

REPORT FOR WESTERN AREA PLANNING COMMITTEE

Date of Meeting	9 March 2022
Application Number	PL/2021/06752
Site Address	6 Marshmead, Hilperton
Proposal	Removal of existing garage/kitchen extension & erection of three-bedroom end terrace dwelling.
Applicant	Ms Susan Daniels
Town/Parish Council	Hilperton Parish Council
Electoral Division	Hilperton – Cllr Ernie Clark
Grid Ref	ST86877 - 59757
Type of application	Full Planning Application
Case Officer	Steven Vellance

Reason for the application being considered by Committee: Cllr Clark requested that this application be presented to the Western Area Planning Committee if officers are minded to approve the application, to enable members to consider: the visual impact of the proposal on the surrounding area, the relationship with adjoining properties, the design of the proposal and its bulk, height and general appearance, the scheme's environmental or highway impacts, the scheme's car parking arrangements, concerns that a part of the development would be built over a sewer; and concerns about the small rear garden for the proposed dwelling.

1. Purpose of Report

The purpose of this report is to assess the merits of the proposal against the policies of the development plan and other material considerations and to consider the recommendation that the application should be approved subject to conditions.

2. Report Summary

This report appraises the principle of development, the impacts the development would have on the character of the area, as well as the impacts on neighbouring amenity for both existing and future occupiers as well as highway safety.

Hilperton Parish Council objects to the application for the reasons set out within section 7 of this report. Eight public representations were received following two public consultation exercises – with the comments summarised within section 8.

3. Site Description

The application relates to a 2-storey, semi-detached, reconstituted stone built dwelling and its associated curtilage, located within an established residential area of Hilperton. The immediate area is characterised predominantly by two-storey semi-detached dwellings with the occasional detached property and terraced houses.

The host property at No. 6 Marshmead is orientated to face the road, with a vehicular access and driveway for off-road car parking to the front. The subject property has a single storey side extension, of a lean-to design which includes a kitchen and a garage which also faces the front aspect, as shown in the photograph below:



Photograph of application site



The application site extends to about 186sqm and is shown in the following insert and comprises part of the existing host dwelling at No.6 Marshmead and includes the single storey lean-to side addition (as shown in the photo above), which would be demolished and a hardstanding area of approximately 30 sqm that would be set aside for car parking provision to accommodate the proposed development.



4. Planning History

The following planning history to the site is limited and consists of the following:
W/80/00729/HIS – Marley Sun Lounge - Approved

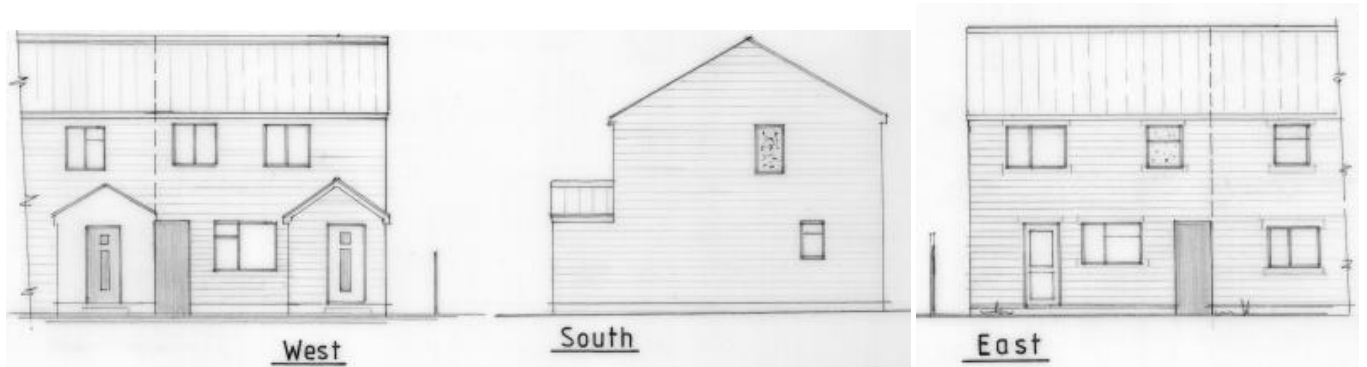
5. The Proposal

This application seeks full planning permission for the construction of an attached 3-bed dwelling to the southern gable of the host property at No. 6 Marshmead, following the demolition of the existing lean-to side extension. The proposed dwelling would be constructed from rockface block that would match the existing dwelling, and at 7.1m in height, it would continue the ridgeline set by properties numbered 5-8 as shown below:



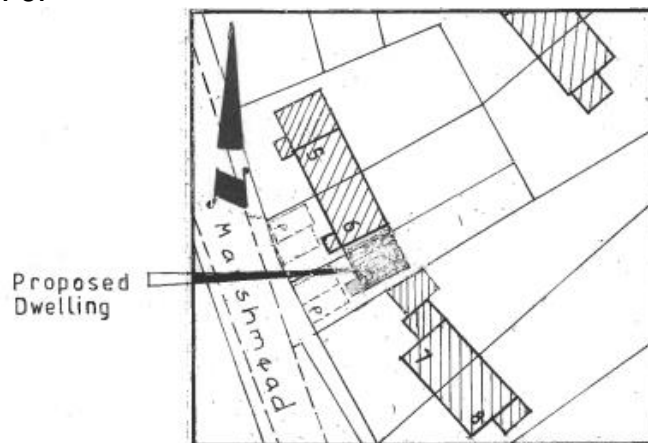
The development proposal includes the provision of a front porch that would be of similar design to what already exists.

The property would have a concrete tiled roof with uPVC fenestration, and the proposed elevations are illustrated below:



Proposed front, side & rear elevations

The proposal would make provision for the associated car parking requirements along with providing 93sqm of rear garden amenity space to serve the proposed dwelling. The proposed plan snippet below also reveals the residual rear garden ground and separate car parking that would be retained for No. 6.



Proposed Site Plan

The following insert reveals the proposed floor plans for both the proposed dwelling and what would be retained within the existing property. As notated below, the proposed dwelling would have a kitchen, dining and living room space on the ground floor along with a WC and staircase leading to the first floor which would have 3 bedrooms and a bathroom. A rooflight is proposed for the roof of the host property which is permitted development and does not require consent from the Council.



6. Planning Policy

The adopted Wiltshire Core Strategy (WCS) Core Policies (CP): CP1 - Settlement Strategy; CP2 - Delivery Strategy; CP29 – Spatial Strategy–Trowbridge Community Area; CP57 - Ensuring High Quality Design and Place Shaping; CP60 - Sustainable Transport; CP61 - Transport and New Development; and CP64 - Demand Management

Saved West Wiltshire District Plan 1st Alteration 2004 Policy U1a - Foul Water Disposal

Trowbridge Bat Mitigation Strategy (TBMS) Supplementary Planning Document (SPD), adopted February 2020

The Wiltshire Local Transport Plan (LTP) 2011-2026 and Car Parking Strategy

The National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG) are also of material relevance to this application.

The Hilperton 'Made' Neighbourhood Development Plan.

7. Summary of Consultation Responses

Hilperton Parish Council:

"Hilperton Parish Council has considered this application and wishes to reiterate the comments originally made in August this year, when the application was for a three-bedroom detached

house. This proposal will still cause over-development of the site, and the bulk and mass will leave inadequate garden space. The Parish Council is concerned about the highways impact, as the road is too narrow for any extra housing, and emergency services will be unable to gain access. It is also understood that the proposed property will be built over an existing sewer, which could inevitably cause problems.”

Wiltshire Council Highways: No objection subject to conditions. The proposed development would result in no adverse harm to highway interests. A planning condition is required to secure appropriate parking and an informative is necessary to inform the applicant of the requirements for extending an existing dropped kerb.

Wessex Water: No objections. The applicant would need to enter into a ‘Sewer Buildover Agreement’ with Wessex Water and surface water disposal should be dealt with via a SuDS strategy i.e., use of soakaways, which would be secured via Building Regulations. A Wessex Water infrastructure plan is shown below within section 9 of this report.

8. Publicity

This application has been subject to two separate public consultations. Eight representations were received in total, comprising seven objections and one letter of support as summarised below:

Consultation dated 26.07.2021 three objecting representations were received which raised the following:

- Car parking, highway safety and access concerns alongside concerns raised about the narrow carriageway and congestion on the highway.
- The proposal would not be in keeping with the original design of the estate.
- A sewer pipe runs under and between No’s 6 and 7 where there have been problems in the past
- It is considered impractical and inappropriate to construct a dwelling as proposed in the cul-de-sac in an area that has problems with traffic and on-street car parking.

One supportive representation was received that set out the following:

- 50% of the houses down the street have had large side extensions so this proposal will not be out of place as some suggest. Two parking spaces are proposed so it would unlikely cause any parking issues
- We need houses and it is better to build here than in the greenbelt fields

There was a public re-consultation exercise on 8 December 2021 following the submission of revised plans, which resulted in four objecting representations being received which raised the following points

- The cul-de-sac was planned and built for 14 semi-detached houses with a carriageway giving limited access of 14m. There is already a problem with local delivery vehicles and waste collection lorries needing to use this road. Building another house would only exacerbate this, whether terraced or otherwise. It is not practical and not fair on other house owners in the vicinity.
- The roads serving this estate are inadequate to take any more increases in vehicles that would be bound to come with an additional dwelling. I am worried about the damage that occurs to verges when too many vehicles are parked in the road. As the owner of 7 Marshmead I am also concerned about the sewer pipe serving a number of neighbouring properties that runs under the proposed site.

- Concerns are also raised about the over development of the Marshmead estate that has occurred over the years.
- Design concerns and overdevelopment of this residential area, resulting in loss of privacy and reduction in garden size.
- The proposal would create a terrace of three houses, which would devalue No.5.
- There are currently no terraced houses within the road so this is not in keeping with the area. Several of the properties have built extensions however they have either used a step in the join or a porch so that its clear to see that it is an extension and have used the opportunity to increase their drive at the same time this allowing for more cars on their drive.
- Despite the allocation of two off road parking spaces, the proposal shows plans for one standard car and one small car in front of the porch it is very unlikely this will be sufficient for either house with growing families moving in.
- The road is already narrow and building of another dwelling will cause further congestion and difficulties for current residents. Cars already park up on the curb which leaves no room for pedestrians with pushchairs and wheelchairs meaning in some places people have to walk on the road and there is also difficulty with access for service vehicles.
- There are currently other properties in the street that don't have a drive or only have space for one car meaning they have no option but to park on the road/pavement. The proposal of lowering the kerb further to allow access to the existing property would result in a reduction of the only available road parking in the street for those who have no option but to park on the road or for service vehicles.
- Repeated concerns expressed about building over/near a sewer.
- The proposal would be overdevelopment of the plot.

9. Planning Considerations

Section 70(2) of the Town and Country Planning Act 1990 and section 38(6) of the Planning and Compulsory Purchase Act 2004 require that the determination of planning applications must be made in accordance with the Development Plan, unless material considerations indicate otherwise. In this case, the Wiltshire Core Strategy, including the relevant policies from the West Wiltshire District Plan that continue to be saved in the WCS, form the relevant development plan for the area.

Principle of the Development: The application site is located within the large village of Hilperton. Core Policy 2 sets out the delivery strategy for the Council and advises that within the limits of development, as defined on the policies map, there is a presumption in favour of sustainable development at the Principal Settlements, Market Towns, Local Service Centres and Large Villages, like Hilperton – where a limited level of up to ten homes (subject to site circumstances) is supported by the adopted Wiltshire Core Strategy (WCS).

It is also important to acknowledge that two recent planning appeals have confirmed that the Council cannot currently demonstrate a 5-year supply of deliverable housing land – when tested against Local Housing Need (LHN) for Wiltshire (which became a requirement after 20 January 2020 when the adopted WCS became 5 years old), with the north and west housing market area having about 4.29 years supply, which is a considered a moderate shortfall.

With this recognition, the tilted balance flowing from paragraph 11d) ii of the National Planning Policy Framework (NPPF) is engaged. This means that the local plan policies which restrict new

housing provision must be treated as being 'out of date', but it does not mean that they carry no weight, since the development plan remains the starting point for any decision making. However, when the tilted balance is engaged, the NPPF indicates that planning permission should be granted for new housing unless

- i. *the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or*
- ii. *any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole*

It is also important to acknowledge that planning judgement is required in terms of setting out to the degree of weight that should be given to any 'out of date' adopted local plan policy, noting that full weight cannot be afforded to such policies including CP1, CP2 and CP29 that seek to restrict the delivery of new housing, whilst the Council continues to have a housing supply deficit.

With the housing supply deficit fully noted and having appraised the consultee and public representations, officers submit that this application proposal, when tested against NPPF paragraph 11, and with the absence of substantive harm to any protected area or asset of particular importance; support this application which would deliver one more dwelling in a highly sustainable location that would contribute towards meeting the under supply of housing.

Although full weight cannot be afforded to WCS Policy CP2, it sets out the delivery strategy for the period of 2006-2026 which aims to deliver development in the most sustainable manner through directing new housing growth to the defined settlements and through sites identified in made neighbourhood plans and site allocation plans. Hilperton is designated as a 'large village', which is identified having "*a limited range of employment, services and facilities*" and this windfall development would have the potential to support existing and new services and facilities.

In applying the NPPF tilted balance, and through the absence of substantive harm, officers are supportive of this application and conclude that the principle of development is acceptable.

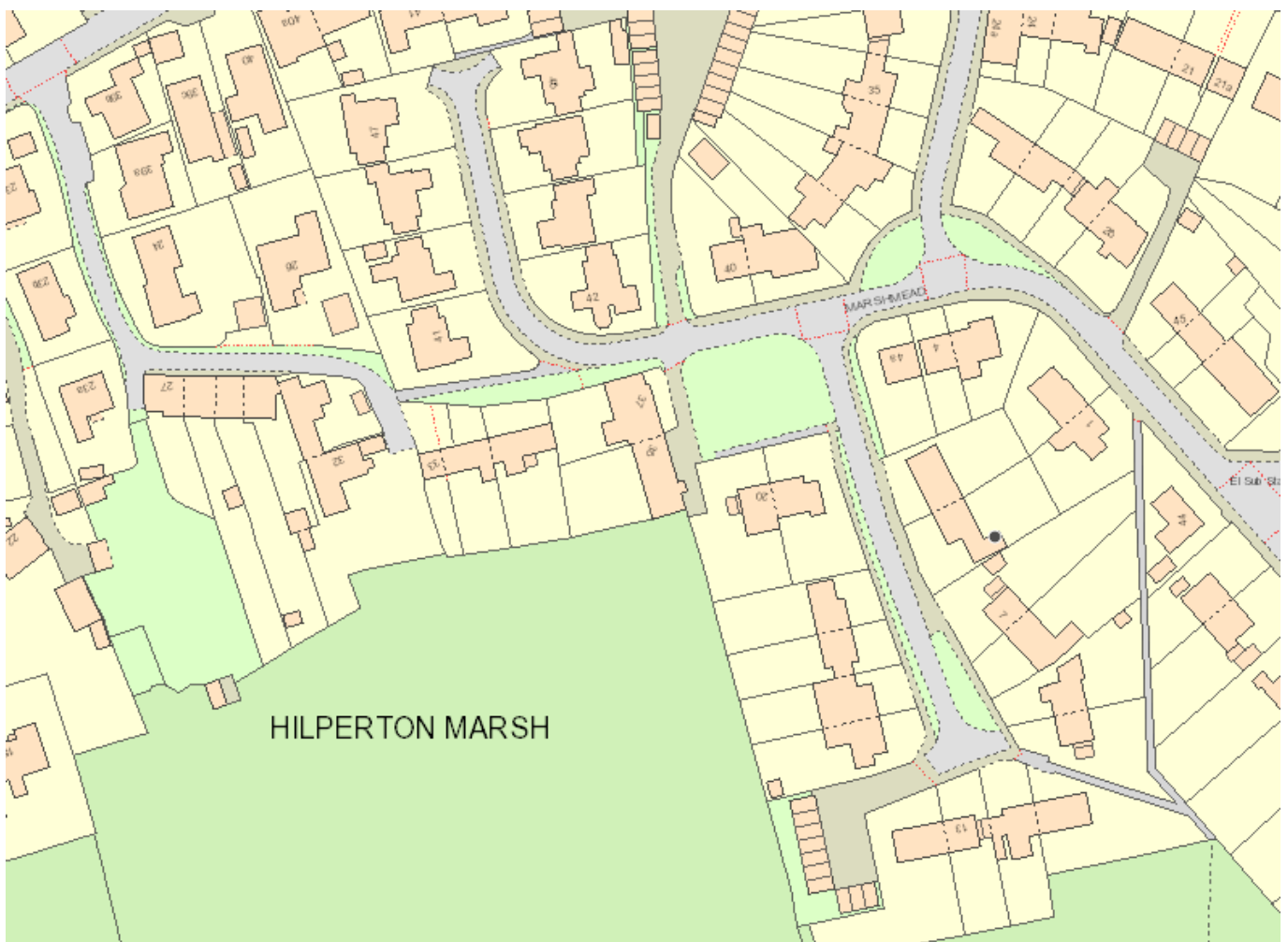
Impact on the Character and the Appearance of the Area: CP57 requires all new development to be of a high standard of design and to create a strong sense of place through drawing on the local context. Part iii of CP57 requires proposals to respond positively to "*the existing townscape and landscape features in terms of building layouts, built form, height, mass, scale, building line, plot size, elevational design, materials, streetscape and rooflines to effectively integrate the building into its setting*".

The properties found along Marshmead are characterised by predominantly two storeys, semi-detached houses constructed from rockface block walls and concrete tiled roofs.

As the insert map below illustrates, the dwelling at No.4A Marshmead, located to the immediate north of No.5 is a detached two storey dwelling, which obtained planning permission under reference 16/02045/FUL. In addition, the insert below also reveals a varied built form in terms of property orientation, alignment and property juxtaposition.



Whilst the concerns raised by third parties have been noted, officers do not have any concern about the proposed dwelling being constructed off the southern gable of No.6. Whilst it is acknowledged this would create a terrace of three properties, in urban design and planning terms, this would not appear out of keeping. Several properties in the immediate area (including No's 11, 14 and 15) have extended their properties and added two-storey bulk and depth to the originally planned footprints, which does not appear out of keeping or inappropriate and this proposal has full officer support. Also, No's 35-38 Marshmead appear as a terrace in urban design terms.



Council's map extract of Marshmead, Hilpert.



Subject Property

The proposed new dwelling would require the removal of the current single storey lean-to side extension to accommodate the construction of the proposed dwelling which would respect the building line and would be complementary in terms of its design, size, bulk, roof pitch, fenestration and building materials.



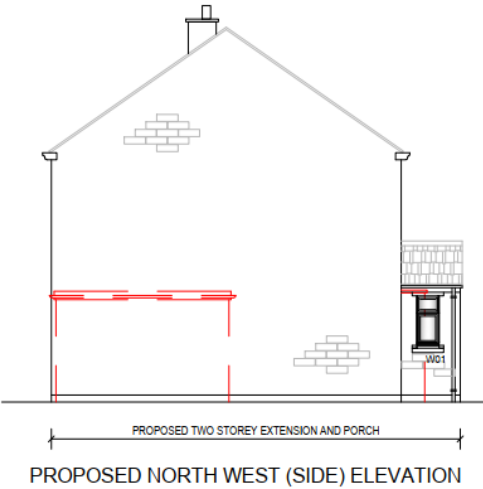
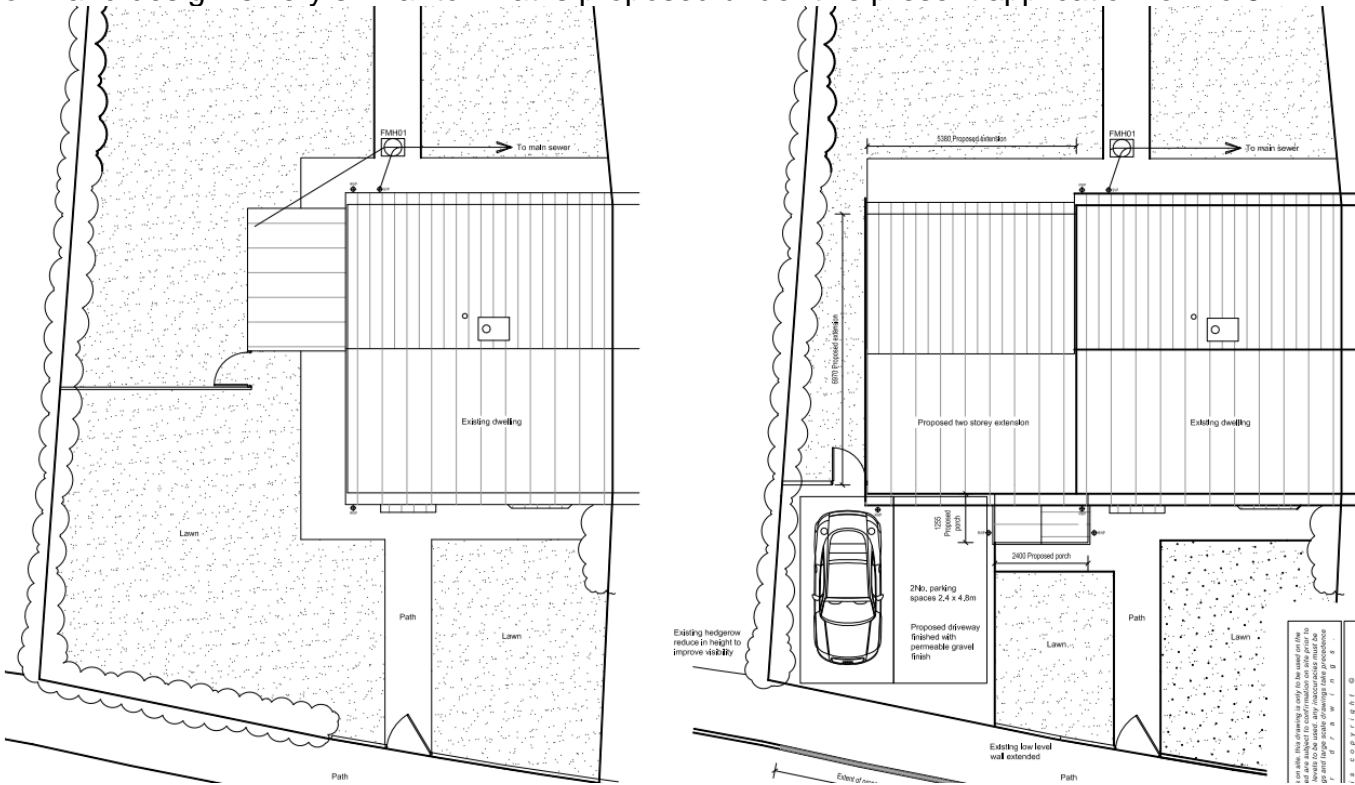
The proposal would not be out of keeping with the prevailing mixed character of the surrounding area and it would not represent as a form of overdevelopment.

Whilst Wiltshire Council does not have a prescribed garden size standard or policy, the Building for Life 12 publication sets out an industry standard for the design of new housing development and recommends as a general 'rule of thumb' that the extent of outside amenity space should as a minimum, be at least equal to the size of the ground floor footprint of the dwelling. In this instance, the garden area to be retained for No. 6 and that proposed to serve the new dwelling, would both exceed this standard. The rear garden for No. 6 would have an area of c.133m² and the garden for the proposed dwelling would have an area of about 88m². Likewise, the footprint area of the existing house at No.6 would be 46m² and for the new house would be 38m².

As such, officers are satisfied that both properties would benefit from adequate private rear amenity space.

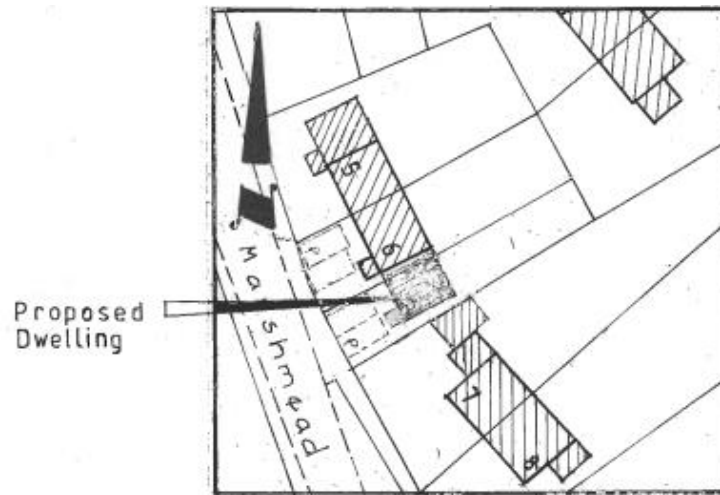
The neighbouring property at No.5 has implemented planning permission for the construction of a two-storey extension granted by 15/09450/FUL, which is evidenced in the above site photograph and was tested against the Wiltshire Core Strategy and NPPF.

The following block plan insert is of the consented application at No.5 – which in terms of built form and design is very similar to what is proposed under this present application for No.6.



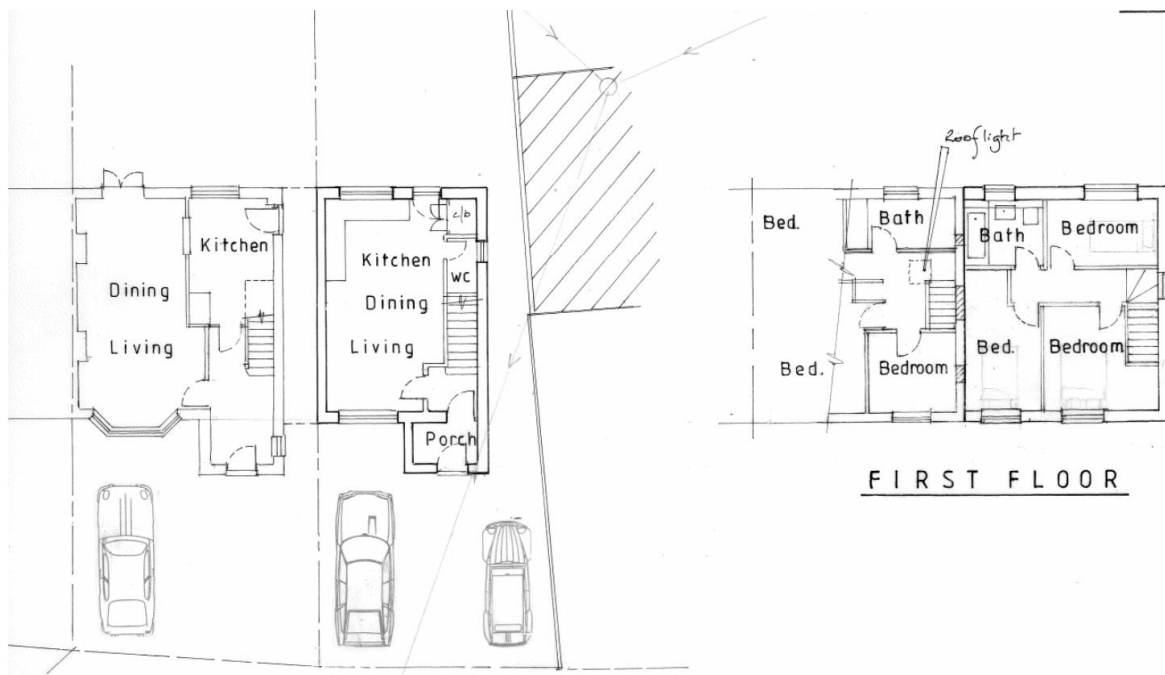
No.5 Marshmead Plans – as approved under 15/09450/FUL

Although implemented as a large side extension, the elevation and roof form at No.5 was approved by the Council and it does not appear out of keeping by extending the original semi-detached building block and the proposal that requires committee determination is also considered acceptable in terms of its relationships with the host property, neighbours and the street scene.



Proposed Block Plan with car parking annotated

For No.6, the proposed dwelling would have a kitchen, dining, living room on the ground floor and three bedrooms and a bathroom above, as shown in the submitted plan snippets below. Officers submit that the proposal complies with the requirements of CP57 of the adopted WCS, by reason of the satisfactory design, layout, and use of materials.

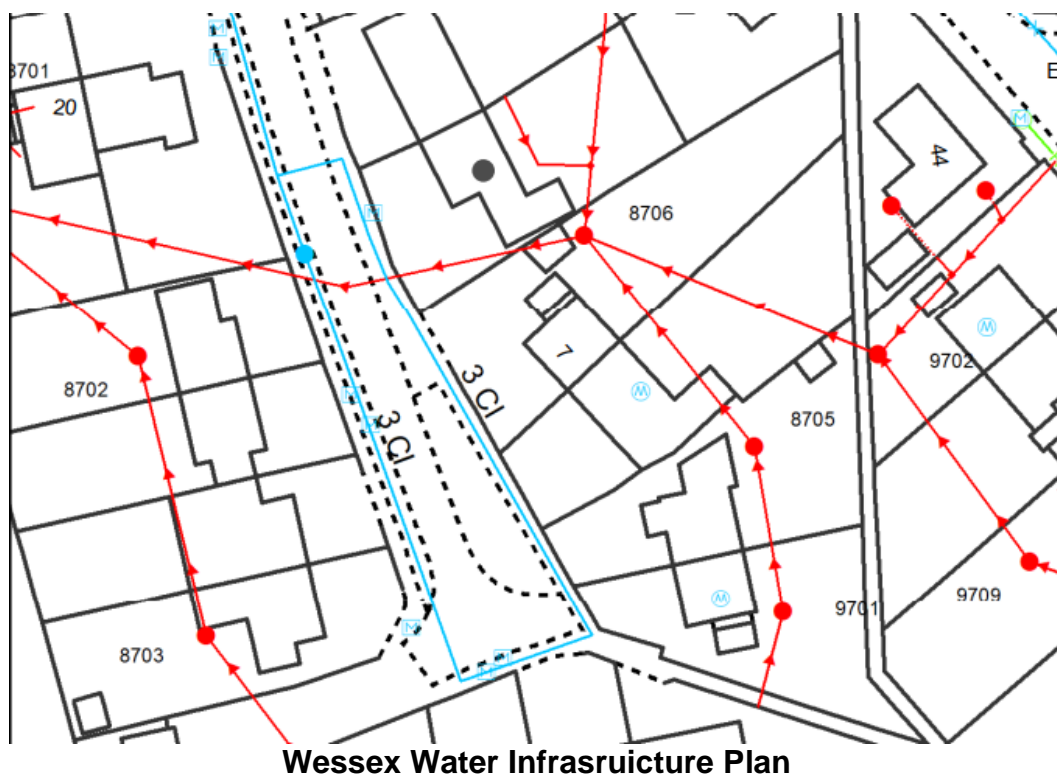


Proposed floor plans

Impact on Wessex Water Sewer Infrastructure – During the course of the public notification, officers were informed that the proposal may affect a Wessex Water sewer pipe, which prompted a consultation with Wessex Water, who latterly confirmed having no objection subject to the applicant entering into a ‘Sewer Build over Agreement’ with Wessex Water.

The insert shown on the following page illustrates Wessex Water infrastructure (red lines reflecting the sewer and blue lines representing water mains) on and near to the application site. The above ground floor plan illustrates the existing sewer route which reveals that part of the proposed porch would be built over the sewer. The applicant is aware of the separate requirement to enter into an agreement with Wessex Water and is aware of the need to provide appropriate on-site surface water drainage SUDs, which would be signed off by Building Control under the Building Warrant process.

A planning condition is recommended to secure the details for any soakaways.



Impact on Neighbouring Amenity for Existing and Future Occupiers: CP57 of the adopted WCS requires development proposals to have regard “to the compatibility of adjoining buildings and uses, the impact on the amenities of existing occupants, and ensuring that appropriate levels of amenity are achievable within the development itself, including the consideration of privacy, overshadowing, vibration, and pollution (e.g., light intrusion, noise, smoke, fumes, effluent, waste or litter)”.

The proposed dwelling would not detrimentally affect neighbouring privacy or amenities. The proposed house would have a front and rear aspect, with windows at ground and first floor level, but given the property orientation and separation distances to neighbouring properties, as shown below, there would be no substantive overlooking or loss of privacy concern.



Proposed south side elevation of proposal.



Proposed site plan.

The applicant proposes a first-floor window on the southern gable elevation, which would serve a landing, and is proposed to be obscure glazed. At the ground floor level, a window serving a w.c is proposed, and this could also be obscure glazed. With the use of planning conditions, officers are satisfied that the current and future living conditions of the neighbouring occupiers at No.7 would not be significantly harmed in terms of loss of privacy, loss of light, overshadowing or overbearing impacts.

Although not established by local plan policy, the proposed dwelling would satisfy the nationally described space standards as set out within the Technical Housing Standards guidance based on between 3-4 people sharing, which would ensure that the proposed dwelling would be of an adequate size internally capable of family occupation.

The proposed dwelling would occupy about 19% of the site. The proposed ground floor plan of the dwelling would measure about 35 sqm on the 176sqm plot. The proposed rear garden would be more than double the footprint of the dwelling and would thus, exceed the Building for Life Standards. At the front of the proposed dwelling over 53sqm would be dedicated as a front garden and for car parking space.

No. 6 Marshmead would retain adequate garden ground for its current and future occupiers with a 136 sqm rear garden and 50sqm front garden and parking provision.

Officers are satisfied that the proposal would comply with the requirements of CP57 and there would be no conflict with the NPPF.

Highway Matters. Criterion xiv of CP57 of the adopted WCS requires new housing development to meet the requirements of CP61. CP61 requires new development to be capable of being served by a safe access to the highway network. This proposal seeks to utilise an existing access to provide such access and off-road car parking for the proposed dwelling, together with the creation of a new access and off-road car parking for the existing dwelling at No.6. The site plan snippet and photograph below, illustrate that appropriate on-site car parking provision would be available for both the existing dwelling and the proposed dwelling.



Proposed off road car parking provisions & photograph of the front of the site.

In this instance, the proposal includes the provision of two on-site car parking spaces to serve the proposed dwelling and a further two spaces for the existing dwelling at No.6. This complies with the requirements of CP64 and the Council's adopted car parking strategy, which requires 2 on-site car parking spaces to be provided for dwellings with 3 bedrooms.

Table 7.1 Minimum parking standards (allocated parking)

Bedrooms	Minimum spaces
1	1 space
2 to 3	2 spaces
4+	3 spaces
Visitor parking	0.2 spaces per dwelling (unallocated)

The concerns raised within the submitted representations are duly noted, however in this instance, the required car parking provision would be satisfied for both No. 6 and the proposed dwelling. No highway-based objection has been raised by the Council's highway officer in relation to the additional traffic and no highway network harm has been identified.

The site benefits from good visibility and the provision of one additional house would not trigger any substantive conflict with paragraph 111 of the NPPF – which is a fundamental requirement if refusing any application on highway grounds.

For this application, the Council's highways officer confirmed that

“An additional dropped kerb will be created to allow for access for the existing property and therefore this will reduce the availability of on street parking in the road, however there will still be space for multiple vehicles to park on street in Marshmead and therefore the loss of this on-street space is not considered to be significant and a reason for an objection on highway grounds, in fact I do not believe that I could uphold an appeal argument based on loss of on street parking in this vicinity.”

This 1-house development would not create material harm to highway interests and the highway officer correctly observes that

“The road width will not be altered as part of the application and therefore there will not be any impact on emergency vehicles accessing the road or properties due to this development.”

In light of the aforementioned planning inspectors' observations, the supportive comments from the council's highway team, the development is considered acceptable in highway and transport terms, subject to conditions.

Community Infrastructure Levy (CIL): This development would be liable to CiL which would require the applicant to complete the CiL liability forms and pay the requisite CiL contributions. The application for one dwelling would not trigger any s.106 obligations.

It should be noted that the proposed new residential development lies within the grey recreational zone of the Trowbridge Bat Mitigation Strategy (TBMS) whereby a CIL contribution is required to ensure that mitigation measures can be provided for the increase in recreational pressures brought about by new housing. The applicant would be charged separately for this as the CIL mechanism has been adapted since the TBMS was adopted by the Council with the requisite funding taken from new CIL receipts at the rate of £641 per new residential dwelling.

10. Conclusion (The Planning Balance): The proposed development is considered to comply with the requirements of the adopted Wiltshire Core Strategy in particular CP1, CP2, CP29, CP57, CP60 and CP61 as well as the NPPF and the made Hilpertown Neighbourhood Plan. As such, it is considered that planning permission should be granted subject to conditions.

RECOMMENDATION: Approve subject to the following conditions:

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

REASON: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

2 The development hereby permitted shall be carried out in accordance with the following approved plans:

Existing ground floor plan & elevations received on 02.07.2021. Site location plan & block plan, proposed floor plans, proposed elevations received on 17.11.2021. Proposed street scene, proposed block plan with car parking received on 18.01.2022.

REASON: For the avoidance of doubt and in the interests of proper planning.

3. No development shall commence above ground floor slab level until details and samples of the materials to be used for the external walls and roofs 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 interests of visual amenity and the character and appearance of the area.

4. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking or re-enacting or amending that Order with or without modification), no development within Schedule 2, Part 1, Class A, shall take place on the dwelling house hereby permitted or within their curtilage.

REASON: In the interests of the amenity of the area and to enable the Local Planning Authority to consider individually whether planning permission should be granted for additions, extensions or enlargements.

5. No development shall commence above ground floor slab level until a scheme for the discharge of surface water from the site (including surface water from the access for the new dwelling), incorporating sustainable drainage details, has been submitted to and approved in writing by the Local Planning Authority. The development shall not be first occupied until surface water drainage has been constructed in accordance with the approved scheme.

REASON: To ensure that the development can be adequately drained.

6. The development hereby approved shall not be brought into use until the requisite off-site foul water drainage connections have been secured and is ready for use.

REASON: To define the terms of this planning permission.

7. No development shall commence above ground floor slab level until a scheme of hard and soft landscaping has been submitted to and approved in writing by the Local Planning Authority, the details of which shall include:-

- location and current canopy spread of all existing trees on the land;
- full details of all existing trees to be retained, together with measures for their protection in the course of development;
- a detailed planting specification showing all plant species, supply and planting sizes and planting densities;
- all means of enclosure;
- all hard and soft surfacing materials;

REASON: In order that the development is undertaken in an acceptable manner, to ensure a satisfactory landscaped setting for the development and the protection of existing important landscape features.

8. All soft landscaping comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following the first occupation of the building(s) or the completion of the development whichever is the sooner; All shrubs, trees and hedge planting shall be maintained free from weeds and shall be protected from damage by vermin and stock. Any trees or plants which, within a period of five years, die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species, unless otherwise agreed in writing by the local planning authority. All hard landscaping shall also be carried out in accordance with the approved details prior to the occupation of any part of the development or in accordance with a programme to be agreed in writing with the Local Planning Authority.

REASON: To ensure a satisfactory landscaped setting for the development and the protection of existing important landscape features.

9. No part of the development hereby permitted shall be occupied until the access & parking spaces have been completed in accordance with the details shown on the approved plans. Thereafter, it shall be maintained for those purposes and kept free from obstruction.

REASON: In the interests of highway safety.

10. The development hereby permitted shall not be occupied until the first 5m of the access, measured from the edge of the carriageway has been consolidated and surfaced (not loose stone or gravel). The access shall be maintained as such thereafter.

REASON: In the interests of highway safety.

INFORMATIVES TO APPLICANT:

1. The applicant is advised that the development hereby approved represents chargeable development under the Community Infrastructure Levy Regulations 2010 (as amended) and Wiltshire Council's CIL Charging Schedule. If the development is determined to be liable for CIL, a Liability Notice will be issued notifying you of the amount of CIL payment due.

If an Additional Information Form has not been submitted, it should be submitted now so that the Council can determine the CIL liability.

The CIL Commencement Notice and Assumption of Liability must be submitted to Wiltshire Council prior to commencement of development. Should development commence prior to the CIL Liability Notice being issued by the local planning authority, any CIL exemption or relief will not apply and full payment will be required in full and with immediate effect. Should you require further information or to download the CIL forms please refer to the Council's Website:

<https://www.wiltshire.gov.uk/dmcommunityinfrastructurelevy>

2. Any alterations to the approved plans, brought about by compliance with Building Regulations or any other reason must first be agreed in writing with the Local Planning Authority before commencement of work.

3. The application may involve the need for a new dropped kerb. The consent hereby granted shall not be construed as authority to carry out works on the highway. The applicant is advised that a licence will be required from Wiltshire's Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. Please contact our Vehicle Crossing Team on: vehicleaccess@wiltshire.gov.uk and/or 01225 713352.

4. The applicant is required to contact Wessex Water and to enter into a 'Sewer Build over Agreement' pursuant to the proposed development and existing underground sewer infrastructure.