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MELKSHAM WITHOUT PARISH COUNCIL

Clerk: Mrs Teresa Strange

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Market Place, Melksham,
Wiltshire, SN12 6ES
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Friday 25 August 2023

To all members of the Council Planning Committee: Councillors Richard Wood (Chair of Committee), Alan Baines (Vice Chair of Committee), John Glover (Chair of Council) David Pafford (Vice Chair of Council), Terry Chivers, Mark Harris and Peter Richardson

You are invited to attend the Planning Committee Meeting which will be held on **Monday 4 September 2023 at 7.00pm at Melksham Without Parish Council Offices (First Floor), Melksham Community Campus, Market Place, SN12 6ES** to consider the agenda below:

TO ACCESS THE MEETING REMOTELY, PLEASE FOLLOW THE ZOOM LINK BELOW. THE LINK WILL ALSO BE POSTED ON THE PARISH COUNCIL WEBSITE WHEN IT GOES LIVE SHORTLY BEFORE 7PM.

Click link here:

<https://us02web.zoom.us/j/2791815985?pwd=Y2x5T25DRIVWVU54UW1YWWE4NkNrZz09>

Or go to www.zoom.us or Phone 0131 4601196 and enter: **Meeting ID: 279 181 5985**
Passcode: 070920. Instructions on how to access Zoom are on the parish council website www.melkshamwithout.co.uk. If you have difficulties accessing the meeting please call (do not text) the out of hours mobile: 07341 474234

YOU CAN ACCESS THE AGENDA PACK HERE

Yours sincerely,

Teresa Strange, Clerk



Serving rural communities around Melksham

AGENDA

1. **Welcome, Announcements & Housekeeping**
2. **To receive Apologies and approval of reasons given**
3. **Declarations of Interest**
 - a) **To receive Declarations of Interest**
 - b) **To consider for approval any Dispensation Requests received by the Clerk and not previously considered.**
 - c) **To note standing Dispensations relating to planning applications.**
4. **To consider holding items in Closed Session due to confidential nature**
Under the Public Bodies (Admission to Meetings) Act 1960, the public and representatives of the press and broadcast media be excluded from the meeting during consideration of business item (10a)ii) where publicity would be prejudicial to the public interest because of the confidential nature of the business to be transacted.
5. **Public Participation**
6. **To consider the following new Planning Applications:**

[PL/2023/06990](#): Land adjacent to 26 Shaw Hill, Shaw. Proposed erection of 3-bedroom dwelling with associated works. Applicants Mr and Mrs Moger (**Comments by 14 September**)
7. **Revised Plans:** To comment on any revised plans on planning applications received within the required **timeframe (14 days):**
 - a) **[PL/2023/00478](#): Land off Angelica Avenue. Outline application for up to 11 units with associated access road. Applicant DWH South West Ltd.** (Note: application in Melksham Town)
8. **Planning Enforcement:** To note any new planning enforcement queries raised and updates on previous enforcement queries.
9. **Current planning applications:** Standing item for issues/queries arising during period of applications awaiting decision.
 - a) **Land West of Semington Road - Application for 53 dwellings (PL/2022/08155 Outline).**
 - b) **Blackmore Farm (Planning Application PL/2023/01949) – Outline permission with some matters reserved for demolition of agricultural outbuildings and development of up to 650 dwellings; land for primary school; land for mixed use.** To consider additional comments in light of 425 dwellings being allocated on this site in the draft Local Plan and Highway comments recently submitted.
 - c) **Land at Verbena Court (Planning Application No PL/2023/03797): Modification of**

Planning Obligation Address: Land at Verbena Court, Melksham. Application to modify obligations contained within the S106 agreement relating to marketing land within the Local Centre pursuant to consented outline planning permission 04/01895/OUTES. To consider latest update and make any further representation. (Note: application in Melksham Town)

- d) **PL/2023/05883: 52e Chapel Lane.** To note additional drainage comments and highway comments if submitted, with update on “Call in” for Committee decision.

10. Planning Policy

a) Neighbourhood Planning

- i) To receive update on the Neighbourhood Plan Review and to consider any time critical requests before the next Steering Group meeting.
- ii) To consider update and way forward on Neighbourhood Plan site selection; to inform Steering Group representatives for meeting on 6 September
- iii) To reflect on responses to planning applications for monitoring of the Neighbourhood Plan

- b) To consider submitting comments to the Government consultation on changes to permitted development rights:

<https://www.gov.uk/government/consultations/permitted-development-rights/consultation-on-additional-flexibilities-to-support-housing-delivery-the-agricultural-sector-businesses-high-streets-and-open-prisons-and-a-call-f>

- c) **Wiltshire Council Local Plan.** To note consultation 27 September - 22 November. With drop-in session at Melksham Campus on Weds 4 October 3-7pm and online event on Tuesday 10 October 6.30-8pm (registration required).

<https://www.wiltshire.gov.uk/planning-policy-local-plan-review>

11. S106 Agreements and Developer meetings: *(Standing Item)*

a) Updates on ongoing and new S106 Agreements

i) Hunters Wood/The Acorns:

- To note any updates on footpath to rear of Melksham Oak School and consider correspondence on Spa Road roundabout works lack of progress.

ii) Pathfinder Place:

- To note any update on outstanding issues, including further information on planned crossing and traffic calming at Maitland Place and consider a way forward.

iii) Buckley Gardens (144 dwellings on Semington Road)

- To note any updates and consider a way forward.

iv) Land to rear of Townsend Farm for 50 dwellings (PL/2023/00808)

- To note any updates and consider a way forward.

- b) To note any S106 decisions made under delegated powers

- c) Contact with developers

Copy to all Councillors

Wiltshire Council
Bythesea Road
Trowbridge
Wiltshire
BA14 8JN

Date: 8th August 2023
Our ref: H8840

Dear R Brown

PL/2023/00478 Outline application for 11 units with highway access road

It has been drawn to our attention that the highway access plan for this site and its counterpart PL/2023/00065 detail different turning head arrangements and that comments have been received from your Highway Consultee which require its amendment.

Our submitted plans have therefore been updated as requested and now comprise:

- 33528 Block Plan Rev C
- Scale Plan Rev A
- Density Plan Rev A
- Land Use Plan Rev A

An updated Highway Access Plan is being submitted pursuant to the counterpart access application such that the two schemes will now marry and the widened parking channel required, has now been incorporated. We trust the attached information is satisfactory.

If there is anything else required from us, please do not hesitate to contact me directly.

Yours faithfully,

Cecelia Hughes

Planning Manager

Barratt David Wilson South West

For and on behalf of Barratt David Wilson South West (a trading name of BDW Trading Ltd.)

Barratt David Wilson South West
Unit 1, West Point Court, Great Park Road, Bradley Stoke, Bristol, BS32 4PY
T: 01454 278000 • W: barratthomes.co.uk • dwh.co.uk

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Teresa Strange

From: Hughes, Cecelia <cecilia.hughes@dwh.co.uk>
Sent: 23 August 2023 18:24
To: Teresa Strange
Cc: Callum Warren; Powell, Mark
Subject: RE: *EXTERNAL:RE: Melksham 11 units

Hi Teresa,

The only change has been a highway plan showing the proposed turning head within the scheme – it has been slightly increased in width at the request of highways and the road application and road + housing applications now align in this respect.

Members wanted the sites location to be clearly explained as development in this area is a historical matter I understand. We endeavoured to explain that more than the area required by the S106 would be transferred as Community Centre land, that the monies have been transferred and that our previous Community Centre application process 'hit the buffers' after an objection from highways.

As a self-contained relatively small parcel with some AH being provided, to provide an access to the Community Centre land and to ensure that there aren't any leftover parcels which may attract tipping etc, I think Members viewed the application as a logical solution.

I do think that I have to take responsibility for not explaining the situation fully to Members at earlier meetings. The inability of the Officer to move the applications along has been the consequence. With this in mind I would be happy to attend on the 4th if that would assist?

Many thanks

Cecelia Hughes BA(Hons) BTP MSc MRTPI
Planning Manager
BDW South West (a trading name of BDW Trading Ltd)
Wellington House, Unit 1, West Point Court, Great Park Road, Bradley Stoke, Bristol, BS32 4PY
DDI: 01454 278055
Switchboard: 01454 278000



DAVID WILSON HOMES
WHERE QUALITY LIVES

From: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Sent: 23 August 2023 18:12
To: Hughes, Cecelia <cecilia.hughes@dwh.co.uk>
Cc: Callum Warren <callum.warren@tfa-ltd.co.uk>; Powell, Mark <mark.powell@dwh.co.uk>
Subject: *EXTERNAL:RE: Melksham 11 units

Hi Cecelia

Sorry I haven't had chance to call you back yet, been a day full of meetings. I have caught up with Andrew since the meeting last night though.

MWPC have a planning committee meeting on Monday 4th September and could revisit this, were there revised plans that you have submitted?

Kind regards,
Teresa

From: Hughes, Cecelia <cecelia.hughes@dwh.co.uk>
Sent: 23 August 2023 18:09
To: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Cc: Callum Warren <callum.warren@tfa-ltd.co.uk>; Powell, Mark <mark.powell@dwh.co.uk>
Subject: Melksham 11 units

Dear Teresa,

I hope all is well with you.

Both Callum Warren and I attended Melksham TC's meeting last night regarding our application for housing and an access road to the Community Centre land off Angelica Ave (PL/2023/00478).

From speaking to Andrew Meecham today I understand that Members voted to approve our proposal. Andrew advised that the Minutes of the meeting will probably come out next week, but this is subject to their being signed off by Linda Roberts who is currently on leave.

Callum is going to try and speak to Cllr Sankey about the objection and call to Committee. I am trying to understand whether another response will be submitted in relation to the matter as at the moment, because the formal position is objection from Melksham TC and Melksham Without TC, the Officer is struggling to move our submission on.

We'd be grateful to have your views on whether anything else needs to be done by us.

Thankyou as always for your ongoing assistance.

We look forward to hearing from you.

Cecelia Hughes BA(Hons) BTP MSc MRTPI
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Land East of Melksham

Concept Plan

NB. ALL AREAS ARE APPROXIMATE!

	Boundary	41.3 Ha
	Residential*	11.5 Ha = 425 homes @ 37dph(average)
	16m Bus Street	2.75Ha (~1720m)
	Employment	5.0 Ha
	Local centre*	1.0 Ha
	Primary school	2.0 Ha
	Nursery	0.4 Ha
	(Total	22.65 Ha)
	Remaining GI	18.7 Ha (45% gross area)
	Indicative SUDs	1.0 Ha (~4% of dev. area)

* there is potential for some additional dwellings above Ground Floor

* inc. 21 plots (5%) self build (~0.84 Ha@25dph)

	Vehicular Access
	Foot/Cycle access
	Existing PROW/bridleway
	Proposed diversion
	Proposed main street / Bus route
	Indicative Melksham Bypass corridor

NOTE

This Framework Plan demonstrates the area of land which has been assessed to have potential for development, based on the known site constraints and Core Policy requirements.

The design concept assumes a landscape-led approach, i.e. conserving natural features and creation of multi-use green infrastructure.

The exact location & shape of different land uses may vary, although divergence from what has been indicated is expected to be limited by constraints imposed by the site's natural features and Policy requirements to conserve and enhance them.

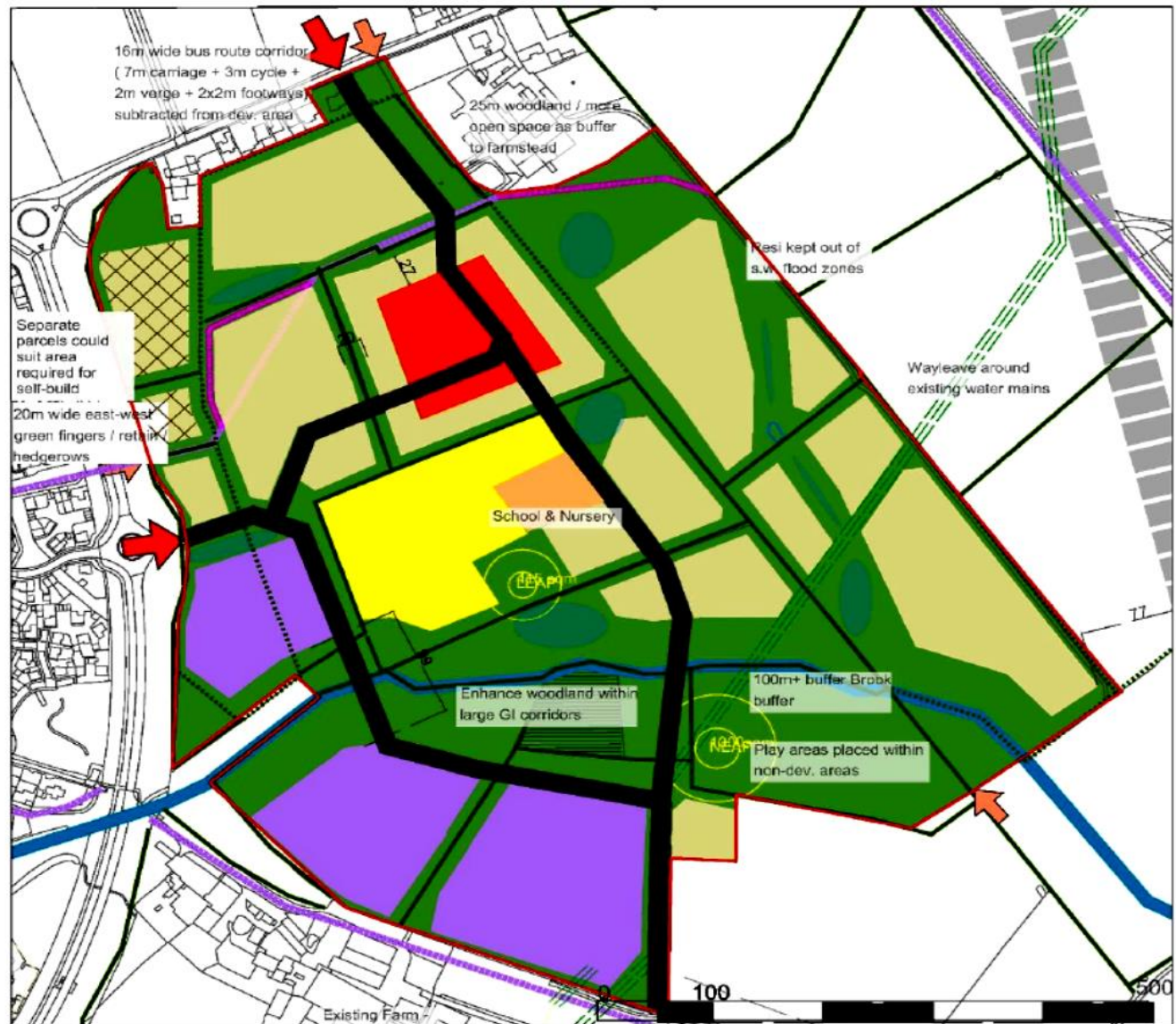


Figure 7. Concept plan for Land east of Melksham

Site 1: Land to the east of Melksham

Use	Scale/Area
Residential	Approximately 425 dwellings
Employment	5.0 ha
Education	2.0 ha (2 FE primary school) to include 60 early years places

Retail/Service	Local centre
Green space	Approximately 19ha
<p>Vehicular access is possible from both Eastern Way and A3102 Sandridge Common</p> <p>Greenspace would include a range of children’s play areas, public open space and allotments.</p>	

The main role of the site is to provide additional homes and land for employment over the plan period. There will be a variety of dwelling types, including a significant proportion of affordable homes.

It is intended that approximately 425 additional homes and 5 ha of employment will be delivered in the development.

This number of homes on Site 1 creates a new neighbourhood of the town that should include a local centre to include services and facilities to serve them. A small retail element in the local centre would provide convenience without undermining the primary role of the town centre.

Evidence shows that this scale of development will create a shortfall in nursery and primary school places. Land for new nursery provision of around 100 places and land for provision of a new 2FE primary school with 60 early years places is necessary within the development to enable development to go ahead. This may be situated at the local centre and/or co-located with new employment land. The primary school is required to not only support this development but also new residential development on Site 17 'Land north of A3102'.

Land for an extension to secondary school provision has been secured at the town and contributions will be required towards additional secondary school places.

An aim of the Plan is also to provide opportunities for business. This site will provide 5ha of employment land, separate to existing industrial estates and with easy access onto Eastern Way. There is an ongoing high demand for employment land in the town and few available sites. This will help broaden the town's economic base and accord with PSPs.

The site is reasonably well connected to the town centre; approximately 1.6km for walking and cycling and there are already regular bus services (Frome Bus 14 & 15) running along Eastern Way which provide a Melksham town circulatory service. However, a development of this size may also be served by a dedicated bus route. A mobility hub will be required, including bus

EXTRACT FROM LOCAL PLAN – PLANNING FOR MELKSHAM DOCUMENT - RE SITE 1

and cycle infrastructure provision. Residents would be able to easily visit the town centre through sustainable transport modes, which would help to increase footfall and boost local trade. The proposals support Place Shaping Priorities for town centre regeneration, provision of employment, provision of educational facilities to meet the needs of the development and delivering improvements to the town's green and blue infrastructure network.

Green and blue infrastructure will need to be provided through the development, that incorporates new and existing woodland and protect and enhances existing hedgerows and hedgerow/field trees. Water infrastructure that runs through the site will need to be safeguarded with appropriate buffers to allow for access and maintenance.

Lower density development will be required in the east of the site to prevent coalescence with and retain the rural character and separate identity of outlying rural settlements.

Evidence establishes potential for a range of negative effects that will be mitigated as follows:

- A number of tributary watercourses flow through the site. Significant buffers should be provided to these to create GI corridors and assist net gain for biodiversity. Protection, maintenance and enhancement should be provided for habitats such as hedgerows, trees and water features within and along the boundaries of the site alongside other ecologically valuable habitat/features. Appropriate mitigation and compensation for protected species, such as great crested newts.
- All development can be located within Flood Zone 1 but a more detailed Flood Risk Assessment will ensure there is no flood risk to the site and that development of this site will not exacerbate flood risk elsewhere
- Water infrastructure running through the site will need safeguarding through appropriate buffers to allow for access and maintenance.
- It is possible that significant off-site water infrastructure reinforcement will be required. Melksham has been identified by Wessex Water as a settlement which might encounter issues with water pumping stations if a site to the east of Melksham is brought forward for development
- The site is in close proximity to a multi-use games area (MUGA) – Melksham Football and Rugby Club. Developer will need to carry out a noise impact assessment in order to determine whether any noise impacts are likely to be significant
- The site has some medium to high value archaeological features including the former medieval settlement of Snarlton. Further investigation is likely needed across the site

during a planning application process to identify the extent and significance of potential remains

- Development could impact on the Grade II Listed Blackmore Farmhouse. Significant buffers are likely to be required to maintain the setting of the farmstead
- Green and blue infrastructure through the development that incorporate new and existing woodland and protect and enhances existing hedgerows and hedgerow/field trees.
- Development should be lower density in the east of the site to prevent coalescence with and retain the rural character and separate identity of outlying rural settlements.
- A mobility hub, including bus and cycle infrastructure provision.

How the site may be developed is shown on the draft framework plan below. This illustrates one treatment of the site that meets mitigation requirements and the homes, open space, access and other uses envisaged.

Broad Locations for Growth

The plan commits to planning for a longer-term pattern of growth for the town. This would include consideration of a significant urban extension. Further work will define where and what scale, type, mix and form of development it may deliver, enabling a lengthy lead in to identify and Plan for the co-ordination of major infrastructure and extensive community engagement to shape their form. They are intended to be delivered toward the end of the plan period and beyond its end date.

EXTRACT FROM PLANNING COMMITTEE MINUTES 17 APRIL 2023 RE

[PL/2023/01949](#): Land at Blackmore Farm, Sandridge Common. Outline permission with some matters reserved for demolition of agricultural outbuildings and development of up to 650 dwellings; land for primary school; land for mixed-use hub (class E/class F); open space; provision of access infrastructure from Sandridge Common (A3102); and provision of all associated infrastructure necessary to facilitate development of the site (access only). Applicant Gleeson Land

Councillor Wood raised a concern how this site would fit in with Wiltshire Council's Local Plan which had not yet been issued and asked the Clerk to explain the status of the current planning policy context

The Clerk explained that Melksham and Melksham Without currently has a made Neighbourhood Plan (July 2021) which covers the period up to 2026. It also had additional protection under the National Planning Policy Framework (NPPF paragraph 14) that if Wiltshire Council could not prove a 5-year housing land supply, meaning they did not have visibility of housing coming through to prove development was plan led, the Neighbourhood Plan provided protection for 2 years until July 2023. Even if Wiltshire Council could only prove a 3-year housing land supply the presumption in favour of speculative development could be turned down because it is not in a plan.

It was also noted that the Local Plan Review would allocate houses up to 2038 and was expected to be published in Q3 2023. Therefore, Wiltshire Council's current 'plan' (Core Strategy) was considered by developers to be out of date, even though it went up to 2026. Through previous consultation, it was understood Wiltshire Council were looking to allocate a housing figure of c2,500 for the up to 2038 in the Local Plan for the Melksham & Bowerhill area, therefore, there was a plan for plan led development.

Following recent consultation by the Government, it is proposed to make changes to the National Planning Policy Framework (NPPF), which is planned to come into force soon (Spring 23), which is understood would remove the requirement for local authorities to prove a 5-year land supply, in addition the paragraph 14 protection is proposed to be extended from 2 to 5 years.

It was noted a pre application meeting had recently taken place with Catesby Estates regarding an adjacent site with proposals for c300 dwellings, with the developers openly admitting they were looking to submit a planning application shortly, as they saw a window of opportunity with the Neighbourhood Plan's current protection about to run out in July and the Local Plan Review not being published as yet.

Whilst the Spatial Planning Officer had not yet submitted their report, their initial thoughts were that the Neighbourhood Plan still had its paragraph 14 protection, therefore the application should be turned down as it is not plan led.

Councillor Wood felt it was important to understand the Government had set housing targets for local authorities to adhere to, with it being understood via the Local Plan Review that Melksham would be allocated a housing figure of c2,000-2,500 dwellings, hence there would be significant development in Melksham moving

forward. However, both the Parish and Town Council as part of the Neighbourhood Plan, were of the view that piecemeal applications lead to incoherent building and did not allow for strategic planning such as education and medical facilities etc.

Comments: Melksham Without Parish Council **STRONGLY OBJECT** to proposals for 650 dwellings on this site for the following reasons:

- The proposals do not answer the strategic needs of the Melksham Neighbourhood Plan area and in fact distinctly hinder any future strategic plans for Melksham in terms of master planning via either the Neighbourhood Plan or the wider Wiltshire Local Plan.
- This is speculative and not plan led development, coming through piecemeal and not in conjunction with proposals for the adjacent site currently being consulted on by Catesby Estates for c300 dwellings
<https://www.catesbyestates.co.uk/land/land-south-of-snarlton-farm-melksham>
This gives an uncoordinated, disjointed approach, without the means to properly address the infrastructure needs that the impact this number of houses to the area will bring.
- The development is in the open countryside, outside the Settlement Boundary of Melksham & Bowerhill, isolated and therefore unsustainable.
- The Melksham Neighbourhood Plan was made on 8 July 2021 and therefore meets the National Planning Policy Framework (NPPF) "Paragraph 14" criteria in the light of the current lack of 5-year land supply demonstrated by Wiltshire Council. This has been confirmed by the Planning Inspector for the appeal for another site in the Parish/Neighbourhood Plan area. APP/Y3940/W/21/3285428 Land west of Semington Road 20/07334/OUT. Decision date 30th May 2022.
"19. I therefore conclude that all aspects of Paragraph 14 of the Framework have been satisfied and that the JMNP forms part of the Development Plan. The JMNP complies with Paragraph 14b) of the Framework with respect to the Development Plan as a whole. In the context of the tilted balance afforded by Paragraph 11d)ii and footnote 8, the policies of the JMNP are an important material consideration."

It is also noted that following recent consultation on the National Policy Planning Framework (NPPF) there are imminent proposed changes to the framework in Spring 2023 with regard to removing the requirement for local authorities to prove a 5-year land supply, and the extension of Paragraph 14 from 3 to 5 years.

- The proposals are not part of any housing allocation in the current Melksham Neighbourhood Plan. The Steering Group are looking to allocate a meaningful number of houses (200-250) as part of the Neighbourhood Plan Review and are currently undertaking a site selection process. The Local Plan Review (2021) detailed the proposal for a requirement of 3,950 homes for the period 2016-2036, when the number of houses built and in the pipeline is deducted it leaves a further 2,585 houses to be accommodated up until 2036 (now revised to 2038). With both the planned allocations in these two plans that are due for formal

consultations in the Summer, there is a clear plan for future plan led housing. The Wiltshire Housing Site Allocations Plan adopted February 2020 confirms that there is no current housing requirement for Melksham in the period 2006 - 2026, in fact it has exceeded the current requirement in the Core Strategy. The number of houses allocated in the Core Strategy was 2,370 with 2,235 houses completed 2026-2021 and deliverable commitments of 594 for 2021-2026 (as per the Housing Land Supply Statement in April 22). Since that period there have been several planning applications for large developments in the NHP area.

- The proposals do not adhere to policies within the adopted Neighbourhood Plan, particularly policies 1, 6, 8, 11 and 18 with regard to sustainable design and construction, housing in defined settlements, infrastructure phasing and priorities, sustainable transport & active travel and local distinctive, high-quality design, respectively.
- There is a lack of connectivity with the surrounding area and lack of connection to the distributor road Eastern Way. The only vehicle access proposed is off the A3102. It was noted in response to a Scoping Document request, that the Planning Officer had stated 'despite the large size of potential development it is not proposed to include land to the East of the development at Eastern Way as a means of access, Eastern Way is effectively a by-pass that has been presumably designed to accommodate future growth of the Eastern side of Melksham and included a roundabout with anticipated access to go further east towards your site.'
- Highway safety concerns with two entrances/exits close together proposed on Sandridge Road, at the bottom of a steep hill and on a bend, with several accidents having taken place along this stretch of road over the years. Whilst it is noted it is proposed one of the entrances/exits will be a roundabout, some of the arrangements for pedestrians around the roundabout are unsatisfactory, particularly as it is noted there is no means of crossing the main road via a central island to access the bus stop on the North Western side of A3102 outbound.

There is a concern at the impact this development will have on the narrow country roads to the North of the site. A large number of residents will be tempted, as drivers from East of Melksham currently do, to use country lanes such as New Road (single track with passing places), Forest Road and through the National Trust village of Lacock via a single-track medieval bridge to pick up the A350 to access Chippenham and the M4. The bridge at Lacock is often closed due to flooding.

- Concern was raised at potential flood risk, noting this had been raised as a concern by several people commenting on the application. Although there will be attenuation, once full, the run off will go into the water courses and unless these are more than adequate, there could be flooding issues.

Concern was expressed at an inaccuracy within Appendix 9.1 of the Flood Risk Assessment & Drainage Strategy (Part 1) as it stated 'the nearest Environment

Agency (EA) designated main river to the site is Clackers Brook, a tributary of the River Avon, which passes through Melksham and the neighbouring village of Shurnhold’.

Shurnhold is not a village; it is part of Melksham bordering South Brook about half a mile to the West of the River Avon, whereas Clackers Brook flows into the river from the East. There is therefore concern about the accuracy of other aspects in the report.

- The proposal for a single form entry primary school does not meet Wiltshire Council’s criteria of two form entry school provision; confirmed by the draft School Places Strategy in March 23. Any school needs to be in place as soon as residents move in. If not, children will be taken by vehicle to other schools in the Melksham area causing additional traffic, which does not conform with Wiltshire Council policy.

Paragraph 94 of the National Planning Policy Framework (NPPF) states that it is important that a sufficient choice of school places is available to meet the needs of existing and new communities.

The WC draft School Place Strategy (page 17) states: “Wiltshire Council believes that: Parental preference is a key consideration and ability to access a school place close to home within the local community is an important factor.

The draft School Places Strategy (page 89) states:

“At present, there are clearly insufficient primary school places available in the town to cater for the proposed Local Plan housing”. It also adds that the closest primary school, Forest & Sandridge, has a capacity of 420 and is full, with a s106 contribution secured to expand the school to 2.5FE. With only 5% of urban primary school capacity at present, it is clear that there are no spaces for the children moving into this proposed development in the current schools; let alone choice of schools.

- Early years: Within the Planning Statement it says that a children’s nursery could be accommodated within the community venue. There needs to be a firm plan for the early years provision and s106 contributions to provide for the new young children that this development will bring to the area. Page 21 of the draft School Places Strategy states: “WC believes that where additional school places are needed because of new housing development, as far as possible the costs should fall on the landowners and/or developers, by way of contributions falling within the concept of planning obligations”. This should apply to Early Years provision too.
- For secondary education, the draft School Places Strategy document states “The number of pupils attending Melksham Oak is forecast to grow significantly over the next few years as larger cohorts being to feed through from primary schools and as new housing is completed. The recent expansion means that the school now has a PAN of 300 which will be sufficient to meet the needs of current housing. If the proposed Local Plan houses are taken forward, there would be a significant shortfall of secondary places. Whilst the school site is large,

expanding the school over 12FE would make it the largest school in the Country and would probably be considered too large to operate from one site". Again, there is evidence that the secondary school places are only sufficient for the current housing in the pipeline, and not for any new school places being generated by speculative development. This is why any future development needs to be planned strategically.

- Concern was raised at the safety of children wishing to access Melksham Oak School, as they would need to use Eastern Way and compete with the traffic, particularly as there is still no rear access to the school. There are already many concerns raised at the number of pupils on the A365 pavement, both pedestrians and cyclists, and evidence of regular accidents and near misses as the flow of children at school opening and finishing times is wider than the pavement can cope with.
- Due to the piecemeal approach of this development, although it shows a primary school on the plans, there is no access to the school from adjoining land, which are in the SHELAA (Strategic Housing & Employment Land Availability Assessment), form part of a wider site in the Local Plan Review in 2021 and have a current public consultation for 300 dwellings with a planning application planned shortly.
- Whilst there is a proposal to have a pedestrian/cycle access using part of Browns Lane bridleway on Eastern Way, there is still no other means of connecting to existing development and services East of Melksham.
- In order to facilitate access to this development a number of farm building and facilities are due to be demolished and removed. There is concern whether this will allow for the continued viability of the farm holding as 50% of the farm would remain as open land. This is also a loss of agricultural land.
- The Melksham Neighbourhood Plan is currently under review and has a number of emerging evidence documents to underpin revised and new policies. The draft AECOM Site Assessment report 2023 has assessed this site. It excluded it from the initial first sieve of sites, at Stage 1, with the following comments: "The site is removed from the settlement boundary. The site may be appropriate to be developed alongside Site 3678, 3683, 3701 and 3525 as a large urban extension of Melksham which connects to the Melksham Bypass. The site contains deciduous woodland which have priority habitats. The site also includes the designated heritage assets of Blackmore House. The site is exposed to views across from Sandridge Hill." When the report has been validated by the NHP Steering Group we will forward the published version to the Planning Officer.

Whilst the parish council **strongly object** to the proposals, the parish council ask that the following be included, if it were to be approved:

- Adherence to policies of the current Melksham Neighbourhood Plan and those of the emerging review of the Plan, including evidence documents as they come on

stream, such as the Housing Needs Assessment, Design Guide etc

<https://www.melkshamneighbourhoodplan.org/np2-evidence-base>

- Whilst noting it is proposed one of the access/exits will include a roundabout, the parish council would like to see the second entrance/exit also as a roundabout, in order to ease traffic flow.
- The Parish Council seek the provision of play equipment, above that required by the West Wiltshire District Council saved Policy in the Core Strategy, which is also imaginative to encourage active play.
- They believe that the size of the development will warrant both a LEAP (Local Equipped Area of Play) and a NEAP (Neighbourhood Equipped Area of Play) and a MUGA (Multi Use Games Area) so that there is a range of suitable equipment for all ages; children and teenagers.
- The Parish Council also wish to enter into discussions to be the nominated party for any proposed LEAPs & NEAPs and seek the following:
 - A maintenance sum in the s106 agreement for continued maintenance of the play areas.
 - Safety Surfacing extended beyond the play area fence line (by at least 30 cm) and for the whole area to be surfaced as such, with no joins to prevent future expansion gaps, and no grass that will require maintenance
 - Tarmac paths provided not hoggins.
 - No wooden equipment provided.
 - Dark Green Metal bow top fencing provided.
 - Clean margins around the edges, no planting.
 - Bins provided outside the play areas.
 - Easy access provided for maintenance vehicles.
 - Public access gates painted red.
 - No inset symbols provided in the safety surfacing, which should be one solid surface.
- Public Open Space which is regularly mown and not all for wildflower areas, to allow for children to kick a ball around informally.
- Equipment installed for teenagers (it is noted this is proposed within the site, which is welcome).
- Whilst proposals to include allotments is welcomed, the Parish Council ask that these are fenced in, with access to water, as well as a car park provided and security measures installed.
- Circular pedestrian routes around the site.
- The provision of benches and bins where there are circular pedestrian routes and public open space and the regular emptying of bins to be reflected in any future maintenance contribution.
- Connectivity with existing housing development.
- There are practical art contributions, with the Parish Council being involved in public art discussions
- Speed limit within the site is 20mph and self-enforcing.
- The development is tenant blind. The parish council draw attention to the recent Housing Needs Assessment undertaken as part of the Melksham Neighbourhood Plan Review, which reflects the current needs of the Melksham area.

https://www.melkshamneighbourhoodplan.org/files/ugd/c4c117_4c8411b64439472fbfcf8e856799e2c9.pdf

- Given the development is adjacent to existing dwellings on Sandridge Common and Lopes Close, the design is such that the layout is garden to existing garden. The design layout should also take account of the impact on any potential new dwellings on the strip of land to the West of this site adjacent to Eastern Way and to the South.
- The road layout within the development is such that there are no dead ends in order that residents and refuse lorries do not need to reverse out of roads.
- Contribution to educational and medical facilities within the Melksham area.
- There is visible delineation between pavement and roads. Shared spaces which are easily identifiable.
- Tree planting is not adjacent to property boundaries, in order they do not cause issues later on with growing over the boundary to resident's properties or causing shade on gardens.
- Whilst the parish council welcome a contribution to enhance public transport, the proposals did not go far enough, particularly as reference is made to existing bus services which do not serve Melksham Railway Station, with the nearest bus stop being some distance away from the Railway Station.
- Members welcome the provision of bus shelters with the capabilities for real-time information and therefore ask that proposed bus shelters are tall enough with a power supply to enable this. To give good shelter from the weather, shelters are provided with sides, with a bench seat rather than a perch seat.
- Significant land be set aside to enable a functional community hub to serve the whole community. The parish council request a community centre large enough to include additional health facilities (with room for GP clinics, as well as complimentary services like physio, chiropodist, osteopath etc.) as well as associated facilities to service and provide a 3G pitch.
- Provision of a Local Centre, similar to nearby Verbena Court, with the provision of electric car charging points (in line with Policy 4 of the Neighbourhood Plan). Contribution towards green initiatives i.e., provision of charging points, local green energy production and battery storage for the community hub.
- Whilst noting and welcoming proposed improvements to pedestrian access to Praters Lane from Sandridge Road around Lopes Close, the parish council have a concern at surfacing Praters Lane as this may be open to abuse by 4 x 4s and motorbikes; this could be overcome by installing gates, bollards or horse stiles for instance. The parish council seek improvements to existing Rights of Way in the area, which are understood to have been submitted by Wiltshire Council's Rights of Way Team as part of their response to the proposals at public consultation stage and ask that Right of Way MELW30 becomes a bridleway to connect up bridleways at MELW40 & 41, particularly as there are many stables in this area.
- Ecological measures such as bird and bat boxes, bee bricks, reptile refugia and hibernacula with all these enhancements (types, numbers, position etc) marked on plans and drawings.

Planning Application Ref: PL/2023/01949

Site Address: Land at Blackmore Farm, Sandridge Common, Melksham, SN12 7QS

Proposal: Outline permission with some matters reserved for demolition of agricultural outbuildings and development of up to 650 dwellings; land for primary school; land for mixed-use hub (class E / class F); open space; provision of access infrastructure from Sandridge Common (A3102); and provision of all associated infrastructure necessary to facilitate development of the site (access only).

Date of Consultation Response: 07/7/23

Introduction

The site has been considered by Highway Development Management for the purpose of possible insertion in the Local Plan Review, as part of a wider allocation. The scale of the site considered for allocation far exceeds the development proposals and hence the relevance of the Local Plan Review assessment is diminished.

The site is located to the east of Eastern Way but segregated from Eastern Way by land within third party control. Whilst this presents a barrier to connectivity with the town centre, there are routes along Sandridge Common Road to the north and via the Bridleway Network to the south. Notwithstanding this, the masterplan for the site will need to be focused on delivering multi-modal access through the adjacent land and onto Eastern Way; this will be a matter subject of planning condition, for both the application site and third-party land if and when it comes forward.

Masterplan Condition:

Road, bus route, footway and cycleway connections to land to the west of the site shall be provided in broad compliance with the illustrative masterplan prior to the first occupation of the 400th constructed dwelling. Full construction details of the connections shall be submitted to and approved by the Local Planning Authority. The connections shall be constructed in full compliance with the approved details and provide unfettered access to the site boundary, and beyond as routes beyond the site boundary become available.

Reason: To maximise multi-modal connectivity to the Town Centre and to provide a comprehensive approach to planning and delivery of the wider developable area in compliance with Core Strategy Policy 60, 61 and 62.

Informative: The details shall include tracking details for bus and refuse transit across the connections, to ensure that such services are not prejudiced by design.

It is not considered necessary to provide such a condition to address land to the east, as this is illustrated to be within the applicant's control; however, the applicant is advised that providing connections to the east will provide benefit to them in realising any future aspiration for development of this land, either by themselves or a resultant purchaser.

Walking and Cycling

Due to the barrier presented by third party land to the west, the opportunities to access the Town Centre on foot are via Sandridge Common Road and the Public Rights of Way Network. With regards to Sandridge Common Road, drawing ITB12069-GA-030 Rev C proports to illustrate the full extent of potential works to widen the existing footway provision, through a combination of verge removal and carriageway narrowing (to a minimum of 6.2m). However, the combination of this drawing and access drawing ITB12069-GA-026 Rev H illustrates a gap in the widened provision between the primary and secondary accesses to the site, which would need addressing to avoid those dwellings to the far east

of the site having traverse south around Blackmore Farm for an east west movement. This extension of footway provision should include connections with Lopes Close to the east, which would provide wider community mitigation against the sites traffic generation. The following condition addresses these requirements:

Sandridge Road Pedestrian Condition:

Notwithstanding the submitted details, prior to commencement of access works, design and construction details for a widened footway along Sandridge Common Road shall be submitted to and approved in writing by the Local Planning Authority. Prior to first occupation the widened footway shall be delivered in all respects in accordance with the approved details and shall provide a continuous and improved link between both proposed vehicular access points and existing provision at the junction between Eastern Way and Sandridge Common Road and Lopes Close. The widened footway shall be maintained as such thereafter.

Reason: To ensure that a continuous and attractive pedestrian link is provided along the site frontage as it faces Sandridge Common Road in compliance with Core Strategy Policy 60, 61 and 62.

To the very south of the site lies Bridleway MELW41, which also follows the route of a Brown Track. The status of the Brown Track is Highway Maintainable at Public Expense, however its limited wider public vehicular use and focussed local use has resulted in limited maintenance need. In this regard and being mindful of local commercial uses that derive access from the Track, vehicle access from the development to the site should be avoided and is not proposed. However, given the constraints to east west movement, especially by cyclists who may not take advantage of new widened footway provision along Sandridge Common Road, the brown track should be addressed to provide a shared walking cycling route, whilst avoiding conflict with existing vehicular users of the track.

The brown track designation appears to cover a width of 10m or more for much of its length, with the area close to Eastern Way providing an area of width 7m north beyond the current carriageway extent and hence there is considered sufficient space to deliver a shared use facility, even when considering the overhang extents of large agricultural vehicles; for clarity it is not intended to narrow the existing carriageway provision. Whilst the brown track also accommodates the bridleway provision, the status of Brown Track means that it is covered by the Highways Act 1980 and hence any works will require technical approval and permission through measures within that act; e.g., typical Section 278 agreement. In addition to the measures to address the track, to provide walking and cycling connectivity, a Toucan Crossing facility will be required across Eastern Way to link into networks providing access to the town centre. These works will be subject of the following condition:

MELW41 Enhancement Condition:

Notwithstanding the submitted details, prior to commencement of any dwelling or building south of the indicative Primary School Site, full details of a shared walking/cycling route along the alignment of bridleway MELW41 and encompassed within land designated as Highway Maintainable at Public Expense, along with details of a new signal-controlled Toucan Crossing of Eastern Way, shall be submitted to and approved by the Local Planning Authority. Prior to occupation of the 325th dwelling, the walking and cycling route and crossing facility shall be completed in all respects in accordance with the approved details and maintained as such thereafter.

Reason: To ensure walking and cycling accessibility between the site and the western side of Eastern Way and thereafter the Town Centre is provided in the interests of highway safety and sustainability and in compliance with Core Strategy Policy 60, 61 and 62.

The localised improvements as secured by condition above are itemised and listed in the Walking Cycling Horse Riding Assessment Report (WCHAR, Appendix B of the Transport Assessment). This report further provides a list of suggested improvements, which the Local Highway Authority (LHA) suggest should be subject to a secured contribution and delivery by the (LHA) as part of a Melksham

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Transport Strategy. The following considers the assessed routes, improvement measures and suggested contributions in order of their consideration in the WCHAR.

Connection Routes 1a/1b/1c – To Town Centre via MELK104

Surfacing between the site edge and Eastern Way. This measure provides access across the third-party land and provides relatively direct access for the centre of the site to the Town Centre. Given that this route should not be prioritised for access to the local schools, it is not proposed or advocated to provide a controlled crossing for the development being considered. Notwithstanding this, should the third-party land come forward for development, then it is considered likely that an uplift of the current Public Rights of Way (PROW) uncontrolled crossing of Eastern Way to controlled Toucan crossing will be necessary.

The WCHAR report suggests that the route across the third-party land should be surfaced, and the LHA consider that such surfacing should be indicative of the PROW status until such time as development of the third-party land takes place. In this regard, surfacing for the full recorded width of the route between the site and eastern way should be provided in 'hogging' or compacted gravel or similar. The financial contribution to deliver such a provision, including edging treatment, is costed at £250 per linear metre for a length of 82m, thus amounting to £20,500.

In addition to the surfacing, further towards the town centre the WCHAR requires dropped kerbs and Tactile Paving at the junction between Ingram Road and Blackmore Road and at the junction of Ruskin Avenue and Lowbourne. The first of these requires a full set of dropped crossings and tactile pavings at a cost of £6,000. At the second, the LHA do not consider the crossing of this junction to be a concern for the proposed development, providing pedestrians can access the southern side of Ruskin Avenue where Lowbourne is served by a signal-controlled junction. To achieve access to the southern side, tactiles are required at an existing crossing point where a segregated cycle/footway route emerges onto Ruskin Avenue; the costs for delivering this are anticipated to be £2,000. In addition to the pedestrian/cyclist accommodation works, the WCHAR has identified a need for wayfinding across all of the routes and it is envisaged that £10,000 will be required to deliver this provision.

Total Contribution is **£30,500** payable prior to the 100th occupation.

The WCHAR further confirms that route 1b presents the most direct cycle route from the site to the Town Centre, via the existing primary school. The route, known as Snarlton Road Bypass, is presented as a 3m shared path for approximately 385 m and 2m for 210m. Given the priority of this route for the development and the policy intention to maximise cycle access, this route should be uplifted to meet the latest guidance as given in Local Transport Note 1/20. This would suggest that a segregated 3m wide cycle route should be provided in addition to a 2m wide pedestrian route; given the limited restrictions to increased width delivery, the 5m width across the green space to Ingram Road should be considered as a minimum expectation. In order to provide a cost for the increased width delivery, [Costs of highway works - Wiltshire Council](#) has been referred to. This website suggests £250 per linear m for a typical 2m footway and an additional £110 per linear metre for kerbs/edgings. In this regard, the 2m extension to the 3m width path would be costed at £360 per linear metre and a proportional costing of £485 per linear metre for the 3m extension ($£250/2m \times 3m + £110 = £485$).

The total contribution to the cycle route widening is therefore calculated thus:

$385m \times £360 + 210 \times £485 = \mathbf{£240,450}$ payable by the 200th dwelling occupation.

Connection 2 – To Town Centre via Heather Avenue

In addition to the measures above, Route 2 also requires the provision of tactiles at the junction between the segregated walking/cycling route and Dorset Crescent and the junctions along its length.

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This provision may be easier to apply at some junctions over others, but the provision of £2000 per junction should balance out. The route requires 5 junctions to be addressed, including the segregated route tie in. The total contribution for Connection Route 2 is therefore [£10,000](#) payable prior to the 100th occupation.

Connection Route 3 and 4

These connection routes do not require any additional provisions over the above, or which cannot be provided by other parties.

The WCHAR, despite assessing a wide range of routes as listed above, fails to fully consider the route along the A3102 (Sandridge Common Road). Despite the improvements to walking routes along the site frontage, along with the above condition to address the gap to the front of Blackmore Farm, the Eastern Way/A3102 roundabout presents a barrier to the prioritisation of walking and cycling along this road. Whilst the junction is served by a refuge island on the southern arm, this is unlikely to be adequate to serve the demand arising from the site, especially in the early stages where development will be phased from the north as a result of the location of access arrangements. The demand for this crossing may be further exacerbated, due to the provision of a walking cycling route on the western side of the roundabout.

In order to address this deficiency, the Highway Authority propose a condition to secure the delivery of a Toucan Crossing close to the Eastern Way/A3102 roundabout. However, the wording of the condition will allow the applicant to submit materials which fully assess the requirement of an upgraded crossing and determine its design; in this regard, it is not a fait accompli that a Toucan will be required although this is presented as the Highway Authority's preferred position. The condition is presented below:

Eastern Way Crossing Enhancements condition:

[Notwithstanding the submitted details, prior to commencement of development a study of walking and cycling demand and accommodation along the A3102 corridor and across Eastern Way shall be undertaken and submitted to and approved by the Local Planning Authority. The study shall consider the needs of pedestrians and cyclists, in line with latest applicable guidance, the safety of the route and the existing crossing provision and determine any necessary enhancements to the crossing. Should the findings of the study determine the need for necessary crossing enhancements, full details of these shall be submitted to and approved by the Local Planning Authority. Prior to first occupation, any crossing enhancements shall be completed in all respects in accordance with the approved details and maintained as such thereafter.](#)

[Reason: To ensure that the needs of pedestrians and cyclists are fully catered for and promoted along the A3102 corridor, to accommodate the demand from the northern elements of the development and phased delivery and to mitigate traffic generation from the site in the interests of highway safety and in compliance with Core Strategy Policy 60, 61 and 62.](#)

With regards to on-site walking and cycling provision, pages 77 and 78 of the Design and Access Statement provide a hierarchy of routes, with the primary highway corridor accommodating a 5m wide walking and cycling corridor; 3m for cyclists and 2m for pedestrians. A subsequent secondary route is also illustrated as a network of 3m wide shared footway cycle route provisions. Given the scale of development, the distances to the town centre and alternative destinations, it is highly important that these attractive routes are provided early into the phasing of development, in order to capture this mode share to avoid car mode share being the default mode of choice for short to medium length trips. In this regard, the following condition s proposed:

On-site footway/cycle route condition:

[Prior to commencement of development and in broad compliance with the approved masterplan a phasing and specification plan for the delivery of a network of primary and secondary footway/cycle](#)

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way routes shall be submitted to and approved by the Local Planning Authority. The Primary Routes shall be presented as no less than 5m wide with 3m dedicated to cyclists and 2m dedicated to pedestrians. The secondary routes shall be presented as no less than 3m wide accommodating both cyclists and pedestrians in a shared provision. The primary and secondary footway/cycleway routes shall be completed in all respects in accordance with the approved specification and delivered in full in accordance with the approved phasing plan.

Reason: to ensure that walking and cycling infrastructure is delivered in a timely manner to maximise the use of sustainable travel modes in compliance with Core Strategy Policy 60, 61 and 62.

Bus Service Accessibility

Given the lengthy walk to existing bus stops and poor service provision, it is agreed that the site will require extended services and infrastructure. To address the infrastructure provision, the Transport Assessment proposes up to 3 internal bus stops, in addition to 2 being provided as part of the vehicle access strategy. The 2 stops at the access will be covered by a condition covering delivery of the main access, whilst the internal 3 stops will need to be considered separately; the following condition covers the provision of the internal bus stops:

On-site Bus Stop provision condition:

Prior to commencement of development a phasing and specification plan for the delivery of up to 3 bus stops within the internal network of site shall be submitted to and approved by the Local Planning Authority. Each of the bus stops shall be completed in all respects in accordance with the approved specification and delivered in full in accordance with the approved phasing plan.

Reason: to ensure that bus service infrastructure is delivered in a timely manner to maximise the use of sustainable travel modes in compliance with Core Strategy Policy 60, 61 and 62.

In order to service the stops, consultation with Wiltshire Council Public Transport team has concluded that an extension to existing services is unviable, given their current frequencies and journey details. In this regard, a new service will need to be procured for the site and this will be required to link the site with the Town Centre and other local destinations. The full specification of the route will be confirmed through the forthcoming (winter 2023/24) Network Review; however, this will require a minimum of 1 bus unit (the vehicle + driver) and a frequency of no less than 1 bus per hour.

The funding of the bus service should be made available until such time as it becomes commercially viable, and the development is fully built out. In this regard, it is anticipated that a 6-year funding programme is necessary to accommodate the phased delivery of the development. The cost per bus unit, will be subject to tendering rates, however these have historically ranged between £120,000 and £180,000 per annum and a median of £150,000 per annum has been determined as appropriate for the application site; this median cost allows for destinations to be served beyond the immediate area that may rely upon additional bus operator infrastructure.

The bus service contribution is therefore calculated as $5 \times £150,000 = \underline{\underline{£750,000}}$

The bus service contribution should be paid as follows:

- £150,000 prior to occupation of the 1st dwelling
- £150,000 on the 1st anniversary of the first payment.
- £150,000 on the 2nd anniversary of the first payment.
- £150,000 on the 3rd anniversary of the first payment.
- £150,000 on the 4th anniversary of the first payment.

Rail Accessibility

The Transport Assessment confirms that the site is 3km from Melksham Railway Station, which is beyond the preferred maximum walking distance for commuting (IHT – Providing for journeys on

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Foot). The Railway Station is therefore only reasonably accessible by cycle, bus, taxi or private car. Given sustainable transport policy direction, improved access by car is not advocated, except for disability transport, bus connection is addressed through the contribution above, taxis are already accommodated, leaving cycling as the remaining mode to address for rail station connectivity.

Having regard to Wiltshire Councils Local Transport Plan 3 Cycling Strategy and the Draft Wiltshire Council Local Cycling and Walking Infrastructure Plan, there are proposals for a cyclable link to the station from Foundry Close, which would facilitate cycle routes from the site, via Millenium Riverside Walk, Murray Walk and Scotland Road, to the Railway Station avoiding the busy Bath Road/A350 junction. The delivery of the link is subject to agreement with landowners and is anticipated to cost in the region of £20,000. Due to other housing sites coming forward through the Local Plan Review, a proportional contribution is sought towards this scheme, given its strategic benefits. The Local Plan Review Planning for Melksham document states that 1170 dwellings are required in Melksham up to 2038 and thus the proportional contribution to the Station Access proposals is calculated thus:

$650/1170 \times £20,000 = \underline{£11,111}$ to be paid on first occupation.

In the event that the funds allocated to the Station Access works are not fully spent, then the residual shall be used to increase and enhance the stations cycle parking provision from 8, to also include Electric Cycle Charging points.

Mobility Hub

Both the Transport Assessment and Framework Travel Plan indicate that a Mobility Hub will be delivered as part of the development, and this represents a key element of the sustainable transport access strategy. In this regard, a phasing strategy is required for the delivery of the hub along with a full specification.

Mobility Hub condition:

Prior to commencement of development a phasing and specification plan for the Mobility Hub shall be submitted to and approved by the Local Planning Authority. The Mobility Hub shall include as a minimum a bus stop with shelter and associated real time information for bus a rail transit, cycle parking including electric cycle charging points, electric vehicle fast and rapid charging points and car share parking bay. The Mobility Hub shall be completed in all respects in accordance with the approved specification and delivered in full in accordance with the approved phasing plan.

Reason: to ensure that the Mobility Hub is delivered in a timely manner to maximise the use of sustainable travel modes in compliance with Core Strategy Policy 60, 61 and 62.

Informative: wherever possible the applicant should seek to utilise renewable energy sources for infrastructure such as bus stops, to avoid additional energy expenditure.

Electric Vehicle Charging

The Travel Plan provides comfort that Electric Vehicle charging will be provided in line with Building Regs and relevant Wiltshire Guidance at the time of reserved matters. Whilst this may be considered appropriate, it is clear that the Building Regulations caveats the delivery of charging against the ability of the provider to implement charging for an associated bay and does not direct the design of a development to ensure that charging is maximised through the delivery of associated parking bays.

EV Charging Condition:

Notwithstanding the submitted detail, no works shall commence on site until a strategy for Electric Vehicle charging points has been submitted to and approved by the Local Planning Authority. The strategy shall seek to avoid delivering dwellings that may not be directly served by a charging point. Prior to first occupation of each individual dwelling unit allocated a charging point, the dwellings charging point shall be made operational and ready for use.

Reason: In the interests of mitigating the impact of the development on the environment in accordance with Core Policy 60(vi).

Travel Plan

The Travel Plan has been reviewed against Wiltshire Councils 'Development related Travel Plan Guidance' updated in 2019. Within this document, it sets the minimum recommended Green Travel Voucher value at £300, which far exceeds the £50 offered by the applicant. This much lower value would be very unlikely to make a meaningful contribution to modal shift and the recommended minimum of £300 per dwelling is proposed.

Green Travel Voucher Obligation:

A travel plan fund of £195,000 shall be held by the Travel Plan Coordinator, facilitating the delivery of a £300 Green Travel Voucher to the first occupier of each dwelling unit. The green Travel Voucher shall be made available for the purchase of any of the following:

Walking

- Handcart
- Luggage/shopping trolley
- Nordic walking poles
- Personal attack alarm
- Raincoat
- Rucksack
- Walking shoes
- Torch/headlamp
- Umbrella
- Waterproof trousers

Cycling

- Bicycle - range depends on local needs - could be road, hybrid, mountain, foldable,
- electric
- Cycle clothing and accessories - for example - bike lights, pump, toolkit, pannier
- racks/cycle bags, lock, helmet, puncture repair kit

Motorcycling

- Moped or electric motorcycle (only) and equipment including helmet (not servicing or labour costs)

Public Transport

- Bus Season Tickets
- Rail Tickets

In addition to the Green Travel Voucher Contribution, the applicant should make a £1000 contribution towards printing Melksham cycle maps for inclusion in a travel Pack for each dwelling. The Travel Pack will need to form part of the Travel Plan measures, which will itself be secured by the following obligations (note: these are obligations due to the financial implications therein):

Travel Plan Obligation

A Travel Plan for both the residential and primary school elements of the development will be provided by the applicant and complied with for the full duration of the travel plan period. The Travel Plans shall include those measures laid out in the submitted Framework Travel Plan including but not exclusive to:

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- multi-modal monitoring surveys on an annual basis commencing 12 months from the first occupation and terminating on the 5th anniversary or following full occupation whichever is the latest;
- questionnaire monitoring surveys on an annual basis commencing 12 months from the first occupation (first dwelling and first school intake as appropriate) and terminating on the 5th anniversary or following full occupation whichever is the latest (minimum 30% occupancy response rate for valid survey);
- provision of permanent automated traffic counters at both site accesses;
- automated cycle/ped counters at each of the footway/cycleway access points;
- provision of a Travel Pack to each new dwelling containing up to date and local travel opportunities, including promotion of Connecting Wiltshire (www.connectingwiltshire.co.uk);
- Employment of a Travel Plan Coordinator;
- Annual reporting to Wiltshire and ongoing coordination throughout the plan period, including Wiltshire Council's School Travel Plan Advisor as necessary;
- Modal Targets based upon the initial monitoring surveys;
- Agreed remedial measures and/or budget to address failure to meet targets;
- Personal Travel Planning opportunities;
- Car share scheme.

Travel Plan Monitoring Fee Obligation:

A contribution of £7000 should be provided for future Wiltshire Council monitoring and coordination of Travel Plan outcomes.

Personal Injury Accident Data

A review of the collision data suggests that driver error is the cause of the majority of collisions with many vehicles not giving way to cyclists and motorbikes, or not stopping in time at stop lines ending in rear shunts. Whilst there is a long list of collisions, none appear to be directly attributable to a failure in highway design, although it is clear that removing cyclists onto designated infrastructure should form a priority for a town wide strategy and the sites mitigation package – this is broadly addressed in conditions and obligations.

Vehicular Access impact

The vehicle access strategy, along with other localised junctions has been subject to capacity and safety analysis. The capacity analysis has been carried out for an observed baseline of 2022 for existing junctions a future anticipated opening year of 2027 for all junctions and sensitivity study for the end of plan period being 2036 [Note: the pre-application was initially carried out when the plan period terminated in 2036, rather than the current plan period to 2038. The implication of the additional 2 years is considered negligible given that Wiltshire's Growth Agenda is tested for full build out by 2036 with only strategic traffic growth affecting the subsequent years].

The 2027 period considers the delivery of localised committed development added to a recorded baseline with an adjusted growth factor applied; this approach has been previously agreed through pre-application discussions. For the 2036 forecast year, an alternative approach has been taken and this utilises Wiltshire Council's Strategic Transport Model, which is fully ratified by the Council. With the use of this model, the development sites impact has been tested for the future year in a with and without Melksham Bypass scheme scenario; the Melksham Bypass scheme is subject to Major Road Network funding and is approaching Outline Business Case but cannot be confirmed as committed.

The following Accesses have been subject of capacity analysis:

- The proposed access junctions onto the A3102 Sandridge Common Road;
- A3102 Sandridge Common Road / New Road priority junction;
- A3102 Sandridge Common Road West / Eastern Way / A3102 Sandridge Common Road

Consultee Response: Highway Development Management, Sustainable Transport

East roundabout;

- A3102 Sandridge Common Road / Church Lane / Blackmore Road double mini roundabout;
- A3102 Sandridge Common Road / Forest Road / Lowbourne double mini roundabout;
- A3102 Lowbourne / High Street / Bank Street mini roundabout;
- Snowberry Lane / Spa Road / Champion Drive Roundabout;
- Spa Road / New Link Road (being constructed as part of the Land South of Melksham development) Roundabout;
- Spa Road / Bath Road / Pathfinder Way / Western Way Roundabout; and
- A350 / Western Way roundabout

Of the junctions assessed, only the Lowbourne/High Street/Bank Street roundabout presented any issues, with the 2027 + Committed Development + Development exceeding the typical design threshold of 0.85 Ratio of Flow to Capacity (RFC); 0.90 RFC was calculated. This junction's capacity was further exacerbated in the 2036 without bypass scenario where 0.99 RFC was recorded. Having reviewed the junction, there are believed no simple localised works that would mitigate the development and hence the wider strategic aims of modal shift play a greater importance. With this in mind, it is not considered appropriate for the Highway Authority to capitulate on any of the obligation or condition requirements made above, as these are necessary to set the scene for new residents to transfer to sustainable modes of transport and avoid impacting upon sensitive areas of the network. For clarity, no other junctions, including the direct access arrangement presented any concern in the capacity analysis.

In addition to above, conditions have been applied to allow for a greater spread of traffic access arrangement through the adjacent land parcel and this may have the further impact of reducing the sites reliance upon the A3102 corridor. With specific regard for the vehicle access proposals, these have been the subject of ongoing discussions, with the Highway Authority in broad agreement with the geometric profile, having exacerbated all other options; e.g., ghost right turn lane etc. Notwithstanding this, the full construction detail of the access arrangements will need to be submitted to the Highway Authority, via the Local Planning Authority, to ensure their sufficiency in construction to serve the development and existing affected highway users. In this regard, the following access condition is required:

Access Condition

[Notwithstanding the submitted details, no works shall commence upon site until full construction and geometric design drawings of the site access arrangement has been submitted to and approved by the Local Planning Authority. The access arrangements shall be designed in broad compliance with drawing ITB12069-GA-026 Rev H, including 1 x roundabout access with 2 x bus shelters and 1 x major/minor priority access. Prior to first occupation, the access arrangements shall be completed in all respects in accordance with the approved details and maintained as such thereafter.](#)

[Reason: to ensure safe and sufficient access is provided in the interests of highway safety and in accordance Core Strategy policy 60, 61 and 62.](#)

Conclusion/Summary:

The Highway Authority raise no objections to the 'Outline permission with some matters reserved for demolition of agricultural outbuildings and development of up to 650 dwellings; land for primary school; land for mixed-use hub (class E / class F); open space; provision of access infrastructure from Sandridge Common (A3102); and provision of all associated infrastructure necessary to facilitate development of the site (access only)', subject to the following conditions and obligations:

Masterplan Condition:

Consultee Response: Highway Development Management, Sustainable Transport

Road, bus route, footway and cycleway connections to land to the west of the site shall be provided in broad compliance with the illustrative masterplan prior to the first occupation of the 400th constructed dwelling. Full construction details of the connections shall be submitted to and approved by the Local Planning Authority. The connections shall be constructed in full compliance with the approved details and provide unfettered access to the site boundary, and beyond as routes beyond the site boundary become available.

Reason: To maximise multi-modal connectivity to the Town Centre and to provide a comprehensive approach to planning and delivery of the wider developable area in compliance with Core Strategy Policy 60, 61 and 62.

Informative: The details shall include tracking details for bus and refuse transit across the connections, to ensure that such services are not prejudiced by design.

Sandridge Road Pedestrian Condition:

Notwithstanding the submitted details, prior to commencement of access works, design and construction details for a widened footway along Sandridge Common Road shall be submitted to and approved in writing by the Local Planning Authority. Prior to first occupation the widened footway shall be delivered in all respects in accordance with the approved details and shall provide a continuous and improved link between both proposed vehicular access points and existing provision at the junction between Eastern Way and Sandridge Common Road and Lopes Close. The widened footway shall be maintained as such thereafter.

Reason: To ensure that a continuous and attractive pedestrian link is provided along the site frontage as it faces Sandridge Common Road in compliance with Core Strategy Policy 60, 61 and 62.

MELW41 Enhancement Condition:

Notwithstanding the submitted details, prior to commencement of any dwelling or building south of the indicative Primary School Site, full details of a shared walking/cycling route along the alignment of bridleway MELW41 and encompassed within land designated as Highway Maintainable at Public Expense, along with details of a new signal-controlled Toucan Crossing of Eastern Way, shall be submitted to and approved by the Local Planning Authority. Prior to occupation of the 325th dwelling, the walking and cycling route and crossing facility shall be completed in all respects in accordance with the approved details and maintained as such thereafter.

Reason: To ensure walking and cycling accessibility between the site and the western side of Eastern Way and thereafter the Town Centre is provided in the interests of highway safety and sustainability and in compliance with Core Strategy Policy 60, 61 and 62.

Eastern Way Crossing Enhancements condition:

Notwithstanding the submitted details, prior to commencement of development a study of walking and cycling demand and accommodation along the A3102 corridor and across Eastern Way shall be undertaken and submitted to and approved by the Local Planning Authority. The study shall consider the needs of pedestrians and cyclists, in line with latest applicable guidance, the safety of the route and the existing crossing provision and determine any necessary enhancements to the crossing. Should the findings of the study determine the need for necessary crossing enhancements, full details of these shall be submitted to and approved by the Local Planning Authority. Prior to first occupation, any crossing enhancements shall be completed in all respects in accordance with the approved details and maintained as such thereafter.

Reason: To ensure that the needs of pedestrians and cyclists are fully catered for and promoted along the A3102 corridor, to accommodate the demand from the northern elements of the development and phased delivery and to mitigate traffic generation from the site in the interests of highway safety and in compliance with Core Strategy Policy 60, 61 and 62.

On-site footway/cycle route condition:

Consultee Response: Highway Development Management, Sustainable Transport

Prior to commencement of development and in broad compliance with the approved masterplan a phasing and specification plan for the delivery of a network of primary and secondary footway/cycle way routes shall be submitted to and approved by the Local Planning Authority. The Primary Routes shall be presented as no less than 5m wide with 3m dedicated to cyclists and 2m dedicated to pedestrians. The secondary routes shall be presented as no less than 3m wide accommodating both cyclists and pedestrians in a shared provision. The primary and secondary footway/cycleway routes shall be completed in all respects in accordance with the approved specification and delivered in full in accordance with the approved phasing plan.

Reason: to ensure that walking and cycling infrastructure is delivered in a timely manner to maximise the use of sustainable travel modes in compliance with Core Strategy Policy 60, 61 and 62.

On-site Bus Stop provision condition:

Prior to commencement of development a phasing and specification plan for the delivery of up to 3 bus stops within the internal network of site shall be submitted to and approved by the Local Planning Authority. Each of the bus stops shall be completed in all respects in accordance with the approved specification and delivered in full in accordance with the approved phasing plan.

Reason: to ensure that bus service infrastructure is delivered in a timely manner to maximise the use of sustainable travel modes in compliance with Core Strategy Policy 60, 61 and 62.

Mobility Hub condition:

Prior to commencement of development a phasing and specification plan for the Mobility Hub shall be submitted to and approved by the Local Planning Authority. The Mobility Hub shall include as a minimum a bus stop with shelter and associated real time information for bus and rail transit, cycle parking including electric cycle charging points, electric vehicle fast and rapid charging points and car share parking bay. The Mobility Hub shall be completed in all respects in accordance with the approved specification and delivered in full in accordance with the approved phasing plan.

Reason: to ensure that the Mobility Hub is delivered in a timely manner to maximise the use of sustainable travel modes in compliance with Core Strategy Policy 60, 61 and 62.

Informative: wherever possible the applicant should seek to utilise renewable energy sources for infrastructure such as bus stops, to avoid additional energy expenditure.

EV Charging Condition:

Notwithstanding the submitted detail, no works shall commence on site until a strategy for Electric Vehicle charging points has been submitted to and approved by the Local Planning Authority. The strategy shall seek to avoid delivering dwellings that may not be directly served by a charging point. Prior to first occupation of each individual dwelling unit allocated a charging point, the dwellings charging point shall be made operational and ready for use.

Reason: In the interests of mitigating the impact of the development on the environment in accordance with Core Policy 60(vi).

Access Condition

Notwithstanding the submitted details, no works shall commence upon site until full construction and geometric design drawings of the site access arrangement has been submitted to and approved by the Local Planning Authority. The access arrangements shall be designed in broad compliance with drawing ITB12069-GA-026 Rev H, including 1 x roundabout access with 2 x bus shelters and 1 x major/minor priority access. Prior to first occupation, the access arrangements shall be completed in all respects in accordance with the approved details and maintained as such thereafter.

Reason: to ensure safe and sufficient access is provided in the interests of highway safety and in accordance Core Strategy policy 60, 61 and 62.

Obligation: Walking and Cycling Enhancement Contribution = £280,950 payable prior to the 100th occupation. (Connection Routes 1a/1b/1c WCHAR works = £30,500; Connection 2 = £10,000; Snarlton Road Bypass = £240,450)

Obligation: Green Travel Voucher

A travel plan fund of £195,000 shall be held by the Travel Plan Coordinator, facilitating the delivery of a £300 Green Travel Voucher to the first occupier of each dwelling unit. The green Travel Voucher shall be made available for the purchase of any of the following:

Walking

- Handcart
- Luggage/shopping trolley
- Nordic walking poles
- Personal attack alarm
- Raincoat
- Rucksack
- Walking shoes
- Torch/headlamp
- Umbrella
- Waterproof trousers

Cycling

- Bicycle - range depends on local needs - could be road, hybrid, mountain, foldable, electric
- Cycle clothing and accessories - for example - bike lights, pump, toolkit, pannier
- racks/cycle bags, lock, helmet, puncture repair kit

Motorcycling

- Moped or electric motorcycle (only) and equipment including helmet (not servicing or labour costs)

Public Transport

- Bus Season Tickets
- Rail Tickets

Obligation: Melksham Cycle Maps Contribution = £1000 payable prior to the completion of the 1st dwelling.

Obligation: Travel Plan

A Travel Plan for both the residential and primary school elements of the development will be provided by the applicant and complied with for the full duration of the travel plan period. The Travel Plans shall include those measures laid out in the submitted Framework Travel Plan including but not exclusive to:

- multi-modal monitoring surveys on an annual basis commencing 12 months from the first occupation and terminating on the 5th anniversary or following full occupation whichever is the latest;
- questionnaire monitoring surveys on an annual basis commencing 12 months from the first occupation (first dwelling and first school intake as appropriate) and terminating on the 5th anniversary or following full occupation whichever is the latest (minimum 30% occupancy response rate for valid survey);
- provision of permanent automated traffic counters at both site accesses;
- automated cycle/ped counters at each of the footway/cycleway access points;
- provision of a Travel Pack to each new dwelling containing up to date and local travel opportunities, including promotion of Connecting Wiltshire (www.connectingwiltshire.co.uk);

Consultee Response: Highway Development Management, Sustainable Transport

- Employment of a Travel Plan Coordinator;
- Annual reporting to Wiltshire and ongoing coordination throughout the plan period, including Wiltshire Council's School Travel Plan Advisor as necessary;
- Modal Targets based upon the initial monitoring surveys;
- Agreed remedial measures and/or budget to address failure to meet targets;
- Personal Travel Planning opportunities;
- Car share scheme.

Obligation: Travel Plan Monitoring Fee

A contribution of £7000 should be provided for future Wiltshire Council monitoring and coordination of Travel Plan outcomes.

Obligation: The bus service contribution

The bus service contribution = **£750,000** and should be paid as follows:

£150,000 prior to occupation of the 1st dwelling
£150,000 on the 1st anniversary of the first payment.
£150,000 on the 2nd anniversary of the first payment.
£150,000 on the 3rd anniversary of the first payment.
£150,000 on the 4th anniversary of the first payment.

Rail Accessibility

650/1170 x £20,000 = **£11,111** to be paid on first occupation.

In the event that the funds allocated to the Station Access works are not fully spent, then the residual shall be used to increase and enhance the stations cycle parking provision from 8, to also include Electric Cycle Charging points.

Total Contribution

The total contribution, including the reserved funds for Green Travel Vouchers amounts to:

	£280,950	(Walking and Cycling contribution)
	£195,000	(Green Travel Voucher Fund)
	£1,000	(Cycle Maps contribution)
	£7,000	(Travel Plan Monitoring contribution)
	£750,000	(Bus Service contribution)
+	£11,111	(Rail Accessibility contribution)
	<hr/>	
	£1,245,061	(Total)

The total contribution amounts to circa. £1,915.50 per dwelling which is considered well within reasonable viability parameters.

Wiltshire Council Planning Consultation Response

22 August 2023

Wiltshire Council Drainage Engineer
Technical Services Drainage Engineer
Wiltshire Council

Officer's Name: David Cox
Direct Line: 01225 716774

Application No: PL/2023/05883
Outline planning permission: All matters reserved
Erection of three dwellings, with access, parking, and associated works including landscaping (Outline application with all matters reserved - Resubmission of PL/2022/06389)
Land to the rear of 52e, Chapel Lane, Beanacre, Melksham, Wilts, SN12 7PX

Please note the particulars in connection with the above planning application are available to view on the planning website <http://www.wiltshire.gov.uk/planninganddevelopment.htm>

Recommendations:

<input type="checkbox"/>	No Comment
<input type="checkbox"/>	Support
<input type="checkbox"/>	Support subject to conditions (please set out below)
<input checked="" type="checkbox"/>	Object (for reasons set out below)
<input type="checkbox"/>	No objections

Matters Considered:

Documents Reviewed:

- Drainage Design Plan
- Flood Risk Assessment and Drainage Statement
- Infiltration Testing Report.
- Location Plan
- EXTRACT OF PLANNING COMMITTEE MEETING 14 AUGUST 2023 MELKSHAM WITHOUT PARISH COUNCIL

The application has been supported with a Site-Specific Flood Risk Assessment (FRA). It should be noted that our comments below are reliant on the accuracy and completeness of the FRA and we do not take any responsibility for incorrect data or interpretation made by the authors.

Following a review of the Planning Committee Meeting minutes it has become apparent that there are historical flooding issues that were not mentioned in the FRA - Westlands Lane and Benacre Lane have flooded as recently as January 23 and there is photographic evidence of water sitting on the site itself.

Considering this information, the LLFA objects to the proposal for the following reasons:

1. The applicant should demonstrate that their development will be safe from all forms of flooding and not increase flood risk elsewhere. The flooding mentioned within the Parish Council's meeting minutes needs to be included in the FRA to fully demonstrate understanding of local flood risk and how this will be mitigated. Additionally, the FRA shall detail clearly how the proposals will interact with existing drainage features and will not increase flood risk elsewhere.

Furthermore, the statement that the driveways are 'considered to be free draining' should be confirmed considering standing water on the site and the high GW flood risk.

2. No development shall commence on site until clear arrangements are in place for ownership and ongoing maintenance of SuDS over the lifetime of the development.

REASON: To ensure that the SW drainage performs as designed and to avoid flooding due to lack of maintenance.

3. No development shall commence on site until a construction management plan, which shall include monitoring of, and measures to retain, the existing vegetation across the site, together with details of drainage arrangements during the construction phase, has been submitted to and approved in writing by the Local Planning Authority in consultation with the Lead Local Flood Authority.

REASON: There's a statutory duty to ensure that surface water quality and quantity is managed throughout construction and as not to increase flood risk, or pollution of watercourses.

4. The applicant should provide evidence that all General Binding Rules for the proposed foul drainage field have been met or that the site has received an Environmental Permit from the EA

Informatives

Wiltshire Council is the land drainage authority under the Land Drainage Act 1991. Land drainage consent is required if a development proposes to discharge flow into an ordinary watercourse or carry out work within 8m of an ordinary watercourse.

An ordinary watercourse is a watercourse that does not form part of a main river. The term watercourse includes all rivers and streams and all ditches, drains, cuts, culverts, dikes, sluices, sewers (other than public sewers within the meaning of the Water Industry Act 1991) and passages, through which water flows.

Wiltshire Council's land drainage bylaws can be downloaded here. The land drainage consent application form and guidance notes can be found on our website here.

--

James Playfair (Atkins), working on behalf of Wiltshire Council Drainage.

Lorraine McRandle

Subject: FW: Local Plan consultation begins next month with in-person and online events
Attachments: Wiltshire_Local_Plan_2023_Location_posters_04.pdf

From: Wiltshire Council <wiltshirecouncilnews@news.wiltshire.gov.uk>
Sent: 21 August 2023 16:04
To: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Subject: Local Plan consultation begins next month with in-person and online events

[View this email in your browser](#)



21 August 2023



Wiltshire Council LOCAL PLAN

Local Plan consultation begins next month with in-person and online events

The consultation for the Wiltshire Local Plan begins on Wednesday 27 September, with in-person events being held across the county to enable you to find out more.

We are holding 16 drop-in events at libraries and leisure centres around Wiltshire and a live webinar-style event on Microsoft Teams. You can just turn up to the in-person events, but you will need to [register beforehand for the online event](#).

If you cannot make your local in-person event, you are welcome to attend any of the others to discuss the plan and your own area – all events are open to all.

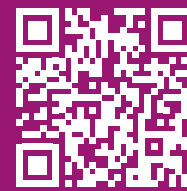
The Local Plan sets out the vision and framework for housing, infrastructure and land for employment growth for the next 15 years. Once adopted, all planning applications will be determined against the plan, making it the most important place-shaping document for Wiltshire.

The consultation begins on Wednesday 27 September and ends at 23:59 on Wednesday 22 November. To find out more about the events and to sign up for the online event, visit the [Local Plan webpage](#).

[Full drop-in event timetable](#)



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SCAN ME



Wiltshire Council LOCAL PLAN CONSULTATION

Wednesday 4 October, 3pm - 7pm

Come to your local drop-in event at Melksham Community Campus, Market Place, Melksham SN12 6ES

Closest event for Melksham, Atworth, Bowerhill, Seend, Semington, Shaw and Whitley and Steeple Ashton communities.

The consultation runs from Wednesday 27 September to Wednesday 22 November 2023.
To find out more and to have your say, go to www.wiltshire.gov.uk/local-plan

Wiltshire Council

Teresa Strange

From: Thompson, Andy <Andy.Thompson@wiltshire.gov.uk>
Sent: 23 August 2023 18:59
To: Teresa Strange
Cc: Lorraine McRandle; Lear, David; Clark, Christopher
Subject: RE: Spa roundabout works

Hi Teresa,

Thank you for your patience, unfortunately work has still not begun on the Spa Road Roundabout. I can tell you from my last meeting with CJL is that BT have completed their Surveys, further financial Payments have been made to BT from the Consortium. This money has now been cleared through their Bank and now sits with a 'Financial Director' who will then allocate Sums to various Divisions within BT Openreach.

Allocation of a suitable Crew/Gang assigned to undertake the work has yet not been finalised. Once work does begin BT should be able to complete in about 3 to 4 Weeks. This will then allow CJL to complete the Roundabout, bearing in mind there is still decisions to be made on the Cover of the Culvert, I've not had any indication from Brookbanks or Wiltshire's Drainage Team that agreement has been reached, I believe agreement is waiting on depth of Concrete Slab/Cover & diameter of Steel reinforcement.

As for a Program of Works as to when the Roundabout will be finished, an initial Program was delivered by Brookbanks, showing completion in February 2024, but as this did not allow for Winter working, 'shut down' over the Christmas period, it was felt a more realistic target would be April 2024.

Once the Roundabout is completed I will be reluctant to see that the ERR is fully opened as there remains some drainage issues to resolve, a number of kerb remedial repairs required, and I'm hopeful the proposed Footway to the rear of Melksham Oak School. Final Road Surfacing is still outstanding as well as the Road becoming a 'material storage depot' for Barratts/DWH/Bloor Homes.

I'm now on Leave until Tuesday 29th August, I will endeavour to update you on my return to Work.

Kind Regards,

Andy.

Andy Thompson
Highways Technician
Section 38 & 278 Works
Local Highways
Highways and Transport
Mobile 07976 343887
Email Andy.Thompson@wiltshire.gov.uk

Wiltshire Council

From: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Sent: Wednesday, August 23, 2023 5:13 PM
To: Thompson, Andy <Andy.Thompson@wiltshire.gov.uk>

Cc: Lorraine McRandle <office@melkshamwithout-pc.gov.uk>

Subject: Spa roundabout works

Hi Andy

I hope you are well....

One of our Bowerhill Ward councillors has received a copy of a letter from a resident regarding the Spa Road roundabout works, and they wanted to give the resident an update. Please see attached, you will see its actually directed to Bloor but Cllr Shea-Simonds received it from Democratic Services at County Hall.

On the minutes from the Area Board meeting when you gave an update, work was hoped to start in April/May, to be finished November/December. Is there a new timescale as we have not seen any work restarted.?

With many thanks, Teresa

Teresa Strange

Clerk & Responsible Financial Officer

Melksham Without Parish Council

First Floor

Melksham Community Campus

Market Place, Melksham

Wiltshire, SN12 6ES

01225 705700

www.melkshamwithout-pc.gov.uk

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Want to keep in touch?

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On Instagram: [melkshamwithoutpc](#)

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Teresa Strange

From: Thompson, Andy <Andy.Thompson@wiltshire.gov.uk>
Sent: 15 August 2023 14:13
To: Teresa Strange
Subject: RE: Maitland Place Crossing, Bowerhill

Hi Teresa,

It will be a Crossing of sorts, although there doesn't seem to be anything on the Drawing, at the junction of Road 2 (Maitland Place) leading down to meet Road 1 (on the bend at the bottom), a Drop Kerb has been installed so as to indicate a location to Cross, opposite footway being 3m wide, currently leading onto a Grit Path that I'd assume will be upgraded when the School is built.

The Shrubs planted on the corner although a slight distraction, with the lesser speed of vehicles, pedestrians should have a fairly clear view over their left shoulder of any oncoming traffic. The bend in the carriageway should be enough to slow vehicles.

If residents still have doubts over Safety, the development still needs to achieve Part 1 / Part 2 / Final Certificate Status, none have been issued as yet. A 12 month 'maintenance period' will also bring to light any Safety issues, that would then be addressed prior to Wiltshire Council seeking Adoption.

Kind Regards,

Andy.

Andy Thompson
Highways Technician
Section 38 & 278 Works
Local Highways
Highways and Transport
Mobile 07976 343887
Email Andy.Thompson@wiltshire.gov.uk

Wiltshire Council



From: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Sent: Tuesday, August 15, 2023 1:01 PM
To: Thompson, Andy <Andy.Thompson@wiltshire.gov.uk>
Cc: Lorraine McRandle <office@melkshamwithout-pc.gov.uk>; Holder, Nick <Nick.Holder@wiltshire.gov.uk>
Subject: RE: Maitland Place Crossing, Bowerhill

Hi Andy

Many thanks for your responses last night, we will report back to the residents who raised it as a concern.

I think that they may be under the impression that it was going to be a pedestrian crossing, from the conversation they had with the chap from Flynn doing the work.
Hopefully this will alleviate their fears.
With kind regards, Teresa

Teresa Strange
Clerk & Responsible Financial Officer
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Melksham Community Campus
Market Place, Melksham
Wiltshire, SN12 6ES
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From: Thompson, Andy <Andy.Thompson@wiltshire.gov.uk>
Sent: 14 August 2023 16:03
To: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Subject: RE: Maitland Place Crossing, Bowerhill

Hi Teresa,

Due to the location of the Parking Bays opposite the Housing, and the current Storm drainage layout it was deemed the 'Build Out' would be installed 'as per drawing' It was agreed as the Road is a 20mph road traffic should not be travelling in excess, the Build Out will also act as a 'traffic calmer' slowing traffic enough for possible pedestrians looking to cross on the corner as the footway indicates. Various other scenario's were discussed but proved unrealistic with what is currently in place, and built with Technical Approval.

Kind Regards,

Andy.

Andy Thompson
Highways Technician
Section 38 & 278 Works
Local Highways

Highways and Transport
Mobile 07976 343887
Email Andy.Thompson@wiltshire.gov.uk



From: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Sent: Monday, August 14, 2023 3:48 PM
To: Thompson, Andy <Andy.Thompson@wiltshire.gov.uk>
Subject: RE: Maitland Place Crossing, Bowerhill

Hi Andy
Many thanks for your swift reply....is this to be built in the place that the residents have raised with the parish council as a "dangerous place" in their opinion; they raised the issue of a blind corner, and limited visibility due to hornbeam planting.
Many thanks,
Teresa

From: Thompson, Andy <Andy.Thompson@wiltshire.gov.uk>
Sent: 14 August 2023 15:46
To: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Subject: RE: Maitland Place Crossing, Bowerhill
Importance: High

Hi Teresa,

I believe Julie is still on Leave, returning 21/08

At my last Meeting with Clive Aveyard (Taylor Wimpey), we met with Andy Stockford, Contracts Manager for MJ Evans, parent company of Flynn's, and Julie Cleave (DC), together we reviewed the area best suited in Phase 2 (Maitland Place) for location of a missing 'build out' that's required to be installed and its hoped this will reduce traffic speed, although 20/30mph signs are now in place.

MJ Evans are now looking to collate all the outstanding Remedial Work, and once agreement is reached with Taylor Wimpey over the issue of the Railings in Phase 1 (railings should be 500mm back from the face of the kerb), the aim is to Cost all the outstanding works and engage a Remedial Gang to insure all outstanding works are completed.

Kind Regards,

Andy.

Andy Thompson
Highways Technician
Section 38 & 278 Works
Local Highways
Highways and Transport
Mobile 07976 343887
Email Andy.Thompson@wiltshire.gov.uk

From: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Sent: Monday, August 14, 2023 3:12 PM
To: Thompson, Andy <Andy.Thompson@wiltshire.gov.uk>; Cleave, Julie <Julie.Cleave@wiltshire.gov.uk>
Cc: Holder, Nick <Nick.Holder@wiltshire.gov.uk>; Lorraine McRandle <office@melkshamwithout-pc.gov.uk>
Subject: RE: Maitland Place Crossing, Bowerhill

Hi Andy/Julie

Just wondered whether you had any update on this issue at all please, we have on the agenda for the parish council's planning committee who are meeting this evening.....

With many thanks,

Teresa

From: Thompson, Andy <Andy.Thompson@wiltshire.gov.uk>
Sent: 26 July 2023 15:01
To: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>; Cleave, Julie <Julie.Cleave@wiltshire.gov.uk>
Cc: Holder, Nick <Nick.Holder@wiltshire.gov.uk>; Lorraine McRandle <office@melkshamwithout-pc.gov.uk>
Subject: RE: Maitland Place Crossing, Bowerhill

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Kind Regards,

Andy.

Andy Thompson
Highways Technician
Section 38 & 278 Works
Local Highways
Highways and Transport
Mobile 07976 343887
Email Andy.Thompson@wiltshire.gov.uk

From: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Sent: Wednesday, July 26, 2023 2:41 PM
To: Cleave, Julie <Julie.Cleave@wiltshire.gov.uk>; Thompson, Andy <Andy.Thompson@wiltshire.gov.uk>

Cc: Holder, Nick <Nick.Holder@wiltshire.gov.uk>; Lorraine McRandle <office@melkshamwithout-pc.gov.uk>

Subject: FW: Maitland Place Crossing, Bowerhill

Hi Julie and Andy

I hope that this email finds you well..... please see enquiry from a resident of Maitland Place about a pedestrian crossing that is being installed.

Is this just a dropped kerb?

With kind regards,

Teresa

Teresa Strange

Clerk & Responsible Financial Officer

Melksham Without Parish Council

First Floor

Melksham Community Campus

Market Place, Melksham

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01225 705700

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From: Sent: 26 July 2023 14:32

To: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>;

Subject: Maitland Place Crossing, Bowerhill

Dear Ms Strange,

Further to my conversation with Lorraine this morning, please find attached the photographs I have taken of the potential crossing. My husband and I had queried what this cutting was going to be, as they are currently raising all of the metalworks on Maitland Place before tarmac.

We spoke to a gentleman from Flynn, who is carrying out the works, and they confirmed to us that this will be a pedestrian crossing.

This raises serious concerns for us as residents of Maitland Place, as we believe that the crossing has been planned in a dangerous place, on a blind corner, with driver visibility hindered by hornbeam plants, installed by Taylor Wimpey. This is also complicated by the fact that residents of Maitland Place who live beyond my stretch of road, and their visitors and delivery drivers, drive up and down Maitland Place like it is a racetrack. Eventually the road will have 20mph signs, but as I am sure you have experienced, most drivers don't obey speed signs.

Please raise this issue with the Parish Council, and hopefully we'll be able to find a way to ensure that this crossing, if it goes ahead, which no doubt it will, is safe for families, their children and their pets moving forward.

Yours sincerely,

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Lorraine McRandle

From: Cleave, Julie <Julie.Cleave@wiltshire.gov.uk>
Sent: 23 August 2023 12:05
To: Teresa Strange; Thompson, Andy
Cc: Holder, Nick; Lorraine McRandle
Subject: RE: Maitland Place Crossing, Bowerhill

Hi Teresa,

Sorry for the delay, I have been on leave.

Andy and I did meet with Clive a few weeks ago to discuss the location and detail for the required build-out. We also looked at the crossing point at the end of Maitland Place and considered if additional traffic calming was necessary. I have not received an update from Clive on these matters so I am unsure of the timescales. I shall contact Clive and let you know when I hear back.

Kind regards,

Julie Cleave MCIHT
Highways Development Control Engineer (Level 3)
Sustainable Transport
(Part time: Mon – Thurs)

Wiltshire Council

Tel: 01225 713463
Email: Julie.Cleave@wiltshire.gov.uk
Web: www.wiltshire.gov.uk
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Mobile 07976 343887
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Lorraine McRandle

Subject: FW: FW: Maitland Place Crossing, Bowerhill (Pathfinder Place)

From: Clive Aveyard <cliveaveyard@outlook.com>
Sent: Tuesday, August 15, 2023 5:54 PM
To: Lorraine McRandle <office@melkshamwithout-pc.gov.uk>
Cc: [REDACTED]
Subject: RE: FW: Maitland Place Crossing, Bowerhill (Pathfinder Place)

Lorraine,
Apologies for not getting back to you in time for your meeting. I work on a part time basis as a Consultant for Taylor Wimpey on Tuesdays, Wednesdays & Thursdays.
I did have a meeting on site on 3rd August 2023 with WCC Highways to discuss the build out and the crossing that you mention in Maitland Place.
After due consideration the outcome of the meeting was that the crossing point and the build out would remain in proposed locations. The thoughts were that the crossing is on the desired line and that the sharp bend would control the speed of the vehicles in both directions.

Regards

Clive



From: Lorraine McRandle <office@melkshamwithout-pc.gov.uk>
Sent: Monday, August 14, 2023 3:24 PM
To: cliveaveyard@outlook.com
Subject: FW: FW: Maitland Place Crossing, Bowerhill (Pathfinder Place)

Hi Clive

We had a resident of Maitland Place contact us concerned a crossing was being built on a blind corner on Maitland Place.

This was raised with Wiltshire Council, including Highway Engineers and we are awaiting a response from them as they were due to make a site visitor.

I understand the resident may have been in touch with yourself and wonder if you could provide us with an update, as we have a Planning meeting this evening and it would be useful feedback to Members.

Look forward to hearing from you.

Lorraine

Lorraine McRandle
Parish Officer
Melksham Without Parish Council
First Floor
Melksham Community Campus
Market Place, Melksham
Wiltshire, SN12 6ES
01225 705700
office@melkshamwithout-pc.gov.uk
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Lorraine McRandle

Subject: FW: FW: Maitland Place Crossing, Bowerhill (Pathfinder Place)
Attachments: image001.png

From: [REDACTED]
Sent: Tuesday, August 15, 2023 6:10 PM
To: Clive Aveyard <cliveaveyard@outlook.com>
Cc: Lorraine McRandle <office@melkshamwithout-pc.gov.uk>
Subject: Re: FW: Maitland Place Crossing, Bowerhill (Pathfinder Place)

Hi Clive, cc: Lorraine

Thanks for your email and clarification.

Disappointing to be honest, although Flynn had said the buildout wasn't on their plans.

Fingers crossed the new development next to the planned school's field doesn't get approved, as traffic bottlenecks will be a problem at the build out and guest parking utilised to get around it.

With regards to the crossing, will they slow down enough to avoid injury/ fatality, bearing in mind the speed cars go past my house?

Thanks again for getting back to me.

[REDACTED]

On Tue, 15 Aug 2023, 17:53 Clive Aveyard, <cliveaveyard@outlook.com> wrote:

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