



COMMITTEE REPORT

Item Number: 9
Application Number:
S/HOU/18/0855/CHHO

Ward: Blunsdon And Highworth
Parish:
Blunsdon

Proposal: Erection of a detached garage, two storey side and rear extensions and creation of vehicular access via Back Lane.

Site Location: Down Elms House, Back Lane, Blunsdon

Case Officer: Miss Charlotte Hopkins (Contact Andy Brown: 01793 466286 | andybrown@swindon.gov.uk)

Agent:
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Applicant
Mr & Mrs L Preston
Down Elms House
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Blunsdon
Swindon
SN26 7BJ

Officers Report

Background: This application has been brought before committee at the request of Blunsdon Parish Council following their agreement with concerns raised by neighbours and concerns that the proposal would be an over intensification of the plot, not in keeping with the surrounding properties and character of the area and that the proposed access for parking would create visibility and safety issues on Back Lane.

Summary of Recommendation:

1. That planning permission be **GRANTED** with conditions

The Proposal:

2. This application seeks full planning permission for the erection of a detached garage, two storey side and rear extensions and creation of vehicular access via Back Lane.

The Site and Surroundings:

3. The application site is located within the Lower Blunsdon Conservation Area. The host dwelling is a detached two storey building constructed in red brick with a roman tiled roof. The dwelling dates from the late 20th Century and has an inverted L-shaped floor plan with a forward protruding gable. The existing property also has a detached gable fronted double

garage to the west (side) of the host dwelling. As existing, the property takes vehicular access from Front Lane. Back Lane runs to the rear of the property and neighbouring properties take vehicular access from this road.

Site History:

4. S/HOU/18/0185 - Erection of a detached garage, two storey side and rear extension and creation of vehicular access via Back Lane. WITHDRAWN following concerns from a design and conservation perspective.

Representations:

5. Neighbours:

Initial Consultation

Objections from Merron House, Oakwood, 1 Page Hay Cottages

- Proposals too large and not in keeping with surrounding area
- First Floor windows intrusive on multiple levels
- Overbearing scale
- Additional windows to rear look out over garden of Oakwood
- The additional driveway and parking space would enable more than 20 cars to be accommodated, and gives rise to a concern of large meetings taking place at the property on a regular basis. This would be intrusive for neighbours and increase traffic flow in the narrow lanes
- The side and especially the rear extension will overlook garden of 1 Page Hay Cottages affording no privacy and is totally overbearing.
- Length of garage has now increased to 9m in length - nearly the same as our house's frontage! Addition of velux windows facing boundary of 1 Page Hay Cottages - not quite sure why so many windows are necessary for a garage
- Location of driveway adjacent to driveway of 1 Page Hay Cottages creates a lay by for delivery drivers who park up their vehicles and go on foot to deliver items hence blocking only access.

Revised Consultation

Objections from Merron House, Oakwood, 1 Page Hay Cottages

- Overbearing impact and loss of privacy to Merron House. The front of the building will by design give access to clear and obtrusive views into our dining room, kitchen, bedroom en-suite, and main bathroom windows which in itself would be an incredibly uncomfortable situation. The side elevation will also allow viewable access to our main bedroom and kitchen.
- Proposal would create a property far in excess of adjoining properties and totally out of keeping with the style and size of houses in Lower Village. The building line to the rear would be well beyond adjoining properties, and thus overbear on those properties.
- Condition on Oakwood that wooden windows were to be used as opposed to PVC, which is material proposed in current application
- Concern that noise and traffic volumes resulting from regular religious gatherings at the property will become greater and more frequent if the rear access and extra parking is created.
- Loss of privacy
- Garage has increased in size and gained 6 velux windows - location of windows will

- cause overlooking and loss of privacy
- The traffic in Back Lane will obviously increase quite considerably due to the new vehicular access and car parking area.

6. Blunsdon Parish Council:

Initial Consultation

7th June 2018. Object. PC support all the residents` comments made in objection to this application. The PC also note that the new planned extension is bigger than the previous plan, which was withdrawn. The proposals would also be an over intensification of the plot, not in keeping with the surrounding properties and character of the area. In addition, the access for parking presents visibility and safety issues on Back Lane. In the event that the PC and Planning Officers opinion differ, the application should be determined at Planning Committee.

Revised Consultation

30th July 2018. Support. PC agreed to support as not aware of any Planning reason to object.

7th August 2018. Object. Comments made on the 30th July made in error. Reasons previously given for Parish objection still stand. In the event that the PC and Planning Officers opinion differ, the application should be determined at Planning Committee.

7. Conservation Officer:

Initial Consultation

There is no material change from the previous application which was withdrawn. The proposal remains unsupported from a conservation perspective due to the overbearing nature of the extension which will cause unnecessary and irreversible harm to the architectural integrity of the existing building and the character and appearance of the Conservation Area.

Revised Consultation

The revised plans contain no material change from the previous application which was withdrawn or the current application which has now been further revised. The proposal remains unsupported from a conservation perspective due to the overbearing nature of the extension which will cause unnecessary and irreversible harm to the architectural integrity of the existing building and the character and appearance of the Conservation Area.

8. Highways:

Initial and Revised Consultation

No highway objection, subject to conditions.

Planning Considerations:

9. Swindon Borough Council Local Plan 2026

- Policy SD1 Sustainable Development Principles
- Policy DE1 High Quality Design
- Policy EN10 Historic Environment and Heritage Assets
- Policy TR2 Transport and Development

Material Planning Considerations

- Residential Extensions and Alterations SPD (2011)
- Technical Guidance on Parking Standards (2007)
- Lower Blunsdon Conservation Area Appraisal and Management Plan (2006)

National Planning Policy Framework (2018)

Design:

10. 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 ensures access arrangements are suitable and neighbouring amenities are protected. Development should also be acceptable in terms of scale, mass, and sitting 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 SBLP seeks to ensure that there is no material detracting of enjoyment of light and privacy to a neighbour dwelling.

11. The Residential Extensions and Alterations SPD (2011) ensures that any such development meets more detailed guidance on the criteria set out in Policy DE1. The proposed two storey side extension would be located to the north west of the host property, built partially on the footprint of the detached double garage which is to be demolished. The Residential Extensions and Alterations SPD (2011) notes two storey side extensions should extend no more than half the width of the principal elevation or equal the width of an existing front gable, ensure a minimum clearance of 75mm between the eaves of the extension and boundary and ensure the external side wall is parallel with the existing side wall of the dwelling. The width of the side extension has now been reduced to mirror the existing elevation to the south of the protruding gable. The proposed side extension would frame the protruding gable centrally and provide balance and symmetry to the principal elevation. Whilst the SPD guidance also refers to side extensions being set-down from the main ridge line and set-back at first floor level, in this instance it is not considered necessary to insist upon this as the host dwelling is a detached property as opposed to a semi-detached or terrace. The main purpose of the set-down and set-back is to prevent a terracing effect between properties, however in this instance, this impact would not arise. In design terms, the proposed two storey side extension is acceptable in accordance with Policy DE1 and the SPD.

12. At the rear, the proposal would extend 3.95 metres at first floor, extending no further than the depth of the existing protruding first floor gable at the rear. The proposal would form 3 no. gable ends of equal size and proportion. This design has addressed the concerns raised in the withdrawn scheme in relation to the two smaller gables and one larger gable initially proposed which created an awkward and incongruous design. The depth at first floor has also been reduced, to be level with the existing first floor rear build line. The projecting gables would be subservient to the main ridge line in accordance with the SPD.

13. The proposed ground floor extension would project 5.95 metres from the original rear wall of the host dwelling. The Residential Extensions and Alterations SPD (2011) suggests a maximum recommended depth of 4 metres for single storey rear extension, however it also notes that in some cases the stipulated separation distances may not be sufficient and in other cases, more generous standards will be possible. Each application will be judged on a

case-by-case basis. The host dwelling occupies a large plot and it is not considered that the single storey rear extension would dominate the host building or plot, nor appear as visually overbearing to neighbouring properties.

14. Whilst the rear extensions in combination with the side extension represent significant additions to the host dwelling, the large plot size and separation distance from neighbouring properties combined with the sympathetic design means the proposed additions are acceptable in scale and design in accordance with Policy DE1 and the SPD. The proposal is not considered to unacceptably overbear on neighbouring properties. The proposal would be constructed in red-brown facing brickwork with dark brown interlocking roof tiles to match the existing property and dark brown UPVC wood grain effect windows, ensuring the extensions harmonise with the host.

15. The proposed detached garage/store would have a footprint of 6 metres x 9 metres with a dual pitched roof at a maximum ridge height of 5.6 metres. The garage would have storage space at first floor with access provided by an internal stair case. This stair case has been relocated internally following concerns raised by the Conservation Officer in relation to the proposed external stair case. The garage would be externally finished in dark stained horizontal timber boarding with a red/brown facing brick plinth wall and dark brown interlocking concrete pantiles to match the main house. The Residential Extensions and Alterations SPD suggests a maximum ridge height of 4.2 metres for detached outbuildings. Although the proposed garage height exceeds the maximum suggested height, there are examples of large garages of a similar height/scale at neighbouring properties including at Oakwood and The Elms directly to the south east of the host dwelling. It is not considered the garage would appear as an uncharacteristic addition within this location and the plot size is capable of supporting a garage of this scale without adverse impact to neighbouring properties. The garage therefore accords with Policy DE1.

Heritage Assets:

16. In determining any planning application, special attention shall be paid to the desirability of preserving listed buildings and preserving or enhancing the character or appearance of conservation areas as set out in sections 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990. These duties are reflected in the National Planning Policy Framework (NPPF), paragraph 184-202, which sets out the government's policies on the historic environment requiring great weight to the assets conservation and in the case of less than substantial harm to significance, that should be weighed against the public benefits of the proposal, including securing its optimum viable use. Policy EN10 of the Swindon Borough Council Local Plan states Swindon Borough's historic environment shall be sustained and enhanced. Proposals for development affecting heritage assets shall conserve and, where appropriate enhance their significance and setting. Development within or which would affect the setting of the Borough's Conservation Areas will conserve those elements which contribute to their special character and appearance.

17. There are no listed buildings within the immediate vicinity of the application site with the nearest being 1-2 Fowlers Farm cottages located 50 metres to the north, beyond 3 other dwellings along Front Lane. Their setting will not be adversely affected (preserved). The Lower Blunsdon Conservation Area Appraisal Map identifies 1-2 Page Hay Cottages, The Elms, St Leonards Cottage and Odd Cott as key buildings of interest. Whilst being closer to this site, the scheme is not consider to adversely affect how they are experienced.

18. The application site falls within the Lower Blunsdon Conservation Area which is recognised as a designated heritage asset. The Lower Blunsdon Conservation Area appraisal categorises the settlement pattern as 'linear' and 'uncrowded' with building stock having a more traditional design and massing in order to fit in with the surrounding historic context. More recently there has been infill development between older dwellings, including Merron House to the west of the host dwelling and Oakwood to the east, as well as the host dwelling itself Down Elm House.

19. The Conservation Officer raises concern that the proposed additions remain oversized and excessive for this particular area. The proposal remains unsupported from a conservation perspective due to the overbearing nature of the extension which will cause unnecessary and irreversible harm to the architectural integrity of the existing building and the character and appearance of the Conservation Area.

20. The Conservation Area appraisal notes how landscape setting is an important part of the special interest of the Lower Blunsdon Conservation Area. Views of surrounding land, especially looking south to the ridge, contribute significantly to the character of Lower Blunsdon. Elsewhere, wide gaps between buildings and views through, and out of, the area are important for the character of the village. It notes the most characterful views are looking from Front Lane and Back Lane southwards to the trees and houses on the hill.

21. As existing, the gable fronted double garage located to the west of the host dwelling partially obstructs views from Front Lane through to Back Lane and vice versa, however there are views through of significant trees beyond Front Lane when viewed from the rear garden and Back Lane. There is a gap between the host dwelling and Oakwood to the south east which provides views in and out of the site, however this is largely screened by trees and vegetation in the summer months. Otherwise, through views between Back Lane and Front Lane are obstructed by a combination of dense screening provided by mature hedging and trees. The proposed two storey side extension to a modern dwelling would be constructed partially on the footprint of the existing double garage which is to be demolished, extending 3 metres less than the width of the existing garage. Therefore the gap between the host dwelling and the boundary with Merron House would actually be increased and views of the significant trees located beyond Front Lane to the south would remain when viewed from the rear garden of the host dwelling and Back Lane. The gap between Down Elm House and Oakwood would remain and the view through it would not be obstructed. The character of the conservation area in respect of gaps between buildings and views through and out of the site as identified as a positive feature of the Blunsdon Conservation Area would therefore be preserved and is in accordance with Policy EN10 and the provisions of the NPPF. Considering the side extension would extend less than the width of the existing detached double garage and would also be sited further back in the plot than the existing garage in line with the principal elevation of the host dwelling, it could not be argued the existing 'linear' and 'uncrowded' building stock as identified in the Conservation Area Appraisal, would become distorted or crowded.

22. It is not considered that the extensions would create a dwelling which appears cramped on plot, nor would the extensions significantly erode the openness afforded by the current dwelling and plot arrangement. Considering the lengthy garden which creates a separation distance of 50 metres between the proposed rear extension and Back Lane, it is not considered the proposed extension would create a dwelling which appears unduly dominant when viewed from Back Lane. Furthermore, the proposed side extension visible from Front

Lane would extend less than the north west build line of the existing garage and would be aligned with the principal elevation of the host dwelling. Merron House and The Elms are sited much further forward than the build line of Down Elms House and Oakwood, therefore it could not be argued the extended building would impose on Front Lane or appear unduly dominant. The side extension would form a sympathetic addition and would not subsume the host dwelling. The proposal would also maintain the mature hedging along the front boundary which further reduces the visual impact of the extend dwelling when viewed Front Lane. Overall, the open and spacious rural character would remain and the proposal would not impose on the street scene, conserving the character of this part of the conservation area in accordance with Policy EN10 and the NPPF.

23. The proposed garage and driveway providing access from Back Lane would involve the removal of a section of hedge to accommodate the access. Although this loss of vegetation and introduction of hardstanding would have a negative impact on the character of the conservation area, reducing the rural ambiance, the harm is limited through the removal of only a section of the hedge and the turning head being located away from the boundary which allows some of the vegetated garden area to be retained when viewed from the rear.. The set-back of the garage from Back Lane and the siting of the garage with the gable facing towards Back Lane as opposed to the siting of the garage lengthways parallel to Back Lane, reduces the visual dominance of the structure. The harm to the conservation area is thus minimised and has limited adverse effect upon the character of the conservation area.

24. Special attention has been paid to the desirability of preserving and enhancing the character and appearance of the Lower Blunsdon Conservation Area and the setting of designated and non-designated heritage assets. The National Planning Policy Framework at paragraph 193 states that "great weight" should be given to a heritage assets conservation and, as advised at paragraph 196 even if the development leads to less than substantial harm to the significance of a designated heritage asset, that harm should be weighed against the public benefits of the proposal. It is acknowledged that the proposal would lead to less than substantial harm. The proposed scheme will cause less than substantial harm to the character and appearance of the conservation area and the setting of listed buildings and key buildings of interest. The main harm as a result of the development is to the aesthetic values of the host dwelling and the way the building and proposed garage is experienced in the conservation area. The development leads to less than substantial harm to the significance of the designated heritage assets and that harm should be weighed against the public benefits of the proposal as is required under paragraph 196 of the National Planning Policy Framework. The harm identified is at the low end of that scale and is in the context of an existing modern development. As a private family dwelling, although it is not considered that the development will deliver public derived benefit, the design of the scheme is appropriate and helps to minimise any harm.

25. Officers have considered and paid special attention to the preservation and enhancement of the character and appearance of the Conservation Area and the significance and setting of the surrounding designated and non-designated heritage assets. On balance, the impact is considered to be neutral from a conservation perspective and the character and appearance of the Lower Blunsdon Conservation Area is preserved in accordance with Policy EN10 and the provisions of the NPPF.

Amenity:

26. Policy DE1 requires neighbouring amenity is protected in respect of light, outlook,

privacy, noise, disturbance and smell. The Residential Extensions and Alterations SPD (2011) provides further guidance in this respect.

27. The Residential Extensions and Alterations SPD (2011) requires the 45 degree line to the quarter point of first floor habitable room windows is not obstructed at neighbouring properties to avoid material detracting of light to a neighbouring property. The proposal would not obstruct the 45 degree line to the first floor rear facing window at Oakwood to the east. As such, the proposal will not create unacceptable loss of light to this neighbour. By virtue of the separation distance of approximately 5 metres to the boundary with Oakwood, the proposal is not considered to have an overbearing impact on this property. The application proposes a first floor window in the south east side elevation of the host dwelling to serve an en-suite. As this window serves a non-habitable room, it is considered reasonable to condition that this window be obscurely glazed in order to protect the privacy of Oakwood.

28. The proposal would not obstruct the 45 degree line to the first floor bedroom window to the rear of Merron House in accordance with guidance set out in the SPD. As such, there will be no unacceptable loss of light to this habitable window. Although there are 2no. first floor windows on the south east side elevation of Merron House, these windows serve a bathroom and en-suite which are non-habitable rooms. As such, loss of light to these windows would not cause significant harm to neighbouring amenity. The proposed first floor windows on the north west side elevation can be conditioned to be obscurely glazed, as detailed on the plans, therefore safeguarding the privacy of Merron House. The occupiers/owners of Merron House have raised concern that the proposed first floor front bedroom window could facilitate overlooking with views into the dining room, kitchen, bedroom and en-suite and main bathroom at Merron House. By virtue of the oblique angle between the proposed first floor window and existing openings at Merron House, along with the separation distance between the properties, it is not considered the occupiers of the host dwelling would gain direct views into the windows at Merron House, therefore there would be no unacceptable overlooking or loss of privacy to this neighbour in accordance with Policy DE1 and the SPD.

29. The occupiers/owners at 1 Page Hay Cottages have raised concern in respect of the side and rear facing windows which would overlook the garden of Page Hay Cottages and afford no privacy. The proposed first floor side facing windows would be conditioned to be obscurely glazed, therefore protecting neighbouring privacy. The Residential Extensions and Alterations SPD (2011) sets out a minimum separation distance of 21 metres between the rear of one property and the rear of another. Whilst Page Hay Cottages are not located directly to the rear of the host dwelling, there would be a separation distance in excess of 40 metres between the rear of the dwellings, therefore at this distance the proposed rear extension windows would not create unacceptable overlooking in accordance with the guidance set out in the SPD. It is the area immediately to the rear of a dwelling house such as a patio area which is considered to be the most private and sensitive part of garden space and at a separation distance in excess of 40 metres, the proposed extension would not create significant harm to the most private area of garden space. It cannot therefore be concluded that unacceptable harm arises and the proposal therefore accords with Policy DE1 in this respect.

30. In relation to the proposed roof lights in the garage/store, revised plans have been submitted detailing the 3no. roof lights in the north west elevation will be obscurely glazed

and non-opening. A condition can be imposed to secure this. This will prevent overlooking to Page Hay Cottages and the associated garden, safeguarding neighbouring privacy in accordance with Policy DE1 and the SPD. The existing garage at the neighbouring property to the south, Oakwood, restricts the outlook from the proposed 3no. roof lights in the south east elevation and it is not therefore considered these 3no. roof lights cause unacceptable harm to the privacy of this neighbour. In order to provide outlook and natural ventilation, a window is proposed in the north east gable end facing Back Lane. The proposed insertion of this window causes no concerns with regards to overlooking or loss of privacy.

Highways:

31. Policy TR2 (Transport and Development) of the Swindon Borough Local Plan states development shall be permitted where proposals provide access that is appropriate to the scale, type and location without detriment 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.

32. The application proposes the creation of a new access to the rear of the property from Back Lane to serve the new detached garage. Highways Officers confirm the proposed access on drawing number B 3066 13 demonstrates sufficient visibility splays in accordance with MfS. Back Lane gives access to the neighbouring properties and would unlikely cause issues to the highway or area. The proposal accords with Policy TR2 in this respect.

33. Policy TR2 also requires parking provision including secure cycle and motorcycle parking should be provided in accordance with the Council's adopted Parking Standards. The site resides in sector 2 which creates a requirement of 3 spaces measuring 2.4 x 4.8 metres for a single family dwelling with 5+ bedrooms. The site has ample space for parking and turning facilities and as such accords with the Parking Standards and Policy TR2 in this respect.

Other Considerations:

34. Concern has been raised by neighbours that the proposed garage and extended car parking area would provide additional parking for large religious gatherings at the host dwelling causing noise and disturbance to neighbouring properties. However, this is speculation which cannot be taken into account in the determination of this planning application. The application does not propose a change of use and therefore the application has not been considered on this basis.

CIL:

35. The Council adopted a Community Infrastructure Levy (CIL Charging Schedule) on 26th March 2015 and became effective on 6th April 2015. All relevant planning applications determined on or after this date will be subject to the consideration of CIL. The floor space of the proposed extensions exceed 100sqm in area and therefore the development is CIL liable.

Concluding Comments:

36. Although the application proposes large additions to the host dwelling, by virtue of the sympathetic design, large plot size and relationship with neighbouring properties, it is considered the proposal is acceptable in design terms and would not create adverse harm to the character of the host property or conservation area, or to neighbouring amenity in accordance with Policy DE1 and Policy EN10. No adverse impacts to the highway network

or highway safety issues have been identified and thus the proposal also accords with Policy TR2.

Recommendation:

37. The planning permission be GRANTED with Conditions.

Conditions

1. This approval shall be in respect of drawings no. B 3066 01 A and Heritage Statement received by the Local Planning Authority on the 11th May 2018 and drawings no. B 3066 13 D, B 3066 20 A received by the Local Planning Authority on the 23rd August 2018.

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. The development hereby permitted shall be constructed using external facing materials as detailed on the approved plans B 3066 13 D, B 3066 20 A. Such facing materials shall be retained thereafter in their approved form.

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

4. The proposed vehicular access shall not be brought into use until visibility splay lines have been provided in accordance with the submitted details, as shown on drawing numbered B 3066 13 D with the area in advance of the splay lines cleared of all obstructions to visibility between 0.6m and 2.1m above the adjoining carriageway and thereafter be similarly maintained.

Reason: To ensure that adequate visibility is provided for the duration of the use and maintained in the interests of highway safety

5. Prior to the occupation of the development hereby permitted, the vehicular access shall be laid out and constructed in accordance with the submitted plan drawing no B 3066 13 D with any gates situated at least 5m back from the carriageway edge of the public road and hung so as not to open outwards towards the public highway and with the area of driveway within at least 5m of the carriageway edge of the public road surfaced in bound material, and shall be maintained thereafter.

Reason: To reduce potential highway impact by ensuring the access is suitably laid out and constructed

6. The access hereby permitted shall not be brought into use until a properly constructed vehicle crossover has been constructed in a bound material across the verge fronting the site for the width of the access.

Reason: To reduce potential highway impact by ensuring the access is suitably laid out and constructed

7. The proposed first floor windows in the south east and north west side elevations of the two storey side and two storey rear extension hereby permitted shall be obscurely glazed and top-opening only. These windows shall be permanently retained thereafter in this form.
Reason: In the interests of residential amenity.

8. The proposed rooflights in the north west elevation of the garage/store shall be obscurely glazed and non-opening. These windows shall be permanently retained thereafter in this form.
Reason: In the interests of residential amenity.

9. 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 other than those hereby approved shall be formed in the south east or north west side elevations at first floor level of the two storey side and two storey rear extensions hereby permitted.
Reason: In the interests of residential amenity

10. The proposed garage/store shall be used only for the accommodation of private motor vehicles and for purposes incidental to the use of the main dwellinghouse and no trade or business shall be carried on therein.
Reason: To safeguard the amenities of the area and to ensure adequate provision of parking.

Informatives

1. This development proposal 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 or telephone the SBC CIL Team on 01793 466289 or 466397 or email cil@swindon.gov.uk. To avoid additional financial penalties the requirements of the impact of CIL must be managed before a development is commenced and subsequently payment made in accordance with the requirements of the CIL Demand Notice issued. CIL would remain relevant in the event that planning permission were allowed by planning appeal.

2. In addition to this consent, the proposed development will require separate Local Highway Authority approval for the construction of the proposed permanent vehicular crossing over highway land. The Applicant is required to obtain this approval before works commence and is therefore recommended to contact Swindon Borough Council's Street Works Management Department in this respect as soon as possible. The works will be under taken at the applicant's expense

3. 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 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 or visit the Bat Conservation Trust website.

End of Report