properties fronting the High Street to the north of the site, the 3 storey residential development of flats (Ely Court) adjacent to the east and south boundaries of the site, the modern infill of 2 no. dwellings adjacent to the west boundary of the site and a detached chalet style bungalow beyond this (The Orchard). Due to the modern development within the vicinity of the site including the infill development of 2no. dwellings directly to the west, it is not considered that the proposed dwelling would appear out of context with the character and appearance of the surrounding area. The development would have a footprint and plot size similar to other properties within the vicinity, therefore reflecting the spatial qualities of the area in accordance with the guidance in the Residential Design Guide. The Residential Design Guide notes that as a general rule of thumb, the main external private garden space should be at least the same area as the footprint of the host dwelling, which is achieved in this case. For these reasons, the development is not considered to constitute an overdevelopment of the site. The proposed gable fronted red brick dwelling is appropriate in respect of design, siting, scale and mass, corresponding with the general design and style of the modern infill development of 2no. dwellings directly to the west of the site. For the reasons set out above, the proposed dwelling would integrate successfully into its surroundings and is not considered to create an adverse impact to the character and appearance of the area, in accordance with the Residential Design Guide and Policy DE1.

**Amenity:**

22. Policy DE1 'High Quality Design' seeks to ensure that proposals do not harm neighbouring amenity in respect of light, outlook, privacy, noise, disturbance and smell. The Residential Design Guide provides further guidance in this respect.

23. There would be a separation distance of 21 metres between the rear of No.5 High Street and the rear of the proposed dwelling in accordance with the minimum rear-to-rear separation distances as set out in the Residential Guide. The privacy of this neighbour would not therefore be unacceptably

compromised. There would be a separation distance of 16.5 metres between the windows in the north elevation of the block of flats to the south of the development site (Ely Court), and the rear windows of the proposed new dwelling. However, these windows would be off-set and not aligned directly rear-to-rear. The proposed layout for the new dwelling details the first floor window in closest proximity to the windows within the block of flats would serve a bathroom window and therefore a condition could be imposed to ensure the window would be obscurely glazed to minimise opportunities for overlooking.

24. The neighbour at No.1 Evelyn Court has raised concern in respect of loss of light to the bedroom, bathroom and kitchen window due to the new dwelling being sited forward of the front build line of No.1 Evelyn Court. Whilst the proposed dwelling will be sited forward of the front build line of No.1 Evelyn Court, there would be a separation distance of 3.5 metres between the dwellings and the proposed dwelling would not obstruct the 45 degree line to the habitable room windows on the principal elevation of No.1 Evelyn Court, therefore causing no unacceptable loss of light, nor having an overbearing impact. Further, given the sun's trajectory from east-west and the location of the proposed dwelling slightly to the north east of No.1 Evelyn Court, there would be very limited loss of direct sunlight to windows on the principal (north) elevation of No.1 Evelyn Court. There are 2no. first floor windows in the east side elevation of No.1 Evelyn Court, which according to the approved plans submitted within approved application S/09/1903, are bathroom/en-suite windows which are recognised as non-habitable rooms and are detailed on the plans as being obscurely glazed. Loss of light to these windows or loss of outlook, would not therefore create significant or unacceptable harm to neighbouring amenity. It is understood from the occupiers of No.1 Evelyn Close that one of these windows in fact serves as a second bedroom window as opposed to an en-suite as detailed on the approved plans. However as this side facing window does not appear to be the sole window serving the bedroom, a refusal on the grounds of loss of light or outlook could not be justified in this case. There are no windows within the west side elevation of the adjacent block of flats at Ely Court to the east of the site, therefore no concerns in respect of loss of light or privacy to the occupiers of these flats.

25. Overall the proposal would not cause significant or unacceptable harm to neighbouring amenity in accordance with Policy DE1 and the guidance set out in the Residential Design Guide.

26. The Residential Design Guide also requires the proposal provides a good standard of amenity for the future occupiers of the proposed dwelling. The proposal will provide sufficient access to light, outlook and internal and external space.

### **Parking and Access:**

27. Policy TR1 'Sustainable Transport Networks' states that the Council will use its planning and transport powers to help reduce the need to travel and to support and encourage the sustainable, safe and efficient movement of people and goods within the Borough. Policy TR2 'Transport and Development' requires new development should be located and designed to reduce the need to travel and to encourage the use of sustainable transport alternatives, particularly walking and cycling, and provide the potential to maximise bus travel.

28. Policy TR2 also states that development shall be permitted where proposals provide access that is appropriate to the scale, type and location without detrimental to highway safety and local amenity, and where there is an existing safe and convenient pedestrian and cycle access or provision is made for such access. Parking provision, including secure cycle and motorcycle parking should be provided in accordance with the Council's adopted parking standards.

29. The site is accessed via Ely Court located off Wroughton High Street. Ely Court contains residential flats with associated parking courtyard areas. The Highways Officer in correspondence with the Highways Records Officer, initially confirmed that the proposed access route to the site was public adopted Highway. However following further investigation, the Highways Records Officer later provided a map which showed part of the access route is private. The applicants Agent has

now provided a revised red line site boundary, connecting to the point at which the access road is public adopted Highway. A revised application form has been completed with Certificate B signed to confirm that part of the land within the application site boundary is outside of the applicant's ownership. Certificate B confirms notice has been served on the owner of the land 'QDime Limited' on the 04/06/2019. It is however important to note that land ownership is not a planning matter. Consent would be required from the land owner to achieve the proposed access and the grant of any planning permission could not be implemented without the land owners consent. This is a private matter for the land owners and not a planning matter upon which permission could be refused.

30. Highways Officers note that the access point measures 5.3m wide, which is sufficient for 2 vehicles to pass each other to and from the site. With the close proximity of the existing parking spaces for Ely Court and the site located at the end of the road, Highways Officers consider that these road speeds would be deemed low enough to not require visibility splays for the proposed new access created. The proposed site layout illustrates the site incorporates 2 parking spaces measuring 4.8x2.4 with 0.8m either side of each space, with 6m measured to the front of the spaces. This area is sufficient for manoeuvrability and provides the required 2no. parking spaces for a single family dwelling with up to 4no. bedrooms in accordance with the guidelines set out within the Council's adopted Parking Standards (2007). As the required level of parking can be provided on site and the access is deemed to be sufficient, the proposal is unlikely to have a detrimental impact on the highway or access to neighbouring parking spaces. Further, it is noted concern has been raised regarding how construction vehicles would access the site. A condition can be imposed on any grant of permission requiring that a construction management plan is submitted to the Local Planning Authority for approval in order that the impact on the highway is controlled. It is clear that access can be achieved and whilst construction works are taking place some inconvenience to neighbouring properties may result but that is not a reason to withhold permission.

31. For the above reasons, the proposal is acceptable on Highways ground in respect of access, parking and highway safety and is not expected to cause a detrimental impact to the highway network, in accordance with Policy TR2 and the NPPF, as well as the adopted Parking Standards.

#### **Drainage:**

32. Policy EN6 'Flood Risk' of the Swindon Borough Local Plan seeks to minimise the risk and impact of flooding. The Lead Local Flood Risk Authority (LLFA) has confirmed they have no formal comments to make on the application. The Council do not hold any existing records of surface water drainage, however, surface flood risk issues are known in the vicinity of the proposed site. Therefore the applicant should be aware of potential surface water runoff issues and mitigate against this through the design process.

#### **Ecology:**

33. Policy EN4 'Biodiversity and Geodiversity' of the Swindon Borough Local Plan seeks to protect and enhance biodiversity. No significant harm to biodiversity or geodiversity has been identified, however an informative can be added to the grant of planning permission to advise on action to take if bats or evidence of bats are found during site clearance works.

#### **Trees:**

34. The Parish have questioned whether a tree survey has been carried out. The site consists of dense vegetation and shrubbery and therefore a tree survey would not be required in this case. There are no significant or protected trees (TPOs) on site.

#### **CIL/Infrastructure requirements:**

35. The Council is a Community Infrastructure Levy (CIL) Charging Authority. At the point of writing this report the adopted CIL Charging Schedule is that dated 6th April 2015. The proposed development for residential is located within CIL Residential Charging Zone 2 of this schedule. The development constitutes CIL Liable development chargeable at the relevant rate within the relevant Charging Schedule in place at the time of calculation, that rate which is subject to indexation

annually.

### **Concluding Comments:**

36. The proposed development is acceptable in principle within this location, integrating successfully with its surroundings and would not result in unacceptable harm being created to the character and appearance of the area or to residential amenity. No objection is raised on highways grounds. Matters relating to legal rights of access do not form a material planning consideration. The development is compliant with Policy SD1, SD2, DE1, HA1, EN4, EN6, TR1, TR2 of the adopted Swindon Borough Local Plan 2026 (2015) and the provisions of the NPPF (2019). It is also compliant with the Residential Design Guide (2016) and the Parking Standards (2007).

## **Conditions**

1. This approval shall be in respect of the dwgs no. 18102.102 and Planning Design and Access Statement received by the Local Planning Authority on the 11th March 2019 and 18102.101-A received by the Local Planning Authority on the 8th May 2019 and 18102.100-A received by the Local Planning Authority on the 4th June 2019.

Reason: To define the scope of the development hereby permitted, in accordance with section 72 of the Town and Country Planning Act 1990.

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

Reason: To comply with the requirements of Section 91 (1) of the Town & Country Planning Act 1990.

3. No development comprising the erection of the dwelling above ground level shall take place until details of all external facing materials have first been submitted to and approved in writing by the Local Planning Authority. The development hereby permitted shall be carried out in accordance with these approved details.

Reason: To ensure that the appearance of the development is satisfactory.

4. Prior to the commencement of works on site in connection with the development hereby permitted, details of the proposed slab levels of the building in relation to the existing and proposed levels of the site and the surrounding land shall have first been submitted to and approved in writing by the Local Planning Authority. The development hereby approved shall be constructed in accordance with the approved slab levels.

Reason: To ensure the details and appearance of the development is acceptable

5. The dwelling hereby permitted shall not be occupied until the vehicular parking and turning facilities have been provided in accordance with the submitted plan drawing no.18102.101-A, and those facilities shall be maintained available for those purposes thereafter.

Reason: To reduce potential highway impact by ensuring that adequate parking and manoeuvring facilities are available within the site

6. No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to, and approved in writing by, the Local Planning Authority. The approved Plan shall be adhered to throughout the construction period. The Plan shall:

- i. specify the type and number of vehicles;
- ii. specify the point of construction access and access route to the site;
- iii. set out details of the parking of vehicles of site operatives and visitors;
- iv. set out arrangements for the delivery, loading and unloading of plant and materials;

v. set out arrangements for the storage of plant and materials used in constructing the development;

vi. set out arrangements for wheel washing facilities;

vii. specify the intended hours of construction operations;

Reason: To reduce the potential impact on the highway during the site preparation and construction phase(s) of development

7. Construction work associated with the development hereby permitted shall only take place between 08:00 - 18:00 Monday - Friday and 08:00 - 13:00 on Saturdays and at no time on Sundays or Bank Holidays.

Reason: In the interests of amenity.

8. Adequate and appropriate provision for surface water drainage within the site must be made prior to the occupation of the development hereby permitted so that none discharges onto the highway.

Reason: In the interests of highway safety.

9. No glass other than obscure glass manufactured to a privacy level of 4 or above shall be used in the glazing of the first floor bathroom window in the principal (south) elevation of the dwelling hereby permitted. This window shall be top-opening only and shall be permanently maintained in this form.

Reason: In the interests of residential amenity.

10. Prior to the first occupation of the development hereby permitted, a secure and sheltered cycle storage area shall have first been provided and shall thereafter be retained for as long as the development remains on site.

Reason: To promote and encourage sustainable travel

11. Prior to the first occupation of the development hereby permitted, the boundary treatments as detailed on the approved plans shall be fully implemented. All boundaries shall be retained in their approved form for so long as the development hereby permitted remains on the site.

Reason: In the interests of the amenities of the area

12. Prior to the first occupation of the development hereby permitted, full details of the bin storage area and refuse collection arrangement shall have first been submitted to and approved in writing by the Local Planning Authority. The approved bin storage details shall be completed and made available for use prior to the first occupation of the development and shall thereafter be retained in its approved form for as long as the development remains on site.

Reason: In the interest of amenity.

13. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015, or any Order revoking and re-enacting that Order no windows, roof lights, dormers or roof extensions shall be inserted into any roof or wall above ground floor level other than shown on the approved plans without the express planning permission of the Local Planning Authority.

Reason: In the interests of residential amenity.

14. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015, or any Order revoking and re-enacting that Order no development comprising the extension or enlargement of any of the dwellings on the site falling within Schedule 2, Part 1 Class A of the Order shall be carried out without express planning permission of the Local Planning Authority.

Reason: To prevent an over development of the site in an unacceptable manner.



## Informatives

1. This development constitutes Community Infrastructure Levy 'CIL' liable development. CIL is a mandatory financial charge on development. For more information on CIL visit [www.swindon.gov.uk/cil](http://www.swindon.gov.uk/cil) or telephone the SBC CIL Team on 01793 466289 or 466397 or email [cil@swindon.gov.uk](mailto:cil@swindon.gov.uk). To avoid additional financial penalties the requirements of the impact of CIL must be managed before development is commenced and subsequently payment made in accordance with the requirements of the CIL Demand Notice issued.
2. The granting of planning permission does not authorise you to carry out any works on, over or under your neighbour's land or property without first obtaining their consent.
3. In addition to this consent, under the Town Improvement Clauses Act 1847 the applicant is required to contact SBC's Street Naming & Numbering Officer as soon as possible with regard to registering new or changes to the official address of any properties within this development.
4. In the interests of safety, the applicant is recommended to incorporate fire prevention measures within the development, such as sprinkler systems. Further advice can be obtained from Wiltshire Fire Brigade by visiting [www.wfb.org.uk](http://www.wfb.org.uk)
5. The applicant is informed that, to conform to the terms of Section 163 of the Highways Act 1980, surface water should not be allowed to drain directly from the site onto any highway, and the Local Highway Authority will require adequate safeguards to be incorporated into the development to ensure that such a situation does not arise.
6. The weather will have an impact on construction sites which in turn will require roads to be swept in addition to using wheel wash facilities. Swindon Borough Council are on winter service alert for gritting roads around the Borough from mid-October to mid-April each year, the treated roads are shown on the attached plan. The de-icing material used for road treatment by this council is Thorox, this material is rock salt treated with an agricultural by-product similar to molasses and has the advantage of being active on the carriageway for up to three days providing there is no substantial precipitation or sweeping. It is imperative that any salt removed from the treated network by sweepers clearing mud and debris is replaced straight away at a spread rate of 15g/m<sup>2</sup>. Where a sweeper is used on the roads around your site, you have a responsibility to retreat roads after washing or sweeping to ensure safety of road users is maintained during the winter period. In order to assist with this retreatment, Swindon Borough's Highway Operations Team can provide a filled grit bin at a cost available on request for use by developers, it should be noted that once delivered the bin and its contents will be in the property of the developer. In the first instance, please contact, Duty Winter Service Engineer, 01793 466354 to discuss and confirm site specific requirements.  
[https://www.swindon.gov.uk/info/20040/road\\_safety\\_maintenance\\_and\\_repairs/737/find\\_out\\_about\\_road\\_gritting](https://www.swindon.gov.uk/info/20040/road_safety_maintenance_and_repairs/737/find_out_about_road_gritting)
7. There is a risk that bats may occur at the development site. Many species of bat depend

on buildings for roosting, with each having its own preferred type of roost. Most species roost in crevices such as under ridge tiles, behind roofing felt or in cavity walls and are therefore not often seen in the roof space. Bat roosts are protected all times by the Conservation of Habitats and Species Regulations 2010 (as amended) even when bats are temporarily absent because, being creatures of habit, they usually return to the same roost site every year. Planning permission for development does not provide a defence against prosecution under this legislation or substitute for the need to obtain a bat licence if an offence is likely. If bats or evidence of bats is found during the site clearance works, the applicant is advised to stop work and follow advice from an independent ecologist or to contact the Bat Advice Service on 0845 1300 228, email [enquiries@bats.org.uk](mailto:enquiries@bats.org.uk) or visit the Bat Conservation Trust website

End of Report

