DELEGATED REPORT

Application Reference: PL/2023/09242

PROPOSAL

The application is for the demolition of existing buildings and the erection of x2 dwellings landscaping and associated works at 12 Bradford Road, Corsham.

SITE DESCRIPTION/CONTEXT

The application site comprises a mobile home, garage and associated paraphernalia. There is a retail outlet to the north of the site and residential uses to the east, west and south of the site. The site is situated in the north western side of Corsham. The site is situated in Flood Zone 1 and at no risk of ground water flooding. There is no surface water risk on the application site except part of the access road is identified as a 1 in 100 risk of surface water flooding. A PROW footpath CORM121 runs on the eastern edge of the site.

PLANNING HISTORY

- N/97/01156/FUL - CONVERT SALES BUILDING TO PROVIDE GOLF TRAINING FACILITYWITH ANCILLARY SALES & USE OF LAND TO SITE TEMPORARY OFFICE AS CARAVAN SERVICE DEPARTMENT NEW OFFICE/GOLF TRAINING BLDG
- The applicant's statement cites some older planning applications which may relate to the application site or the commercial site to the north. Regardless, these are not of significance to the application.

POLICIES

Wiltshire Core Strategy 2015 (WCS)

CP 1 Settlement Strategy
CP 2 Delivery Strategy
CP11 The Spatial Strategy: Corsham Community Area
CP50 Biodiversity and Geodiversity
CP57 Ensuring High Quality Design and Place Shaping
CP61 Transport and New Development
CP64 Demand Management

North Wiltshire Local Plan 2011
No relevant policies

National Planning Policy Framework 2023 (NPPF)

Corsham Neighbourhood Plan
Policy CNP ED1 Design Guide and Batscape Strategy
Policy CNP E1 Biodiversity
Policy CNP E2 Sustainable Development
Policy CNP HE1 Design

Policy CNP H1 Brownfield Developments

ISSUES
The principal considerations in the determination of this application are:

- Principle
- Design/Character and appearance of the area
- Neighbour amenity
- Highways and parking
- Ecology
- Other matters

CONSULTATION

Corsham Town Council: "*to recommend refusal of the application on the grounds that the proposal represents overdevelopment of the site resulting in a lack of amenity space and insufficient parking provision. The design was also felt to be poor as the detailing is not in keeping with the street scene."* (Comments on original proposals, revised plans have been submitted since reducing the size of the scheme)

Highways Engineer: Initial comments holding objection "*The site is located on the B3109 Bradford Road, a B Classified section of public highway subject to a speed limit of 40mph. There is an existing access to parking from Bradford Road and the access is shared with a retail unit to the rear of the site with access to the vehicle parking provision for the retail unit also.*

The site has a 2-bed unit with 4 vehicle parking spaces which is proposed to be demolished and replaced with 2, 4-bed units, each with 2 vehicle parking spaces and cycle parking provision. The site frontage has a retaining wall which is proposed to be removed and replaced with a greater set back from Bradford Road, this would enable an improved visibility splay to the east and has been demonstrated within the Transport Statement.

The Transport statement supporting the application identifies that the site falls short of the required parking provision for 4-bed dwellings, it is proposed that each dwelling would have 2 allocated spaces. The minimum parking standards would require a provision of 3 allocated spaces per dwelling. The transport statement utilises the ONS car ownership data to justify the lower parking provision, this would be appropriate if the level of development was higher and there would be an overall discount applied to larger developments alongside the accessibility discounts, however for a smaller development located on the edge of a town this would not be considered appropriate, the only acceptable discount would be that which is detailed within the LTP Car Parking Strategy and based upon the accessibility of the site.

Therefore at this stage I would require the applicant to provide an assessment of accessibility in order to determine if a discount would be applicable in this instance and if it cannot be demonstrated that a discount is appropriate then I would require the provision of three vehicle parking spaces in line with minimum standards as I feel that an under provision in this location could pose an element of overspill which would be detrimental to highway safety. Alternatively, if 2 spaces could be allocated for use within the retail unit parking this would resolve the overspill issue, however I am not sure how the parking operates within the retail unit therefore it may be that a parking survey to enable assessment of level of use would be required to demonstrate that it is possible.

Swept path analysis has been provided with regard to accessing the proposed parking area, Plot 2 has a parking arrangement which appears accessible, however the parking proposed on plot 1 is at the absolute minimum dimensions and the manoeuvring space is below the recommended 6m, whilst swept path demonstrates that manoeuvres can be achieved they are at the very limit of the constraints (such as parked vehicles, proposed boundary wall for plot 1 and the boundary fence for the neighbouring property), the analysis has been carried out for a large car and shows overhanging of the proposed parking area, which would indicate that the area is not sufficient for the storage of vehicles.

I would not consider that in terms of capacity and the use of the slightly improved vehicle access that the site would encounter an unacceptable increase in vehicular movements and therefore would not have a significant impact on the surrounding highway network.

The removal and replacement of the retaining structure may require a licence or permit to carry out any works on or near the public highway, the retaining wall currently sits within the public highway boundary. There is not enough detail submitted at this stage to enable appropriate assessment of the structure, as highway authority we have a duty of care to ensure the new structure does not compromise ongoing safety or maintenance of the highway network. With this in mind further details of the retaining structure are required to fully assess any implications.

A PROW footpath CORM121 runs on the eastern edge of the site, it is proposed to place a boundary fence along the line of the PROW. The countryside access team have been consulted in this regard and would require that during any construction the path is not obstructed, which can be dealt with as a condition/informative, should the required detail for parking and retaining structures be submitted and approved.

At this stage I would like to request that further information is submitted regarding the vehicle parking provision and justification based on accessibility as per the LTP Car Parking Strategy at Appendix D, or provisions made within the site to accord with minimum residential vehicle parking standards and, details of the design and construction drawings for the proposed retaining structure on the site frontage to be provided. If parking cannot be suitably justified or provided, then I would be required to recommend refusal on the basis that the under provision of parking would represent a detriment to the surrounding highway network through the displacement of parked vehicles on the adjacent roads."

Additional comments March 2024:

"The site is located on the B3109 Bradford Road, a B Classified section of public highway subject to a speed limit of 40mph. There is an existing access to parking from Bradford Road and the access is shared with a retail unit to the rear of the site with access to the vehicle parking provision for the retail unit also.
The site has a 2-bed unit with 4 vehicle parking spaces which is proposed to be demolished and replaced with 2, 3-bed units, each with 2 vehicle parking spaces and cycle parking provision. The site frontage has a retaining wall which is proposed to be removed and replaced with a greater set back from Bradford Road, this would enable an improved visibility splay to the east and has been demonstrated within the Transport Statement previously submitted.
I am now satisfied that the parking provision can be accommodated and is in accordance with the minimum standards.
I would not consider that in terms of capacity and the use of the slightly improved vehicle access that the site would encounter an unacceptable increase in vehicular movements and therefore would not have a significant impact on the surrounding highway network.

The removal and replacement of the retaining structure may require a licence or permit to carry out any works on or near the public highway, the retaining wall currently sits within the public highway boundary. There is not enough detail submitted at this stage to enable appropriate assessment of the structure, as highway authority we have a duty of care to ensure the new structure does not compromise ongoing safety or maintenance of the highway network. With this in mind further details of the retaining structure are required to be submitted prior to commencement of development, which can be conditioned.
A PROW footpath CORM121 runs on the eastern edge of the site, it is proposed to place a boundary fence along the line of the PROW. The countryside access team have been consulted in this regard and would require that during any construction the path is not obstructed, which can be dealt with as a condition/informative.
Given that the quantum of bedrooms has decreased, and the parking is now in accordance with minimum standards, I would therefore not wish to raise an objection with regard to highways subject to the following conditions and informatives:" (see conditions at the bottom of this report for these)

Archaeology: No objection

Ecology: No objection subject to conditions "The ecology report (Preliminary Ecological Assessment (PEA), Version: CIC v1.1, Date: 26/06/2023 by Ellendale Environmental Limited) submitted to this application is welcomed. The report details a sufficient survey effort to determine the ecological baseline of the site and the suitable mitigation / enhancement measures to ensure the continued functionality of the area for biodiversity.

The report concludes the site to have a low suitability to support protected species. The recommendations included on the report are welcome and we request these are conditioned if this application is approved.

Habitat Regulations Assessment (HRA) - Test of likely significance
A test of likely significance has been carried out by the relevant Competent Authority (Wiltshire Council) as required by Regulation 63 Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019. This concluded that given the scale and nature of the development combined with the location and existing habitats on the site, any temporary construction impacts and operational impacts would be de-minimus. The HRA has concluded that the application is not likely to have significant impacts on the SAC and Appropriate Assessment is not required."

Landscape: "*The only brief comments I offer is that the plot clearly forms important frontage to Bradford Road which exhibits a strong natural stone vernacular. I believe it to be important that the boundary walls of this site should be constructed and or re-built from natural stone (& not re-constituted stone) to reflect those already present for this plot and found opposite and adjoining to the east along this section of Bradford Road.*

The small size of garden areas seem a bit mean in proportion to dwelling sizes and comprise awkward shapes. The parking/turning areas, especially for plot A, appear unrealistic. The awkward garden areas, and convoluted /poor parking arrangement suggests that currently proposed building footprints on this plot might be slightly too big? I recommend you consult with the councils urban designer. Otherwise the proposed quality and use of materials appears to be a good fit in terms of appropriately supporting landscape character."

Arboricultural Officer: Queries which trees are to be removed. Subsequent no objection.

REPRESENTATIONS

None received

ASSESSMENT

Principle

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 (WCS), including those saved policies of the North Wiltshire Local Plan, form the relevant development plan. The NPPF is a relevant material consideration, and the existing use of the building as a dwelling.

Development plan policies guide development to sustainable locations. CP1 “Settlement Strategy” of the Wiltshire Core Strategy sets out where sustainable development will take place across the plan period. The application site is situated within the Corsham development framework boundary. CP2 “Delivery Strategy” of the Wiltshire Core Strategy states that within the limits of development, there is a presumption in favour of sustainable development. Furthermore, Policy CNP H1 from the Corsham Neighbourhood Plan supports proposals for brownfield developments within the Corsham settlement boundary, subject to a number of criterion. The principle of the redevelopment of the application site for two dwellings is considered acceptable in principle.

Design/Impact on the character and appearance of the area

The existing site comprises a mobile home, garage and associated paraphernalia. There is a dry stone wall along the front boundary, with a close boarded fence behind this. The site currently is not of any visual merit within the streetscene.

The proposal would result in the demolition of the existing buildings and paraphernalia, and the erection of two semi-detached dwellings. The dwellings are proposed to be finished in ashlar stone walls, cills, lintels, and archway, ashlar chimney with stone capping, hardwood timber front doors, aluminium windows and rainwater goods, metal standing seam cladding to the dormer windows, and natural slate roof tiles to the roof. The proposed materials and design are considered appropriate and are compatible with the character and appearance of the local area. No heritage assets would be impacted by the proposals. Bat boxes are incorporated into the design.

The existing and proposed elevations shows the existing and proposed building heights in comparison to the road/pavement level. Finished floor levels have not been provided. It is considered that the height of the proposed new dwellings appear appropriate considering the relationship between surrounding buildings. During the application process the building has been stepped back so it is closer in line with neighbouring buildings, respecting the established building

line. It is considered the height and position of the building is appropriate within the streetscene. A condition can be applied to restrict the raising of ground levels to ensure that the proposed dwellings are erected no higher than the existing ground levels on site. This is considered necessary to ensure the dwellings do not appear too dominant within the streetscene, and having regard for neighbour amenity.

The concerns of the Town Council are understood, and they did lead to revised plans being sought which reduced the scale of the proposed units and moved they back into the plot (albeit marginally). The reduction in scale is considered to ease concerns in respect of the limited amenity space. In terms of design, whilst the proposals do not amount to a wholly traditional approach, the site is contextualised by both older, historic properties on the opposite side of the road and to the East, but also by much more modern properties to the West (at Stones Close). Whilst the gable depth of the units is somewhat larger than would be for a traditional property, it is not considered to be significantly different to those seen at Stones Close, and the simple elevational treatment is in many ways better and more reflective of the plainer approach of those older properties in the locality. A full height chimney and chosen materials are also considered to be reflective of properties in the locality.

CNP Policy ED1 requires proposals to take into account the Corsham Design Guide (and Batscape Strategy). Policy HE1 requires new development to demonstrate good quality design. The proposal is considered to be of good quality design, the materials and certain design details reflects the character of the local area. It is considered that since the building has been stepped back, and reduced in massing, the proposal is considered acceptable in design terms.

Accordingly, and whilst accepting the concerns of the Town Council, the revised plans are considered to render the proposal acceptable, and subject to the imposition of conditions, the impact on the locality not considered to be unacceptable when assessed against adopted policy. Further formal re-consultation did not take place due to time constraints on the application, but the revised plans were published on the planning register.

The existing dry stone wall will be removed, and a new retaining wall put in, with the existing stone to be reused in the new boundary which is considered appropriate as the current wall makes a positive contribution to the streetscene.

The proposal comprises the removal of two trees at the front of the site and the planting of three new trees. The Council's Arboriculturalist queried what trees are being removed and subsequently confirmed no objection. These are not trees of significant merit and are not afforded any protection. It is considered acceptable for these trees to be removed and replaced.

The proposed design is considered to be good quality design and complies with CNP Policies ED1 and HE1, and WCS Policy CP57.

Residential amenity

The application site which comprises a mobile home, is currently situated in between residential uses. The existing use is residential but this is single storey, whereas the proposed is for two semi-detached two storey dwellings. The proposed side elevations of the semi-detached dwellings comprise a side elevation window at first floor level in the rear projection of the building, and these windows respectively serve a study.

The application site is bordered to the south-west by a modern housing development. The neighbouring dwelling (86 Stone Close) has a window in the side elevation at first floor. The proposed south-west elevation window would overlook onto the blank elevation of 86 Stone Close, approximately 13m from window to side elevation of the neighbouring property. There may be oblique views to the neighbours garden from the proposed side window.

The neighbouring dwelling to the north-west (10 Bradford Road) has a side window elevation in the rear projection of the building. The proposed side elevation window and the neighbours would be in view of each other at just less than 18m separation distance.

Given the distances to neighbouring properties to either side are close, it is considered reasonable and necessary to require the first floor side elevation windows to be obscure glazed in the interests of safeguarding overlooking and perceived overlooking.

The proposal comprises commercial use to the rear and there are no concerns with the impact of the proposals on this use.

The initial proposal comprised a much larger footprint and it was considered this constituted overdevelopment, which was also one of the objections by the Town Council. However since feedback was relayed to the applicants, the scheme has been reduced in size and it is considered the revised plans overcome this issue. Whilst the gardens remain small in size, it is considered on balance they are acceptable for a 3 bedroom dwelling.

There are other dwellings on the southern side of Bradford Road. The proposed elevation shows a suggested section of how high the proposed dwellings will sit within the streetscene in comparison to the road. It is considered that this is acceptable and since the buildings have been stepped back, and as long as the existing ground levels are not increased, it is considered that the dwellings would not appear to overbearing to any surrounding neighbouring properties. Furthermore, no objections have been received from neighbouring properties.

Subject to a condition in respect of obscure glazing and ground levels, it is considered the proposal would be acceptable in respect of neighbour amenity and thus would comply with WCS Core Policy 57.

Highways/Parking

The Council's Highways Engineer has been consulted on the application and more justification was requested for a lower parking provision being provided on site. There were some concerns raised in respect of the size of parking spaces provided. During the course of the application, the number of bedrooms was reduced from 4 to 3, which meant the level of parking requirements reduced. The Highways Engineer has no objection to the revised scheme with 2 no 3 bedroom units, 4 parking spaces and cycle parking. The replacement wall along the site frontage is set further back than existing and would enable improved visibility to the east. The Highway Engineer is satisfied that the parking provision can be accommodated and is in accordance with the minimum standards.

It is noted that the Town Council initially objected to insufficient parking provision, but since the proposals were reduced the proposals now meet the Council's parking requirements.

No concerns were raised in respect of the capacity of the access. The proposal would not result in an unacceptable increase in vehicular movements. The proposals would not have a significant impact on the surrounding highway network. A PROW footpath CORM121 runs on the eastern edge of the site and this is required not to be obstructed which can be dealt with by condition.

Further details of the retaining structure are required to be submitted prior to commencement of development, which can be conditioned. Further to the revisions, there is no objection with regard to highways. The proposal is considered acceptable subject to conditions, in accordance with CP61 and CP64 of the WCS.

Ecology

The Council's Ecologist has been consulted on the proposals. It is considered sufficient survey effort to determine the ecological baseline of the site and the suitable mitigation / enhancement measures to ensure the continued functionality of the area for biodiversity accompanies the application. The report concludes the site to have a low suitability to support protected species. The recommendations included on the report are welcome and we request these are conditioned if this application is approved. The Council has undertaken a HRA assessment which has concluded that the application is not likely to have significant impacts on the SAC and Appropriate Assessment is not required. There is no objection in respect of Ecology subject to conditions. It is considered the proposal would comply with CP50 of the WCS and Policies ED1 and E1 of the CNP.

Other Matters

It is noted that new signage is referenced on the proposed ground floor plan, but no other details have been provided. An informative will be applied to advise that advertisement consent would be required for any new signage.

Part of the access road which serves both the commercial use to the rear and the application site is identified identified as a 1 in 100 risk of surface water flooding. The proposed development will not affect this access road and the part of the site with development works is subject to no flood risk. The dwellings have separate pedestrian access directly onto Bradford Road as part of te proposals. Consequently, it is not considered that the proposal would cause any increase to flood risk.

CONCLUSION

The proposed redevelopment of the site for the erection of two dwellings is acceptable in principle; there would be no harm to the character and appearance of the area, neighbour amenity; no adverse parking/highway safety issues and no ecological concerns. With no material considerations indicating otherwise, the application is recommended for approval in accordance with the NPPF Paragraphs 84 and 85; and Wiltshire Core Strategy (Jan 2015) policies CP1, CP2, CP11, CP50, CP57, CP61 and CP64; and Corsham Neighbourhood Plan (Nov 2019) policies ED1, E1, E2, HE1 and H1.

RECOMMENDATION: That Planning Permission be GRANTED 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 and documents:

   Received by the LPA 25/10/23:
   Location, Site Plan, and Existing East Elevation 2311-031 Rev 1
   Existing Ground Floor Plan 2311-020 Rev 1
   Existing North and South Elevations 2311-030 Rev 1
   Existing West Elevations 2311-032 Rev 1
   Existing Roof Plan 2311-021 Rev 1

Sections 4.2 and 4.3 of the report: Preliminary Ecological Assessment (PEA), Version: CIC v1.1, Date: 26/06/2023 by Ellendale Environmental Limited

Received by the LPA 21/03/24:
Proposed North and South Elevations 2311-300 Rev 2

Received by the LPA 29/04/24:
Proposed Ground Floor Plan 2311-200 Rev 3
Proposed First Floor Plan 2311-201 Rev 3
Proposed Roof Plan 2311-203 Rev 3
Proposed Attic Floor Plan 2311-202 Rev 3
Proposed Site Plan, Location Plan, East and West Elevations 2311-301 Rev 3

REASON: For the avoidance of doubt and in the interests of proper planning and for the protection, mitigation and enhancement of biodiversity.

3. The biodiversity mitigation and enhancement measures will be incorporated into the development in accordance with:
   - Proposed North and South Elevations 2311-300 Rev 2
   - Proposed Ground Floor Plan 2311-200 Rev 3
   - Sections 4.2 and 4.3 of the report: Preliminary Ecological Assessment (PEA), Version: CIC v1.1, Date: 26/06/2023 by Ellendale Environmental Limited

   The installation of these features will be supervised by a professional ecologist and this part of the condition will be discharged when photographic evidence of installed features have been submitted to and approved in writing by the local planning authority. The approved details shall be implemented before occupation of the final works. These measures will continue to be available for wildlife for the lifetime of the development.

   REASON: To mitigate for impacts to biodiversity arising from the development.

4. No external light fixture or fitting will be installed within the application site unless details of existing and proposed new lighting have been submitted to and approved by the Local Planning Authority in writing. The submitted details will demonstrate how the proposed lighting will impact on bat habitat compared to the existing situation.

REASON: To avoid illumination of habitat used by bats

5. No part of the development hereby permitted shall be occupied until the parking spaces [4] have been completed in accordance with the details shown on the approved plans. The areas shall always be maintained for those purposes thereafter and maintained free from the storage of materials.

   REASON: In the interests of highway safety.

6. The development hereby permitted shall not be occupied, until the cycle parking facilities shown on the approved plans have been provided in full and made available for use. The cycle parking facilities shall be retained for use in accordance with the approved details at all times thereafter.

   REASON: To ensure that satisfactory facilities for the parking of cycles are provided and to encourage travel by means other than the private car.

7. No materials, plant, temporary structures or excavations of any kind should be deposited / undertaken which obstruct or adversely affect the public right of way whilst development takes place.

   REASON: To ensure the public right of way remains available and convenient for public use

8. No development shall take place until full details of the proposed excavation works and subsequent retaining walls have been submitted to and approved in writing by the Wiltshire Council as Local Highway Authority (Sec 167 of the Highways Act 1980 refers). The excavation and wall construction works shall be carried out in accordance with the approved plans.

   REASON: To ensure the works safeguard the safety highway users both during the demolition and construction phase of the development.

9. Before the development hereby permitted is first occupied the first floor windows in the side elevations shall be glazed with obscure glass only [to an obscurity level of no less than level 3] and the windows shall be maintained with obscure glazing in perpetuity.

REASON: In the interests of residential amenity and privacy.

10. There shall be no raising of existing ground levels on the site.

REASON: In the interests of visual amenity.

INFORMATIVE

11. The applicant should note that under the terms of the Wildlife and Countryside Act (1981) and the Habitats Regulations (2017) it is an offence to disturb or harm any protected species including for example, breeding birds and reptiles. The protection offered to some species such as bats, extends beyond the individual animals to the places they use for shelter or resting. Please note that this consent does not override the statutory protection afforded to any such species. In the event that your proposals could potentially affect a protected species you should seek the advice of a suitably qualified and experienced ecologist and consider the need for a licence from Natural England prior to commencing works. Please see Natural England's website for further information on protected species.

INFORMATIVE

12. The habitat within the proposed development site and the surrounding area is suitable for roosting, foraging and commuting bats. An increase in artificial lux levels can deter bats which could result in roost abandonment and/or the severance of key foraging areas. This will likely result in a significant negative impact upon the health of bat populations across the region. Artificial light at night can have a substantial adverse effect on biodiversity. Any new lighting should be for the purposes for safe access and security and be in accordance with the appropriate Environmental Zone standards set out by the Institute of Lighting Engineers in their publication GN01:2021, 'Guidance for the Reduction of Obtrusive Light' (ILP, 2021), and Guidance note GN08/23 "Bats and artificial lighting at night", issued by the Bat Conservation Trust and Institution of Lighting Professionals.

INFORMATIVE

13. The proposal includes alteration to the public highway, consent hereby granted shall not be construed as authority to carry out works on the highway. The applicant is advised that a license 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 the vehicle access team on telephone 01225 713352 or email vehicleaccess@wiltshire.gov.uk for further details.

INFORMATIVE

14. This permission does not permit the display of any advertisements which require consent under the Town and Country Planning (Control of Advertisements) (England) Regulations, 2007 or under any Regulation revoking and re-enacting or amending those Regulations, including any such advertisements shown on the submitted plans.

INFORMATIVE

15. 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.

INFORMATIVE

16. The applicant is advised that the development hereby approved may represent 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 already been submitted, please submit it now so that we can determine the CIL liability. In addition, you may be able to claim exemption or relief, in which case, please submit the relevant form so that we can determine your eligibility. 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.

INFORMATIVE

17. The applicant is requested to note that this permission does not affect any private property rights and therefore does not authorise the carrying out of any work on land outside their control. If such works are required it will be necessary for the applicant to obtain the landowners consent before such works commence.

INFORMATIVE

18. The applicant should note that the grant of planning permission does not include any separate permission which may be needed to erect a structure in the vicinity of a public sewer. Such permission should be sought direct from Thames Water Utilities Ltd / Wessex Water Services Ltd. Buildings are not normally allowed within 3.0 metres of a Public Sewer although this may vary depending on the size, depth, strategic importance, available access and the ground conditions appertaining to the sewer in question.