9th June 2025 Planning Agenda FIN 2
AGENDA ITEM 06a - Correspondence with planning officer re Roundponds Farm 8
AGENDA ITEM 06e - Notes on previous application for Holbrook Dairy Farm 12
AGENDA ITEM 06h - Telecoms CS 12432427 Consultation Letter to PC 13
AGENDA ITEM 06h - Telecoms Planning_E323271_CS12432427_TEFNA-_VF7631_GA_1A 16
AGENDA ITEM 08d - Update re NHP decision statement 21
AGENDA ITEM 09 - Waiting restrictions Press Notice 1 23
AGENDA ITEM 09 - Westlands Lane TRO correspondence 2_Redacted 26
AGENDA ITEM 09 - Westlands Lane TRO correspondence_Redacted 28
AGENDA ITEM 09 - Waiting restrictions ITM Statement of Reasons 31
AGENDA ITEM 09 - Waiting restrictions Map Schedules 32
AGENDA ITEM 09 - Waiting restrictions Melksham Consolidation Order 49
AGENDA ITEM 09 - Waiting restrictions West Wilts Parishes Consolidation Order 61
AGENDA ITEM 11a Lime Down Abnormal+Indivisible+Loads+(AIL)+Routes+-+Detailed 73
AGENDA ITEM 11a Lime Down Project+Information+Change+June 74
AGENDA ITEM 11a Lime Down Solar consultation 86
AGENDA ITEM 13aiv - Decision Statement (proceeding to referendum) 96
AGENDA ITEM 13aiv - JMNP2 JUNE 2025 PRESS ARTICLE 161
AGENDA ITEM 13aiv - JMNP2. Miniguide Draft for SG JUNE_compressed 163
AGENDA ITEM 13aiv - Joint Melksham Neighbourhood Development Plan 2 - Examiner's Report (003) 168
AGENDA ITEM 14aii - Davey Play area transfer update 224
AGENDA ITEM 14aii - Maitland Place update by Cllr Mark Harris 225
AGENDA ITEM 14b iv - List of requests for new developments 226
AGENDA ITEM 14bi - suggestions for Street Naming theme_Redacted 228

AGENDA ITEM 15 - Comments on MWPC priorities by Wilts & Berks Canal Trust officer 229
AGENDA ITEM 15 - Melksham Link Update WBCT 230
AGENDA ITEM 16 - C00749 - Bath Road Construction Letter May 2025 231
AGENDA ITEM 16 - Shaw Flood Alleviation Scheme 233

MELKSHAM WITHOUT PARISH COUNCIL
Clerk: Mrs Teresa Strange

First Floor
Melksham Community Campus,
Market Place, Melksham,
Wiltshire, SN12 6ES
Tel: 01225 705700

Email: clerk@melkshamwithout-pc.gov.uk
Web: www.melkshamwithout-pc.gov.uk

Tuesday 3rd June 2025

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

You are summoned to attend the Planning Committee Meeting which will be held on **Monday 9th June 2025 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.

https://us02web.zoom.us/j/2791815985?pwd=Y2x5T25DRlVWVU54UW1YWWE4NkNrZz09&omn=84386887913
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-pc.gov.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,

Strange

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.
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 agenda items (14biii) 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:**

   a. **PL/2025/03212 Roundponds Farm, Shurnhold, Melksham, SN12 8DF**
   Removal/variation of conditions: Variation of Condition 6 (Approved Plans) of Planning Permission 17/02159/VAR in relation to layout and design of the site
   Applicant: HC ESS3 LIMTED. Comments by **23 May 2025 (extension agreed)**

   b. **PL/2025/03950 Shaw House, Bath Road, Shaw, Melksham, SN12 8EE**
   Works to a Listed Building: Retrospective application for various internal works and insertion of a leaded light matching that on the principal elevation into the oculus in the Dutch gable end of the early 19th century wing. It is proposed that the morning room is rendered in order to enhance it as one of the higher status rooms on the ground floor.
   Applicant: Mr Craig Bond. Comments by **10 June 2025**

   c. **PL/2025/04208 Bay Tree Barn, Lower Woodrow, Forest, Melksham, SN12 7RB**
   Full Planning Permission: Retention and extension of stable building to be used as an Alternative Provision of Education (Class F1(a)) and creation of associated parking and a fenced play area
   Applicant Name: Mr S. Law and Ms S. Coleman. Comments by **10 June 2025**

   d. **PL/2025/04465 Bay Tree Barn, Lower Woodrow, Forest, Melksham, SN12 7RB**
   Full Planning Permission: Extension to an office building, extension of the existing car park
   Applicant Name: Mr S. Law and Ms S. Coleman. Comments by **24 June 2025**

   e. **PL/2025/04399 Holbrook Dairy Farm, Berryfield Lane, Melksham, SN12 6EH**
   Prior Approval - Class Q - Agricultural to Dwellinghouse: Proposed Agricultural Barn Conversion to Single Dwelling
   Applicant Name: Mr Komosa. Comments by **11 June 2025**

f. **PL/2025/04158 Melksham Football And Rugby Club, Eastern Way, Melksham, SN12 7GU**
Full Planning Permission: To enable the area of land known as Melksham Rugby and Football clubs, to hold temporary music events and festivals. Events will last one to four days, with a build phase before and a break phase afterwards. Temporary structures built for the events will include stages, bars, marquee's and other associated festival type structures.
Applicant Name: Mr Gary Cooke. Comments by **17 June 2025**

g. **PL/2025/04442 4 MERLIN WAY, BOWERHILL, MELKSHAM, SN12 6TJ**
Full Planning Permission: Extension and internal alterations to existing industrial unit to provide additional production and storage space
Applicant Name: Mark Anderson. Comments by **20 June 2025**

h. **Proposed Base Station upgrade at Vanguard House, Lancaster Road, Bowerhill, Melksham, SN12 6SS (NGRs: E 390931 / N 162354)**

In accordance with planning legislation, the proposed scheme constitutes permitted development and does not require a prior approval/planning application to be submitted to the local planning authority however, a notification letter will be issued to inform them of the operator's intention to utilise permitted development rights for these works.
We look forward to receiving any comments you may have on the proposal within 14 days of the date of this letter (dated 24 May 2025)

7. Amended Plans/Additional Information: To comment on any revised/amended plans/additional information on planning applications received within the required **timeframe (14 days).**

a. **PL/2024/07097: Land south of Snarlton Farm, Snarlton Lane, Melksham, SN12 7QP:** Erection of up to 300 dwellings (Class C3); land for local community use or building (incorporating Classes E(b), E(g) and F2(b) and (c)); open space and dedicated play space and service infrastructure and associated works on and South of Snarlton Farm (Outline planning application with all matters reserved except for two pedestrian and vehicle accesses (excluding internal estates roads) from Eastern Way) - Resubmission of PL/2023/07107). Applicant: Catesby Estates Promotions Limited.

Comments by **17 June 2025**

To consider revised documents: **Updated application form, covering letter, transport technical note 5, application boundary plan, illustrative masterplan, ecological parameters note, development parameter plan, and flood risk assessment.**

8. **Current planning applications:** Standing item for issues/queries arising during period of applications awaiting decision.

a. **PL/2024/11665 Land at, Semington Road, Melksham, SN12 6DP (Rear of Townsend Farm, Phase 2)**
Application for reserved matters pursuant to application ref: PL/2022/08155 for appearance, scale, layout and landscaping
Applicant: Living Space Housing

To consider additional information: Archaelogical excavation plan and comments from Archaeology, Drainage, Highways and Landscape

b. **PL/2024/10674: Land off Woodrow Road, Woodrow Road, Melksham, SN12 7AY** Outline application with all matters reserved except for access for the development of up to 70 dwellings, open space, ecological enhancements, play space, associated infrastructure (including drainage structures and works to the public highway), access, parking, servicing and landscaping. Applicant: Waddeton Park Ltd

To consider additional ecology documents.

To consider right of ways /footpath improvements

c. **PL/2024/10345: Land north of the A3102, Melksham (New Road Farm)** The construction of 295 homes; public open space, including formal play space and allotments; sustainable drainage systems; and associated infrastructure; with 0.4ha of land safeguarded for a nursery. The principal point of access is to be provided from a new northern arm on the existing Eastern Way/A3102 roundabout junction, with a secondary access onto the A3102. Additional access points are proposed for pedestrians and cyclists. Applicant: Bloor Homes South West

To consider additional hydraulic model and Environment Agency objection

d. **PL/2024/09725 Land off Corsham Road, Whitley, Melksham (Middle Farm)** Outline planning application (with access, layout and landscaping to be approved) for up to 22 dwellings, new access off Corsham Road, public open space, drainage and associated works.

No new comments or documents to date

e. **PL/2025/00626: Land North of Berryfield Lane, Melksham, SN12 6DT:** Outline planning application for up to 68 dwellings and formation of new access and associated works (All matters reserved other than access).

No new comments or documents to date

f. **PL/2024/11426: Land to the South of A365 Bath Road and West of Turnpike Garage, Melksham, Wilts (Gompels):** Construction of warehouse with office space, parking and associated landscaping including site access.

No new comments or documents to date

g. **PL/2025/03513 Land North of Top Lane, Whitley, Melksham (E388633, N166527)**
Permission in principal: Permission in principal for up to 6 dwellings
Applicant: Ms Patricia Eaton **Comments by 23rd May 2025**

No new comments or documents to date

9. Waiting Restrictions Traffic Regulation Order (yellow lines)

To consider submitting comments on the proposed Traffic Regulation Order

10. Premises Licences applications and decisions:

a. **WTF Festival,** Oakfield Stadium, Eastern Way, Melksham, SN12 7GU. Applicant: Jarboom Ltd. Amplified Live Music (Outdoors), Recorded Music, Supply of Alcohol, Fri 20/06/25 & Sat 21/06/25 13:00 – 23:00 Sun 22/06/25 12:00 – 21:00. Open to the public Fri 20/06/25 & Sat 21/06/25 13:00 to 01:00 Sun 22/06/25 12:00 – 23:00

Licensing Committee Meeting rescheduled for 28th May 2025 11.30am
Proposed venue: Kennet Room - County Hall, Bythesea Road, Trowbridge, BA14 8JN.

To note the outcome of the Licensing Committee Meeting

11. Proposed Energy Installations

a. **Lime Down Solar**: A Targeted Consultation is running from Tuesday 03 June to Friday 11 July 2025

To consider a response to the Targeted Consultation and to consider correspondence from the Stop Lime Down Campaign.

b. **National Grid related to the substation upgrade and potential site visit**

12. Planning Enforcement: To note any new planning enforcement queries raised and updates on previous enforcement queries.

13. Planning Policy:

a. **Joint Melksham Neighbourhood Plan:**

i. To receive update from Joint Neighbourhood Plan Steering group meeting on Thursday 5th June 2025 and to note minutes, if available.
ii. To approve recommendations of the Steering group.
iii. To note the date of referendum (Thursday 31st July).
iv. To note the following documents:
- Examiners report
- Wiltshire Council Decision Statement (proceed to referendum)
- Joint Neighbourhood Plan 2 referendum version
- Draft communication materials

b. **Wiltshire Council's Draft Local Plan Examination:** To consider any updates https://www.localplanservices.co.uk/wiltshirelpexamination

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

a. **Updates on ongoing and new S106 Agreements**

i. **Land at Blackmore Farm, Sandridge Common, Melksham, SN12 7QS PL/2023/11188:** Demolition of agricultural buildings and development of up to 500 dwellings, up to 5,000 square metres of employment, land for a primary school, land for mixed use hub, open space. Applicant: Tor & Co for Gleesons

ii. **Pathfinder Place:**
- To note any update on outstanding issues and consider way forward.
- To note update regarding transfer of Play Area

iii. **Buckley Gardens, Semington Road (PL/2022/02749: 144 dwellings)**
- To note any updates and consider a way forward.

iv. **To note any S106 decisions made under delegated powers**

b. **Contact with developers:**

i. **Land South of Western Way for 210 dwellings and 70 bed care home (PL/2022/08504) – reserved matters**
To agree time of meeting proposed 30th June.
To consider theme for street naming

ii. **Land North of Berryfield Lane, Melksham, SN12 6DT:**
To note date and time of proposed meeting

iii. **Land at the former Countrywide Farmers PLC, Bradford Road, Melksham**
To consider communication from new owners.

iv. **To review the list provided to Developers on what the Parish Council would like to see provided**.

15. Melksham Link Planning Application

To consider update from Wilts and Berks Canal Trust (WBCT) on the progress of the planning application

16. Bath Road, Shaw Flood Alleviation Scheme

To note communication from YTL Construction UK (Wessex Water) regarding sewer upgrades in Bath Road, Shaw expected to start on Monday 9th June 2025.

Copy to all Councillors

Teresa Strange

From: Taylor, James <James.Taylor@wiltshire.gov.uk>
Sent: 20 May 2025 12:51
To: Teresa Strange
Cc: Fiona Dey; Gatherum, Nichola; Blackmore, Victoria
Subject: RE: Roundponds Farm, Shurnhold, Melksham, SN12 8DF : Consultation - PL/2025/03212

Hi Teresa

I hope you are well.

When I was allocated this application, I took an initial look over it and in short, I advised that this ought to be a full planning application rather than a variation of condition as submitted. I have asked our validation officers to work with the applicant to get the necessary additional information/fee/clarity, and this will result in the case effectively being restarted. However, it seems to be taking a bit of time for the applicant to provide the information….

My suggestion is that an extension of time to 9 June 2025 will be fine – I have no intention of determining what I have in front of me…. However, keep an eye out for changes to the application and us restarting things, including the consultation and target dates….

I hope this is clear enough and I'll try to remember to keep you informed.

Best wishes, James

James Taylor BA(Hons) MA MRTPI
Principal Planning Officer
Development Management

Wiltshire Council

01225 716727
james.taylor@wiltshire.gov.uk
Website: www.wiltshire.gov.uk

Sign up to Wiltshire Council's email news service

BRE ACADEMY BREEAM ASSOCIATE

Carbon Literacy Project Certified Facilitator

From: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Sent: 20 May 2025 11:49
To: Taylor, James <James.Taylor@wiltshire.gov.uk>
Cc: Fiona Dey <office@melkshamwithout-pc.gov.uk>
Subject: FW: Roundponds Farm, Shurnhold, Melksham, SN12 8DF : Consultation - PL/2025/03212

> You don't often get email from clerk@melkshamwithout-pc.gov.uk. Learn why this is important

Hi James

I wonder how soon are you moving to make a decision on this application?
Our human error, and we have missed this off our planning agenda, we were notified, but I don't think it was on the weekly list.
We won't be able to consider now until Monday 9th June, are we able to have an extension until then please?
I do think the parish council will want to have a good look and consider this.
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

Wellbeing Statement I may send emails outside office hours but never with any expectation of response. Please just get back to me when you can within your own working hours. Thank you.

Want to keep in touch?
Follow us on facebook: Melksham Without Parish Council or Teresa Strange (Clerk) for additional community news
On X: @melkshamwithout
On Instagram: melkshamwithoutpc
On LinkedIn: Melksham Without Parish Council

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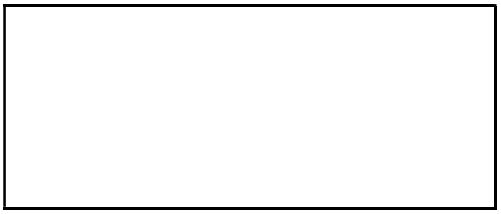
From: Wiltshire Council <planning@sf.wiltshire.gov.uk>
Sent: 16 April 2025 16:43
To: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Subject: Roundponds Farm, Shurnhold, Melksham, SN12 8DF : Consultation - PL/2025/03212



Wiltshire Council Planning Consultation Response	
	Officer's Name: James Taylor
	Direct Line: 01225 716727
Application No:	**PL/2025/03212**
Application Type:	**Removal/variation of conditions**
Proposal:	**Variation of Condition 6 (Approved Plans) of Planning Permission 17/02159/VAR in relation to layout and design of the site**
Site Address:	**Roundponds Farm, Shurnhold, Melksham, SN12 8DF**

Please note the particulars in connection with the above planning application are available to view and you can make comments via our website by clicking the link below

https://development.wiltshire.gov.uk/pr/s/planning-application/a0iQ300000DXkJI

Please do not respond by replying to this email

Please give your name when giving your comments in order that we know who to contact if we have any queries, etc.

I would welcome any comments that you have about this particular application by **23/05/2025.** If I do not receive your observations and comments by this date I will assume you have none. If you require an extension of time please contact the Case Officer who will do their best to accommodate this.

Case Officer: James Taylor

Phone number: 01225 716727

Email address: james.taylor@wiltshire.gov.uk

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Application Ref: PL/2025/04399 - Prior Approval - Class Q - Agricultural to Dwellinghouse

Holbrook Dairy Farm, Berryfield Lane, Melksham, SN12 6EH

Proposal: Proposed Agricultural Barn Conversion to Single Dwelling

This is a follow on from the refused application PL/2025/02422. The application seeks to address the 2 previous reasons for refusal

RECOMMENDATION: Prior Approval should be REFUSED for the following reason(s):

- The proposed one-bed two-person dwelling would not meet the minimum gross internal areas of the national described space standards and is therefore contrary to Q1(o) of Class Q of Part 3, Schedule 2 of The Town and Country Planning (General Permitted Development)(England) Order 2015

- The developer has provided insufficient information to enable the authority to establish whether the proposed development complies with Q1(j) of Class Q of Part 3, Schedule 2 of The Town and Country Planning (General Permitted Development)(England) Order 2015

Melksham Without Parish Council had no objection to the previous application

Our ref: CS 12432427

24 May 2025

Melksham Without Parish Council

By Email: clerk@melkshamwithout-pc.gov.uk

Avison Young
6th Floor
11 York Street
Manchester
M2 2AW

Dear Sir/Madam,

PROPOSED BASE STATION UPGRADE AT VANGUARD HOUSE, LANCASTER ROAD, BOWERHILL, MELKSHAM, WILTSHIRE, SN12 6SS (NGRs: E 390931 / N 162354)

Cornerstone is the UK's leading mobile infrastructure services company. We acquire, manage, and own over 20,000 sites and are committed to enabling best in class mobile connectivity for over half of all the country's mobile customers. We oversee works on behalf of telecommunications providers and wherever possible aim to:

- promote shared infrastructure
- maximise opportunities to consolidate the number of base stations
- significantly reduce the environmental impact of network development

Cornerstone are in the process of progressing suitable sites in the Bowerhill area for radio base stations that will improve service provision for Vodafone Limited. The purpose of this letter is to consult with you and seek your views on our proposal before proceeding with the works. We understand that you are not always able to provide site specific comments, however, Cornerstone and Vodafone Limited are committed to consultation with communities for mobile telecommunications proposals and as such would encourage you to respond.

As part of the operator's network improvement program, there is a specific requirement for a radio base station upgrade at this location to replace existing equipment with the latest technologies, which will improve existing coverage provisions for better signal strength, capacity and speed.

Mobiles can only work with a network of base stations in place where people want to use their mobile phones or other wireless devices. Without base stations, the mobile phones, and other devices we rely on simply won't work.

Please find below the details of the proposed site and the alternative site options considered and discounted in our site selection process: -

A number of options have been assessed in respect of the site search process and we consider the best solution is as follows:

CS 12432427 (Cornerstone, Vodafone Limited) Vanguard House

Description of Development: Removal and replacement of 6no antennas and 1no headframe with other associated ancillary works thereto.

This option has been selected following the operator's sequential approach to site selection whereby existing base stations have been reviewed in the first instance to explore upgrade opportunities that can improve coverage provisions to cater for current and future demands, prior to the exploration of alternative locations for new installations. As the proposed works involve the upgrade of an existing base station, it was therefore not necessary to identify alternative site options in accordance with the Code of Best Practice for telecommunications development as well as national and local planning policy.

As a licensed code operator, a minimalistic approach to design is adopted in every instance to ensure that the least impactful scheme is pursued to ensure the site's overall visual appearance is kept to a technical minimum whilst ensuring the technical objectives of the works remain achievable. Within the technical parameters of each site's requirements, the operator seeks to maintain the minimum level of equipment and scale of works as far as practicable.

The proposed works are minor and will be capable of assimilating into the surrounding environment. In this instance an existing mast will be utilised and the proposed antennas will accommodate existing antenna locations at the top of the mast using a replacement headframe that is required to provide sufficient space and support for the radio equipment. The overall mast height will remain the same and taken as a whole, the proposed antennas and ancillary equipment are small in scale, which will assimilate onto the tower with minimal visual impact.

Within the context of the immediate surroundings the extent of proposed changes would be nominally felt, thus preserving the existing character and setting of the surrounding area.

In accordance with planning legislation, the proposed scheme constitutes permitted development and does not require a prior approval/planning application to be submitted to the local planning authority however, a notification letter will be issued to inform them of the operator's intention to utilise permitted development rights for these works.

Registered Address:
Cornerstone Telecommunications, Infrastructure Limited,
Hive 2, 1530 Arlington Business Park, Theale, Berkshire, RG7 4SA.
Registered in England & Wales No. 08087551.
VAT No. GB142 8555 06

Cornerstone, Hive 2,
1530 Arlington Business Park,
Theale, Berkshire, RG7 4SA

The Local Planning Authority mast register and our records of other potential sites have already been reviewed, the policies in the Development Plan have been taken into account and the planning history of the site has been examined.

All Cornerstone installations are designed to be fully compliant with the public exposure guidelines established by the International Commission on Non-Ionizing Radiation Protection (ICNIRP). These guidelines have the support of UK Government, the European Union and they also have the formal backing of the World Health Organisation. A certificate of ICNIRP compliance will be included with the formal notification to the local planning authority.

We look forward to receiving any comments you may have on the proposal within 14 days of the date of this letter.

Should you have any queries regarding this matter, please do not hesitate to contact me (quoting cell number CS 12432427).

Yours faithfully,

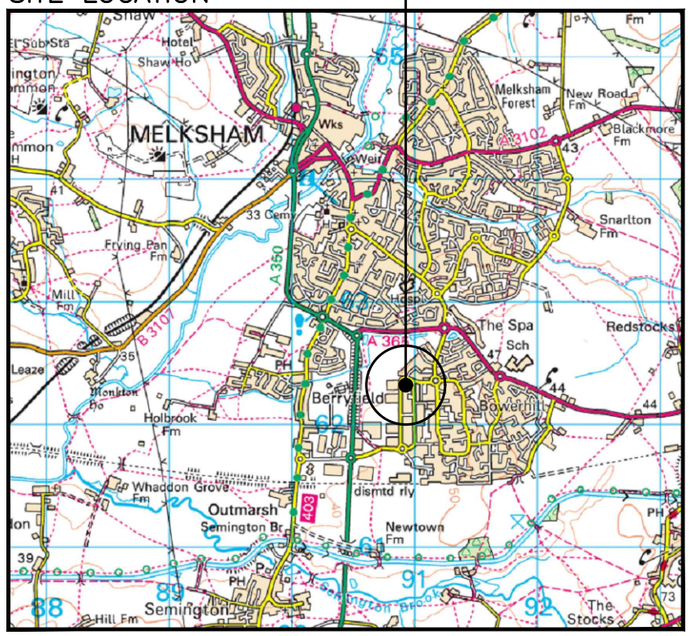
M.Poon

Mandy Poon MRTPI
Associate Director, Technology
+44 (0)1619564123 | Mobile +44 (0)7875934974
mandy.poon@avisonyoung.com | avisonyoung.com
6th Floor, 11 York Street, Manchester M2 2AW

(for and on behalf of Cornerstone)

Enc. Drawings

SITE LOCATION



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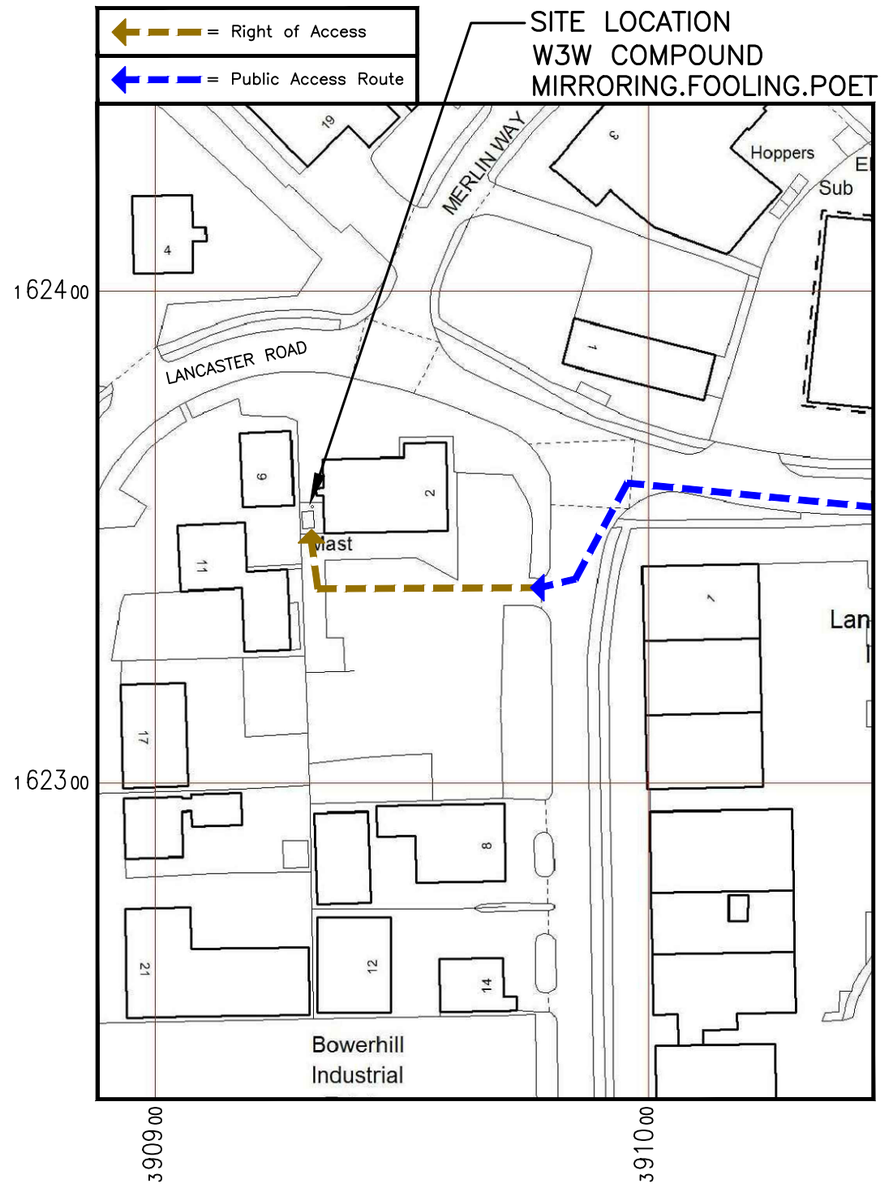

DETAILED SITE LOCATION

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1:1250

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N.G.R | E: 390931 | N: 162354

DIRECTIONS TO SITE:

LEAVE M4 AT JUNCTION 17, TAKE THE A350/A429 EXIT TO CHIPPENHAM/CIRENCESTER AT STANTON ST.QUINTIN, TAKE THE 2ND EXIT ONTO THE A350. AT THE ROUNDABOUT, TAKE THE 2ND EXIT ONTO W CEPEN WAY/A350. CONTINUE TO FOLLOW THE A350. GO THROUGH 1 ROUNDABOUT. AT THE ROUNDABOUT, TAKE THE 3RD EXIT ONTO W CEPEN WAY/A350. AT THE ROUNDABOUT, TAKE THE 2NJD EXIT AND STAY ON W CEPEN WAY/A350. AT CHEQUERS ROUNDABOUT, TAKE THE 3RD EXIT AND STAY ON W CEPEN WAY/A350. AT THE ROUNDABOUT, TAKE THE 2ND EXIT ONTO WESTERN WAY/A350. AT THE ROUNDABOUT, TAKE THE 1ST EXIT ONTO WESTERN WAY/A365. AT THE ROUNDABOUT, TAKE THE 3RD EXIT ONTO LANCASTER RD. TURN LEFT ONTO LYSANDER ROAD. SITE IS ON RHS OF CAR PARK.

REV	MODIFICATION	BY	CH	DATE
1A	PLANNING ISSUE	GL	CIRCET	15.05.25

circet UK

Unit 27F-G, Hartlebury Trading Estate, Crown Lane, Hartlebury, Worcestershire, DY10 4JD

cornerstone

Cell Name	Opt.
VANGUARD HOUSE	–

Cell ID No

CSID	✓ VF	– TEF
12432427	7631_27	–
Project No.	– TM Cell ID	– N/A
–	–	–

Site Address / Contact Details

LANCASTER ROAD
BOWERHILL
MELKSHAM
WILTSHIRE
SN12 6SS

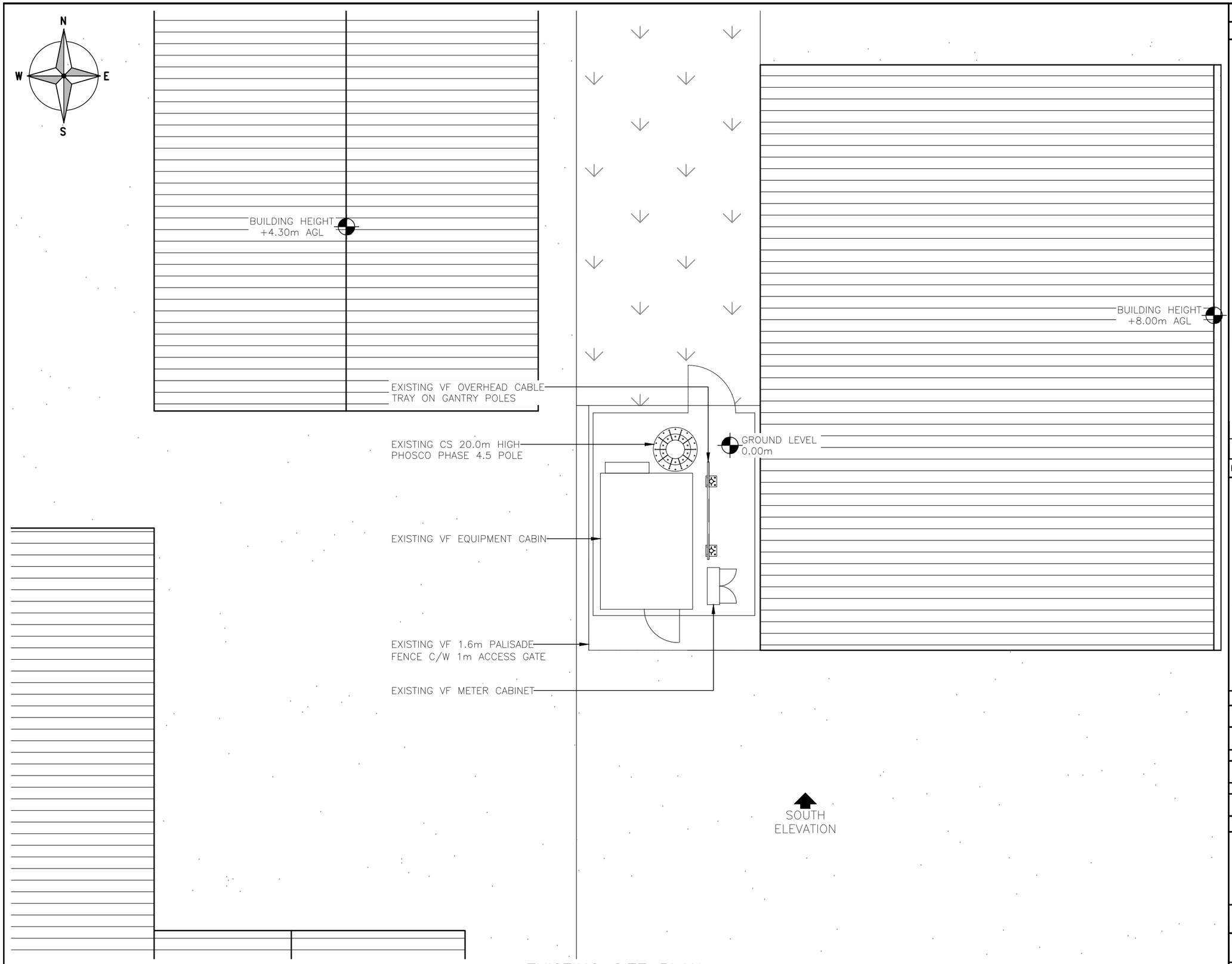
Drawing Title: SITE LOCATION MAPS

Purpose of issue: PLANNING — Dwg Rev: 1A

Drawing Number: 100

Surveyed By:	Original Sheet Size:	Pack Issue:
UK AIRCOMMS	A3	1A

Drawn:	Date:	Checked:	Date:
GL	15.05.25	CIRCET	15.05.25



EXISTING SITE PLAN
(1:100)

ALL DIMENSIONS ARE IN mm UNLESS NOTED OTHERWISE

N.G.R | E: 390931 | N: 162354

NOTES:

REV	MODIFICATION	BY	CH	DATE
1A	PLANNING ISSUE	GL	CIRCET	15.05.25

circet UK
Unit 27F-G, Hartlebury Trading Estate, Crown Lane, Hartlebury, Worcestershire, DY10 4JD

cornerstone

Cell Name	Opt.
VANGUARD HOUSE	–

Cell ID No

CSID	✓ VF	– TEF
12432427	7631_27	–
Project No.	– TM Cell ID	– N/A
–	–	–

Site Address / Contact Details

LANCASTER ROAD
BOWERHILL
MELKSHAM
WILTSHIRE
SN12 6SS

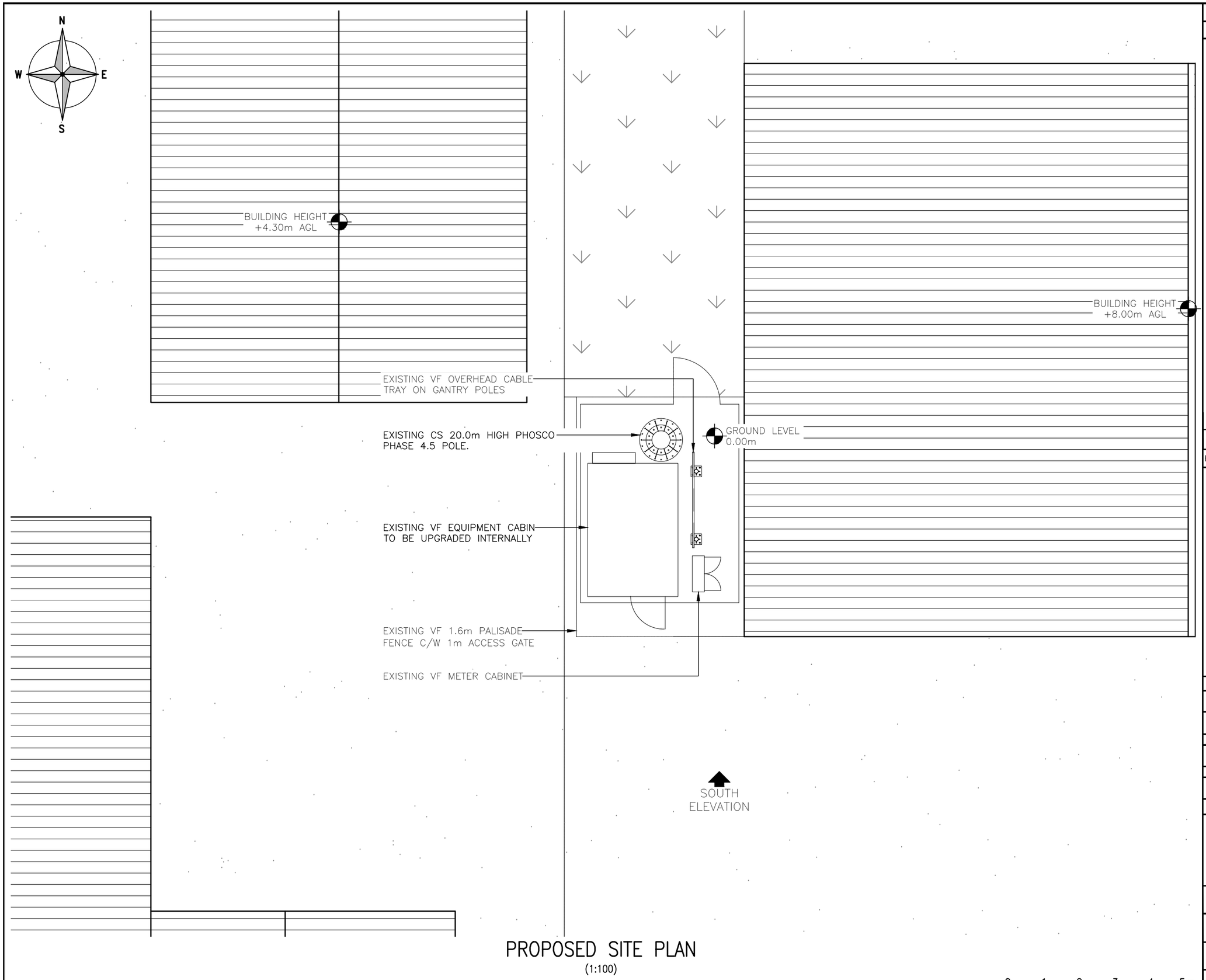
Drawing Title: EXISTING SITE PLAN

Purpose of issue: PLANNING — Dwg Rev: 1A

Drawing Number: 200

Surveyed By:	Original Sheet Size:	Pack Issue:
UK AIRCOMMS	A3	1A

Drawn:	Date:	Checked:	Date:
GL	15.05.25	CIRCET	15.05.25



PROPOSED SITE PLAN
(1:100)

0 1 2 3 4 5m
1:100

ALL DIMENSIONS ARE IN mm UNLESS NOTED OTHERWISE

N.G.R | E: 390931 | N: 162354

NOTES:

REV	MODIFICATION	BY	CH	DATE
1A	PLANNING ISSUE	GL	CIRCET	15.05.25

circet UK
Unit 27F-G, Hartlebury Trading Estate, Crown Lane, Hartlebury, Worcestershire, DY10 4JD

cornerstone

Cell Name	Opt.
VANGUARD HOUSE	–

Cell ID No

CSID	✓ VF	– TEF
12432427	7631_27	–
Project No.	– TM Cell ID	– N/A
–	–	–

Site Address / Contact Details

LANCASTER ROAD
BOWERHILL
MELKSHAM
WILTSHIRE
SN12 6SS

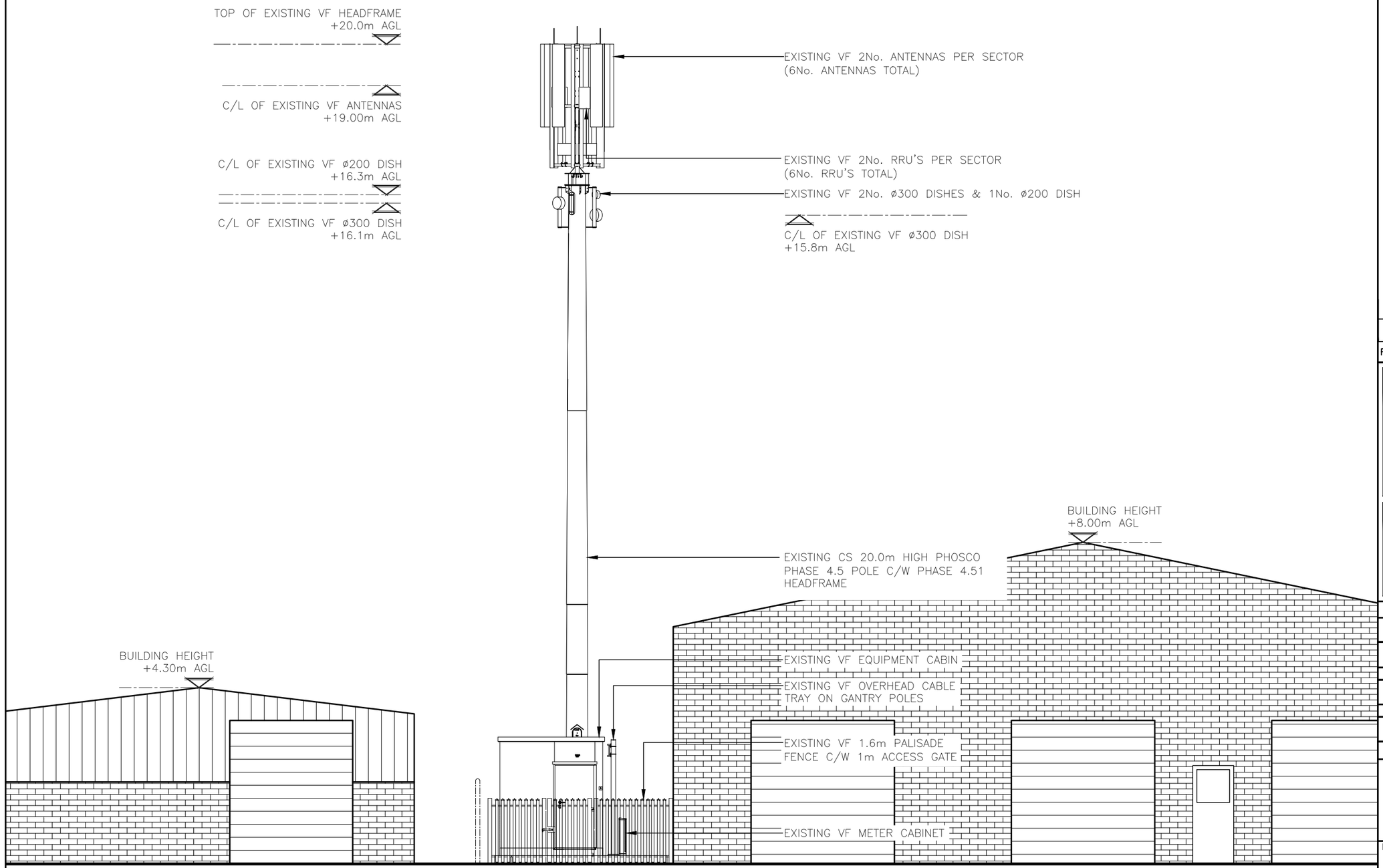
Drawing Title: PROPOSED SITE PLAN

Purpose of issue: PLANNING — Dwg Rev: 1A

Drawing Number: 201

Surveyed By:	Original Sheet Size:	Pack Issue:
UK AIRCOMMS	A3	1A

Drawn:	Date:	Checked:	Date:
GL	15.05.25	CIRCET	15.05.25



EXISTING SOUTH ELEVATION
(1:100)

0 1 2 3 4 5m
1:100

ALL DIMENSIONS ARE IN mm UNLESS NOTED OTHERWISE

N.G.R | E: 390931 N: 162354

NOTES:

REV	MODIFICATION	BY	CH	DATE
1A	PLANNING ISSUE	GL	CIRCET	15.05.25

circet UK
Unit 27F-G, Hartlebury Trading Estate, Crown Lane, Hartlebury, Worcestershire, DY10 4JD

cornerstone

Cell Name	Opt.
VANGUARD HOUSE	–

Cell ID No

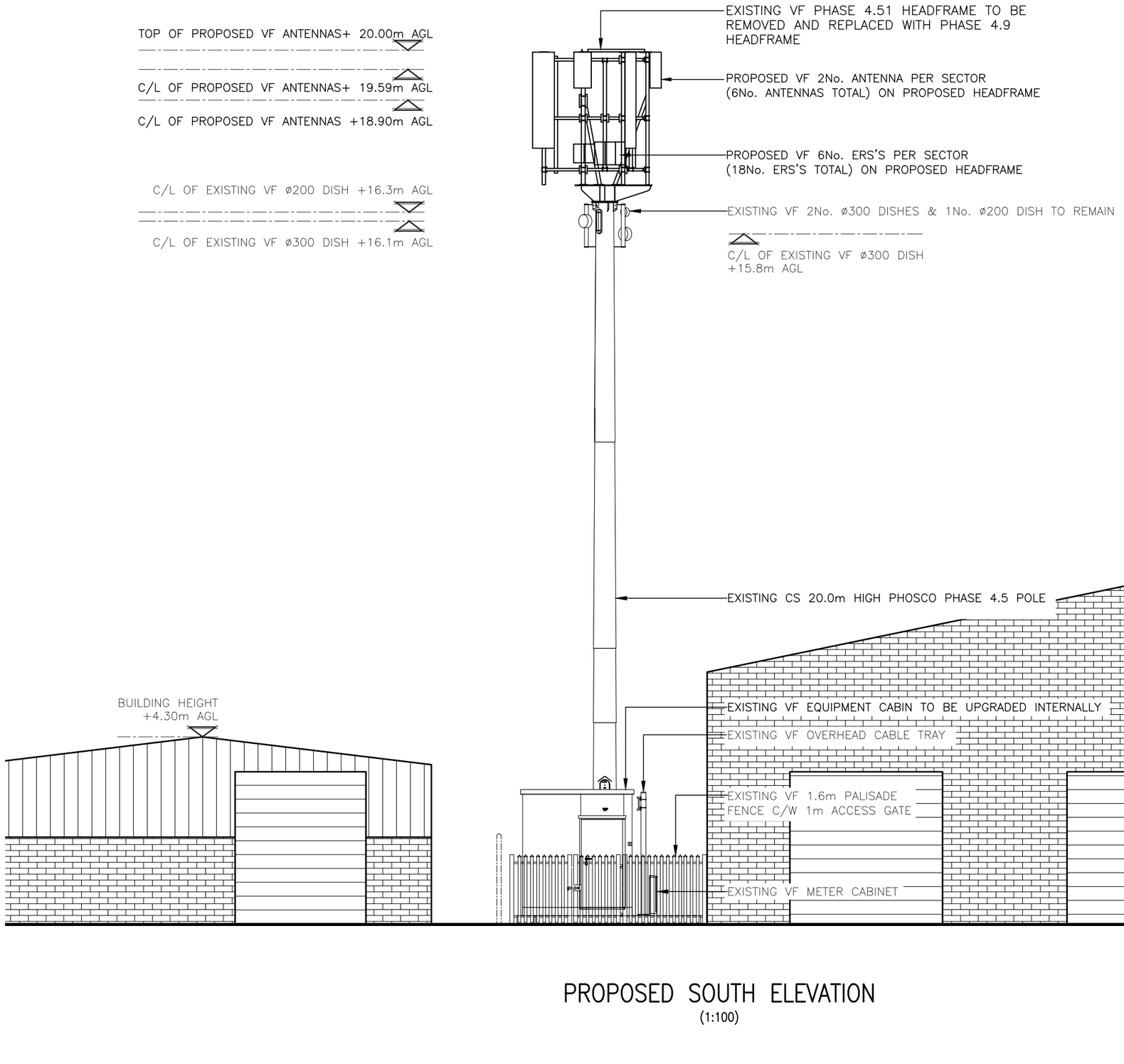
CSID	✓ VF	– TEF
12432427	7631_27	–
Project No.	– TM Cell ID	– N/A
–	–	–

Site Address / Contact Details

LANCASTER ROAD
BOWERHILL
MELKSHAM
WILTSHIRE
SN12 6SS

Drawing Title:
EXISTING SITE ELEVATION

Purpose of issue:	Dwg Rev:
PLANNING	1A
Drawing Number: 300	
Surveyed By: UK AIRCOMMS	Original Sheet Size: A3 / Pack Issue:
Drawn: GL / Date: 15.05.25	Checked: CIRCET / Date: 15.05.25 / 1A



PROPOSED SOUTH ELEVATION
(1:100)

0 1 2 3 4 5m
1:100

ALL DIMENSIONS ARE IN mm UNLESS NOTED OTHERWISE

N.G.R | E: 390931 N: 162354

NOTES:

REV	MODIFICATION	BY	CH	DATE
1A	PLANNING ISSUE	GL	CIRCET	15.05.25

circet UK
Unit 27F-G, Hartlebury Trading Estate, Crown Lane, Hartlebury, Worcestershire, DY10 4JD

cornerstone

Cell Name	Opt.
VANGUARD HOUSE	–

Cell ID No

CSID	✓ VF	– TEF
12432427	7631_27	–
Project No.	– TM Cell ID	– N/A
–	–	–

Site Address / Contact Details

LANCASTER ROAD
BOWERHILL
MELKSHAM
WILTSHIRE
SN12 6SS

Drawing Title: PROPOSED SITE ELEVATION

Purpose of issue:	Dwg Rev:
PLANNING	1A

Drawing Number:				Pack Issue:
301				1A
Surveyed By: UK AIRCOMMS		Original Sheet Size: A3		
Drawn: GL	Date: 15.05.25	Checked: CIRCET	Date: 15.05.25	

Teresa Strange

From: Teresa Strange
Sent: 23 May 2025 13:35
To: Developmentmanagement
Cc: phil.alford@wiltshire.gov.uk; Fiona Dey
Subject: PL/2024/09725 Land off Corsham Road, Whitley, Melksham

Dear Development Management

Please find additional comments for:

PL/2024/09725
Land off Corsham Road, Whitley, Melksham
Outline Planning application (with all matters except access reserved) for up to 22 dwellings, new access off Corsham Road, Public open space, drainage and associated works.

Please note that Wiltshire Council issued their Decision Statement on the review of Joint Melksham Neighbourhood Plan (2) on 21st May 2025, and it is proceeding to Referendum on 31st July 2025.
The parish council request that all its policies and the significant weight that it has gained at this stage of the Plan progress be taken into account with the consideration of the above planning application, **especially as the planning application relates to a Site Allocation in the Neighbourhood Plan.**

We look forward to hearing an update from Wiltshire Council as to when this application will be considered at Planning Committee.
With kind regards, 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

Advanced Notice of Leave:
w/c 26th May
w/c Tues 17th June to Tues 24th June

Wellbeing Statement I may send emails outside office hours but never with any expectation of response. Please just get back to me when you can within your own working hours. Thank you.

Want to keep in touch?
Follow us on facebook: Melksham Without Parish Council or Teresa Strange (Clerk) for additional community news
On X: @melkshamwithout
On Instagram: melkshamwithoutpc
On LinkedIn: Melksham Without Parish Council

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WILTSHIRE COUNCIL

ROAD TRAFFIC REGULATION ACT 1984
TRAFFIC MANAGEMENT ACT 2004

1. **THE COUNTY OF WILTSHIRE (MELKSHAM AND MELKSHAM WITHOUT) (PROHIBITION AND RESTRICTION OF WAITING, PROHIBITION OF STOPPING, TAXI RANK CLEARWAYS AND ON STREET PARKING) CONSOLIDATION ORDER 2025**
2. **THE COUNTY OF WILTSHIRE (PARISHES OF WEST WILTSHIRE) (PROHIBITION AND RESTRICTION OF WAITING, PROHIBITION OF STOPPING, ON STREET PARKING AND CLEARWAYS) CONSOLIDATION ORDER 2025**

NOTICE IS HEREBY GIVEN THAT Wiltshire Council proposes to make the above Orders under the Road Traffic Regulation Act 1984 and the Traffic Management Act 2004, the effect of which will be as follows:

Order 1
To revoke The County of Wiltshire (Melksham and Melksham Without) (Prohibition and Restriction of Waiting, Taxi Rank Clearways and On Street Parking) Consolidation Order 2019 (with Amendment Nos. 1, 2, 3, 4 and 5), to re-enact it in the above Order 1 and introduce new Map Schedule Nos. DR36, ED37, EH37, EI35 and EJ35 the effect of which will be as follows:

a) To introduce **No Waiting at any time** on the following lengths of roads:
Avro Way, Melksham Without – south side – from a point 15 metres east of its junction with Lysander Road for its entire length including the southern turning head
Barnes Wallis Close, Melksham Without – both sides – from its junction with Mitchell Drive for a distance of 12 metres in a southerly direction
Canal Bridge, Melksham Without – east side – from the mid-point of the Canal Bridge (the parish boundary) for a distance of 160 metres in a northerly direction
Canal Bridge, Melksham Without – west side – from the mid-point of the Canal Bridge (the parish boundary) for a distance of 70 metres in a northerly direction
Canal Bridge, Melksham Without – west side – from a point 96 metres north of the mid-point of the Canal Bridge (the parish boundary) for a distance of 12 metres in a northerly direction
Canal Bridge, Melksham Without – west side – from a point 146 metres north of the mid-point of the Canal Bridge (the parish boundary) for a distance of 14 metres in a northerly direction
Kenilworth Gardens, Melksham – east side – from a point 22 metres north of its junction with Woodstock Gardens to a point 31 metres south of that junction
Kenilworth Gardens, Melksham – west side – from a point 22 metres north of its junction with Woodstock Gardens to a point 24 metres south of its junction with Waverly Gardens
Lancaster Road, Melksham Without – east side – from a point 66 metres south of its junction with Link Road to its junction with Lysander Road
Lancaster Road, Melksham Without – west side – from a point 101 metres south of its junction with Link Road for a distance of 10 metres in a southerly direction
Lancaster Road, Melksham Without – west side – from a point 150 metres south of its junction with Link Road for a distance of 21 metres in a southerly direction
Lancaster Road, Melksham Without – west side – from a point 228 metres south of its junction with Link Road to its junction with Portal Road
Lysander Road, Melksham Without - west side – from a point 17 metres south of its junction with Link Road to its junction with Lancaster Road
Lysander Road, Melksham Without - south side – from its roundabout junction with Lancaster Road for a distance of 14 metres in an easterly direction
Maitland Place, Melksham Without – both sides – from its junction with Pathfinder Way for a distance of 18 metres in a westerly direction
Merlin Way, Melksham Without – east side – from a point 50 metres north east of its junction with Lancaster Road for a distance of 42 metres in a north easterly direction
Merlin Way (east spur), Melksham Without – south side – from its junction with Merlin Way for a distance of 7 metres in an easterly direction

Mitchell Drive, Melksham Without – south side – from a point 12 metres east of its junction with Halifax Road for a distance of 10 metres in an easterly direction
Mitchell Drive, Melksham Without – south side – from a point 34 metres west of its junction with Barnes Wallis Close to a point 25 metres east of that junction
Newall Road, Melksham Without – both sides – from its junction with Pathfinder Way for a distance of 10 metres in an easterly direction
Pathfinder Way, Melksham Without – both sides – the complete length
Portal Road, Melksham Without – both sides – from its junction with Lancaster Road for a distance of 214 metres in a westerly direction
Skylark Road, Melksham – both sides – from its junction with A3102 Sandridge Common for a distance of 16 metres in a southerly direction
Skylark Road, Melksham – north side – from a point 58 metres east of the south eastern corner of property No. 32 Skylark Road to its junction with Eastern Way
Skylark Road, Melksham – north side – from a point 11 metres east of the south eastern corner of property No. 32 Skylark Road for a distance of 24 metres in an easterly direction
Skylark Road, Melksham – south side – from a point 11 metres east of the south eastern corner of property No. 32 Skylark Road to its junction with Eastern Way
Swift Way, Melksham Without – north side – from a point 20 metres east of its junction with Westinghouse Way to a point 32 metres west of that junction
Swift Way, Melksham Without – south side – from its junction with Westinghouse Way for a distance of 20 metres in an easterly direction
Waverley Gardens, Melksham – both sides – from its junction with Kenilworth Gardens for a distance of 15 metres in a westerly direction
Westinghouse Way, Melksham Without – both sides – from its roundabout junction with Lancaster Road for a distance of 18 metres in a south easterly direction (including gyratory)
Westinghouse Way, Melksham Without – south west side – from a point 15 metres north west of the mid-point of the access to Bowerhill Sports Pavillion to a point 20 metres south east of that point
Westinghouse Way, Melksham Without – both sides – from its junction with Swift Way for a distance of 10 metres in a northerly direction
Westlands Lane, Melksham Without – both sides – from its junction with A350 Beanacre Road for a distance of 37 metres in a north westerly direction
Woodstock Gardens, Melksham – both sides – from its junction with Kenilworth Gardens for a distance of 16 metres in a south easterly direction

b) To remove No Waiting Monday to Saturday 8am to 6pm and replace with **Parking Monday to Saturday 8am to 6pm 20 minutes No return within 1 hour** on the following length of road:
Forest Road, Melksham – south east side – from a point 28 metres north of its junction with Awdry Avenue for a distance of 10 metres in a north easterly direction

c) To remove Parking Monday to Saturday 8am to 6pm 2 hours No return within 2 hours and replace with **No Waiting at any time** on the following length of road:
Union Street, Melksham – north side – from a point 10 metres east of its junction with A3102 Bath Road for a distance of 5 metres in a north easterly direction

Order 2
To revoke The County of Wiltshire (Parishes of West Wiltshire) (Prohibition and Restriction of Waiting, Prohibition of Stopping, On Street Parking and Clearways) Consolidation Order 2019 (with Amendment Nos. 1, 2, 3, 4 and 5), to re-enact it in the above Order and introduce new Map Schedule No. EJ35 the effect of which will be as follows:

a) To introduce **No Waiting at any time** on the following lengths of roads:
Canal Bridge, Semington – east side – from the mid-point of the Canal Bridge (the parish boundary) for a distance of 50 metres in a southerly direction
Canal Bridge, Semington – west side – from the mid-point of the Canal Bridge (the parish boundary) for a distance of 141 metres in a southerly direction

Deposit copies of the Orders, plans and Statement of the Council's Reasons for proposing to make the Orders may be inspected at the offices of Wiltshire Council, County Hall, Bythesea Road, Trowbridge during normal office hours. Details of the proposed scheme may also be seen at Melksham Library, Melksham Community Campus, Market Place SN12 6ES during the hours of 6.30am to 10pm Monday, Tuesday, Wednesday and Thursday, 6.30am to 9pm Friday and 8am to 6pm Saturday and Sunday until 9th June 2025. Documents can also be viewed online at https://www.wiltshire.gov.uk/troconsultations

Comments on the proposal together with the reasons for which they are made should be sent in writing to reach Highways Assets and Commissioning, by email to TrafficOrderConsultations@wiltshire.gov.uk or via the website by 9th June 2025 quoting reference LJB/TRO/MELK/SEMI.

Highways Assets and Commissioning, County Hall, Bythesea Road TROWBRIDGE BA14 8JN

16th May 2025

Teresa Strange

From: [redacted]

Sent: 27 May 2025 14:27
To: Teresa Strange
Subject: Fwd: LJB/TRO/Melksham - Westlands Lane, Beanacre - Prohibition of Parking Proposa
Attachments: Westlands Lane Double Yellow Lines Proposal.pdf

Hi Teresa,

See below for info incase you are not aware of this ridiculous proposal.

Thanks,

[redacted]

------ Original Message ------
From: [redacted]
To: trafficorderconsultations@wiltshire.gov.uk
Sent: Tuesday, May 27th 2025, 14:15
Subject: LJB/TRO/Melksham - Westlands Lane, Beanacre - Prohibition of Parking Proposa

Dear Sirs,

The proposal for double yellow lines at the end of Westlands Lane, Beanacre nearest the A350, beggars belief. Having lived on Westlands Lane for fourty years we have never, not once, seen a problem with parked cars at this location. The narrowness of Westlands Lane at this point demands that drivers slow down, take care and give way to traffic coming from either direction whether or not any cars are parked there - it is self policing and does not need additional measures to assist traffic flow. A traffic queue does form when there is difficulty exiting Westlands Lane on to the A350, but this is not caused by parked vehicles!

To install double yellow lines at this location is a complete and utter waste of time, effort and council tax payers money - add on the additional cost of policing this (how will that be carried out? Special visits from a Traffic Warden?) and it becomes an utter nonsense for absolutely no benefit whatsoever.

The occupants of 50b Westlands Lane have an open access to the lane that is capable of accommodating two vehicles comfortably, three vehicles at a push. It is not possible for them to be 'blocked in' by parked vehicles.

The occupant of 50A Westlands Lane is [redacted] and has the occasional visitor who parks across his driveway, in line with the occupants of 50 Westlands Lane who park outside their property. Neither cause a problem to any other traffic. If visitors to 50A Westlands Lane have to

park off road on his drive, they will cause a traffic delay in manoevorouring into his drive and an accident hazard in emerging from his drive when their visit is over.

The entrance to the sewage pumping station is very wide and has never been blocked by parked vehicles, neither has has the entrance to the access for 29, 29A and 30 Westlands Lane ever been blocked by parked vehicles.

There is not a problem with parked cars at this location and never has been. Why spend scarce resources and create an ongoing maintenance and policing cost to solve a non existent problem? We suggest that you drop this proposal completely and focus your attention where there is an actual, not perceived or possible, problem.

Regards,

[redacted] Westlands Lane
Beanacre
Melksham
Wiltshire
SN12 7QE

Teresa Strange

From: Teresa Strange
Sent: 03 June 2025 14:51
To: Tony Hemmings
Cc: brian.mathew.mp@parliament.uk; Peter Richardson; phil.alford@wiltshire.gov.uk
Subject: RE: (Case Ref: BM06888)

Hi Tony
I am just confirming our conversation yesterday, that you had seen two cars parked right up to the junction of Westlands Lane and the A350, breaking the Highway Code, and so some yellow lines are needed outside the pumping station to prevent parking blocking Wessex Water's access, but not right up to the gate of 50A Westlands Lane.
I am trying to contact Nikolay Keray at Wessex Water to discuss, and have put on the agenda for the Melksham Without Parish Council' s Planning Committee on Monday 9th June to discuss, and be able to formally submit some comments to Wiltshire Council as the deadline is Monday 9th June.
With kind regards, 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

Advanced Notice of Leave:
w/c 26th May
w/c Tues 17th June to Tues 24th June

Wellbeing Statement I may send emails outside office hours but never with any expectation of response. Please just get back to me when you can within your own working hours. Thank you.

Want to keep in touch?
Follow us on facebook: Melksham Without Parish Council or Teresa Strange (Clerk) for additional community news
On X: @melkshamwithout
On Instagram: melkshamwithoutpc
On LinkedIn: Melksham Without Parish Council

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We do not guarantee that any email is free of viruses or other malware.

From: Tony Hemmings <tony.hemmings@melkshamwithout-pc.gov.uk>
Sent: 31 May 2025 12:23
To: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>; phil.alford@wiltshire.gov.uk; Peter Richardson <peter.richardson@melkshamwithout-pc.gov.uk>; brian.mathew.mp@parliament.uk
Subject: Re: (Case Ref: BM06888)

Hi Teresa,

This morning I paid a visit to [redacted] at 50A Westlands Lane to discuss the proposed parking restrictions that affect his property.

My view is that Wessex Water are unnecessarily concerned about the access to the pumping station. A site visit clearly shows that the lines extend too far and could be limited on both sides of the lane and still protect their access whilst leaving a small space for occasional visitors to 50A.

In practice it is extremely rare for anyone to park between the pumping station and the A350. The simple solution would be to ask Wessex to withdraw the application.

I live in the Lane and would be happy to meet Wessex on site to discuss.

With kind regards

Tony Hemmings

From: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Sent: 30 May 2025 14:13
To: phil.alford@wiltshire.gov.uk <phil.alford@wiltshire.gov.uk>; Peter Richardson <peter.richardson@melkshamwithout-pc.gov.uk>; Tony Hemmings <tony.hemmings@melkshamwithout-pc.gov.uk>
Subject: Re: (Case Ref: BM06888)

Thanks Phil
It was definitely a Wessex Water request for the new pumping station to maintain access. I will talk to Wessex contact on Monday on how much space they need. Sevetal residents upset by it as use a visitor parking.
All the best Teresa

From: Alford, Phil <Phil.Alford@wiltshire.gov.uk>
Sent: Friday, May 30, 2025 13:48
To: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>; Peter Richardson <peter.richardson@melkshamwithout-pc.gov.uk>; Tony Hemmings <tony.hemmings@melkshamwithout-pc.gov.uk>
Subject: Re: (Case Ref: BM06888)

Hi Teresa,

I was brought into this issue but I said I would speak to you guys and double check it so one of us could follow up with [redacted] From memory, the restrictions have gone in in response to concerns around parking and access in light of the new Wessex Water pumping station going in.

Was there any more or less to it? Do you want me to follow up with Mr Coates directly or do you want to?

Thanks

Phil

Cllr Phil Alford

Melksham Without North and Shurnold

From: Brian Mathew MP <brian.mathew.mp@parliament.uk>
Sent: 27 May 2025 12:48
To: Cabinet Office <CabinetOffice@wiltshire.gov.uk>; Alford, Phil <Phil.Alford@wiltshire.gov.uk>
Subject: (Case Ref: BM06888)

Dear Cabinet Office team and Phil

I have been contacted by [redacted] 50A Westlands Lane, Beanacre, Melksham, SN12 7QE.

[redacted].

He is concerned to hear from a neighbour that yellow lines are to be placed from the entrance of Westland Lane/A350 as far as his gates. He has been there 25 years and hasn't seen a problem that would call for yellow lines. He says that he lives alone but various people pop into check on him and need to park outside. This is also important to enable him to get to a car when he is given a lift to an appointment.

He wants to know if anyone has been to see the situation themselves and would like someone to visit him to discuss. Hence, I have included Cllr Alford in this email, and would be very grateful, Phil, if you would be willing to pop round to see [redacted]

I'd be grateful for any information regarding the reason for the yellow lines and whether it can be possible for them to stop short of [redacted] gates.

Thanks and best wishes

Brian

Dr Brian Mathew MP
Member of Parliament for Melksham & Devizes
House of Commons, London SW1A 0AA
Email: brian.mathew.mp@parliament.uk

You can follow me on Facebook here, and sign up for my regular email newsletter here.

If you would like to speak with me at a surgery, please email and we will provide details of how to attend. You can also call my constituency office on 01225 434216.

WILTSHIRE COUNCIL

ROAD TRAFFIC REGULATION ACT 1984
TRAFFIC MANAGEMENT ACT 2004

1. **THE COUNTY OF WILTSHIRE (MELKSHAM AND MELKSHAM WITHOUT) (PROHIBITION AND RESTRICTION OF WAITING, PROHIBITION OF STOPPING, TAXI RANK CLEARWAYS AND ON STREET PARKING) CONSOLIDATION ORDER 2025**
2. **THE COUNTY OF WILTSHIRE (PARISHES OF WEST WILTSHIRE) (PROHIBITION AND RESTRICTION OF WAITING, PROHIBITION OF STOPPING, ON STREET PARKING AND CLEARWAYS) CONSOLIDATION ORDER 2025**

Statement of Wiltshire Council's reasons for proposing to make the Orders

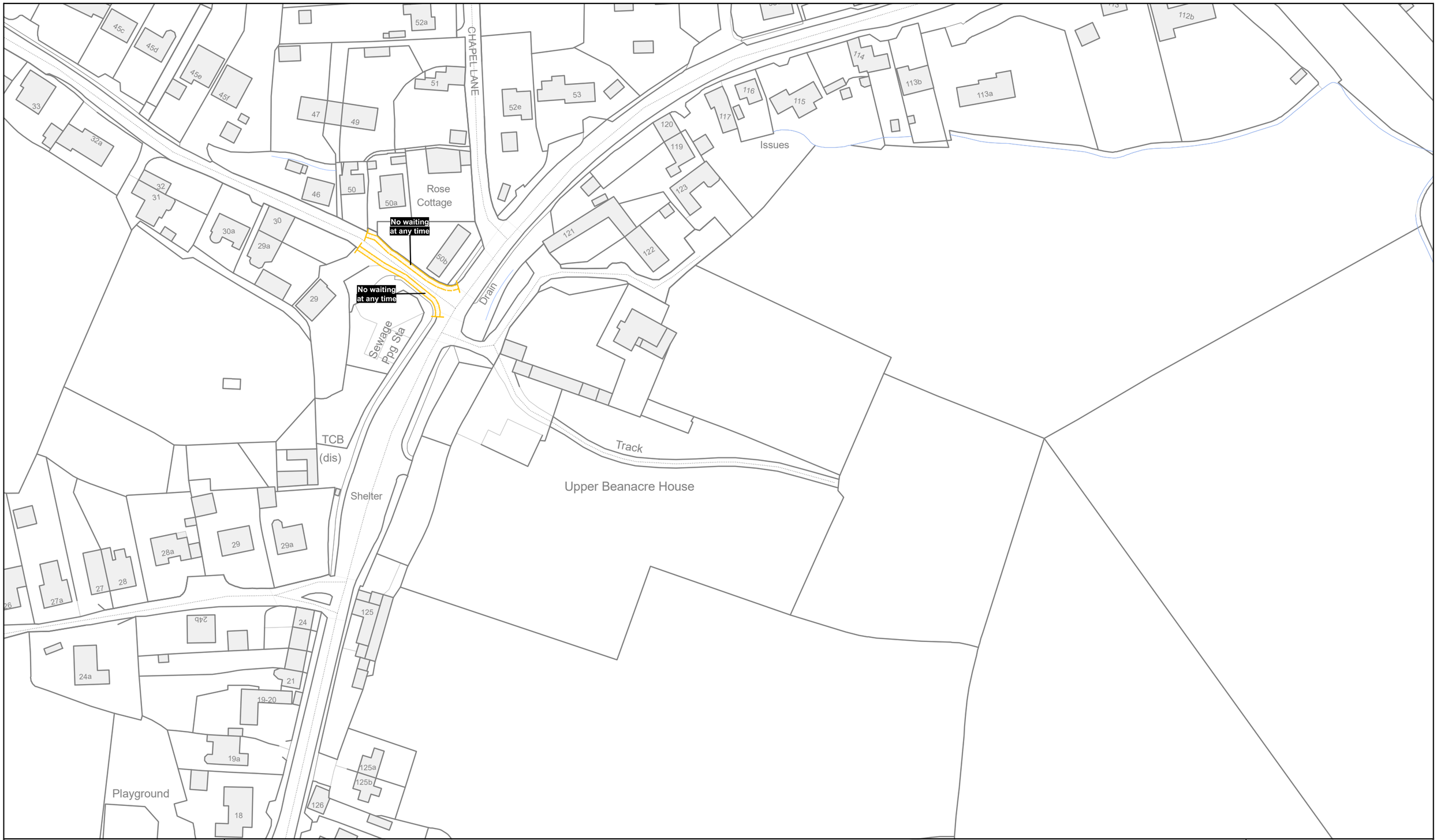
RTRA 1984 SECTION 1 (1)

(a) For avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising.

RTRA 1984 SECTIONS 32 AND 35

For the purpose of relieving or preventing congestion.

Melksham LHFIG has considered representation from Melksham Town Council and Melksham Without and Semington Parish Councils about various parking issues and has agreed to review these concerns. The changes proposed are the result of a comprehensive review.



Wiltshire Council

MELKSHAM AND MELKSHAM WITHOUT PROPOSED RESTRICTIONS AMENDMENT 2

SCALE	1 : 1250
DATE	23/04/2025

N W E S

Wiltshire Council
County Hall, Bythesea Road,
Trowbridge, Wiltshire.
BA14 8JN

PARKING	PEDESTRIAN	NO WAITING	NO STOPPING	LOADING
DISABLED PARKING	PAY AND DISPLAY	NO WAITING AT ANY TIME	TAXI CLEARWAY	SHARED USE
RESIDENT PARKING	MOTORCYCLE PARKING	NO LOADING	CLEARWAY	SPARE
DOCTOR PARKING	ELECTRIC VEHICLE PARKING	NO LOADING AT ANY TIME	BUS CLEARWAY	SPARENTAL

FILE	MELK20210002
MAP	DR36

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Wiltshire Council

MELKSHAM AND MELKSHAM WITHOUT PROPOSED RESTRICTIONS AMENDMENT 2

SCALE	1 : 1250
DATE	23/04/2025

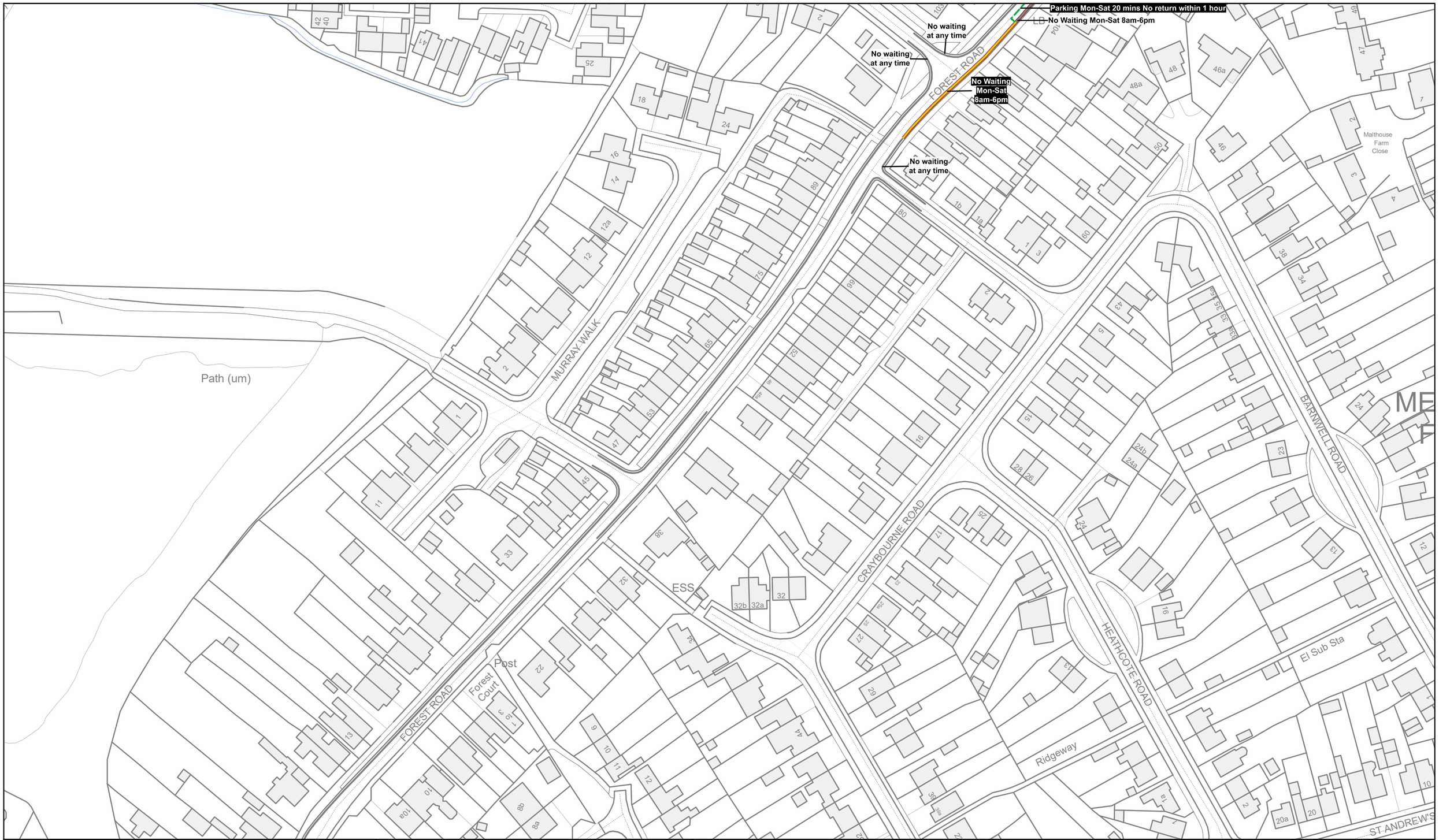
N / W / E / S

Wiltshire Council
County Hall, Bythesea Road,
Trowbridge, Wiltshire.
BA14 8JN

PARKING	PEDESTRIAN	NO WAITING	NO STOPPING	LOADING
DISABLED PARKING	PAY AND DISPLAY	NO WAITING AT ANY TIME	TAXI CLEARWAY	SHARED USE
RESIDENT PARKING	MOTORCYCLE PARKING	NO LOADING	CLEARWAY	SPARE
DOCTOR PARKING	ELECTRIC VEHICLE PARKING	NO LOADING AT ANY TIME	BUS CLEARWAY	SPARENTAL

FILE	MELK20210002
MAP	DW37

Crown copyright and database rights 2025 Ordnance Survey 100049050



MELKSHAM AND MELKSHAM WITHOUT PROPOSED RESTRICTIONS AMENDMENT 2

SCALE	1 : 1250
DATE	23/04/2025

N W E S

Wiltshire Council
County Hall, Bythesea Road,
Trowbridge, Wiltshire.
BA14 8JN

PARKING	PEDESTRIAN	NO WAITING	NO STOPPING	LOADING
DISABLED PARKING	PAY AND DISPLAY	NO WAITING AT ANY TIME	TAXI CLEARWAY	SHARED USE
RESIDENT PARKING	MOTORCYCLE PARKING	NO LOADING	CLEARWAY	SPARE
DOCTOR PARKING	ELECTRIC VEHICLE PARKING	NO LOADING AT ANY TIME	BUS CLEARWAY	SPARENTAL

FILE	MELK20210002
MAP	DX37

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Wiltshire Council

MELKSHAM AND MELKSHAM WITHOUT PROPOSED RESTRICTIONS AMENDMENT 2

SCALE	1 : 1250
DATE	23/04/2025

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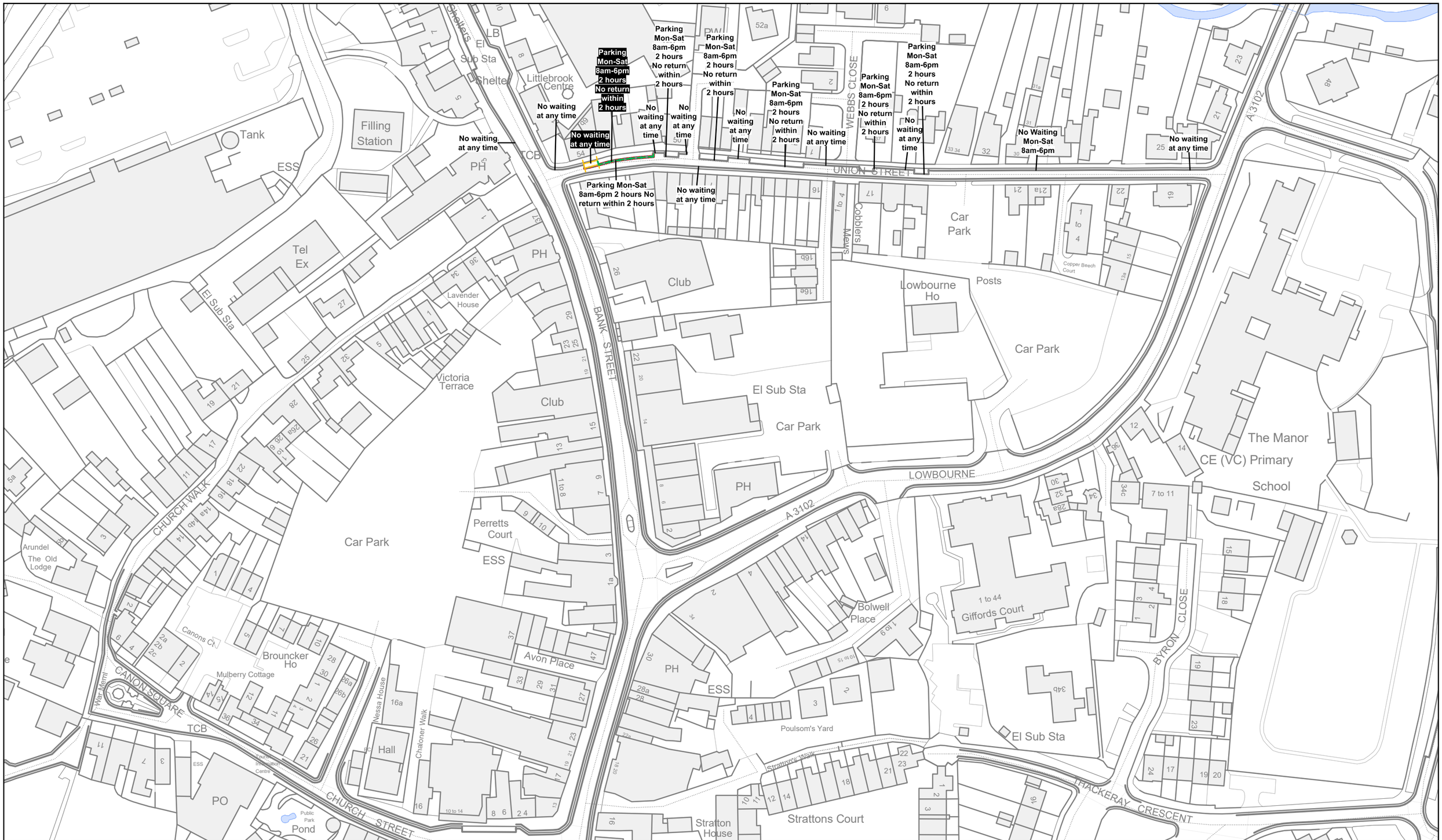
Wiltshire Council
County Hall, Bythesea Road,
Trowbridge, Wiltshire.
BA14 8JN

PARKING	PEDESTRIAN	NO WAITING	NO STOPPING	LOADING
DISABLED PARKING	PAY AND DISPLAY	NO WAITING AT ANY TIME	TAXI CLEARWAY	SHARED USE
RESIDENT PARKING	MOTORCYCLE PARKING	NO LOADING	CLEARWAY	SPARE
DOCTOR PARKING	ELECTRIC VEHICLE PARKING	NO LOADING AT ANY TIME	BUS CLEARWAY	SPARENTAL

FILE	MELK20210002
MAP	DY38

Crown copyright and database rights 2025 Ordnance Survey 100049050



Wiltshire Council	MELKSHAM AND MELKSHAM WITHOUT PROPOSED RESTRICTIONS AMENDMENT 2	SCALE	1 : 1250
		DATE	23/04/2025

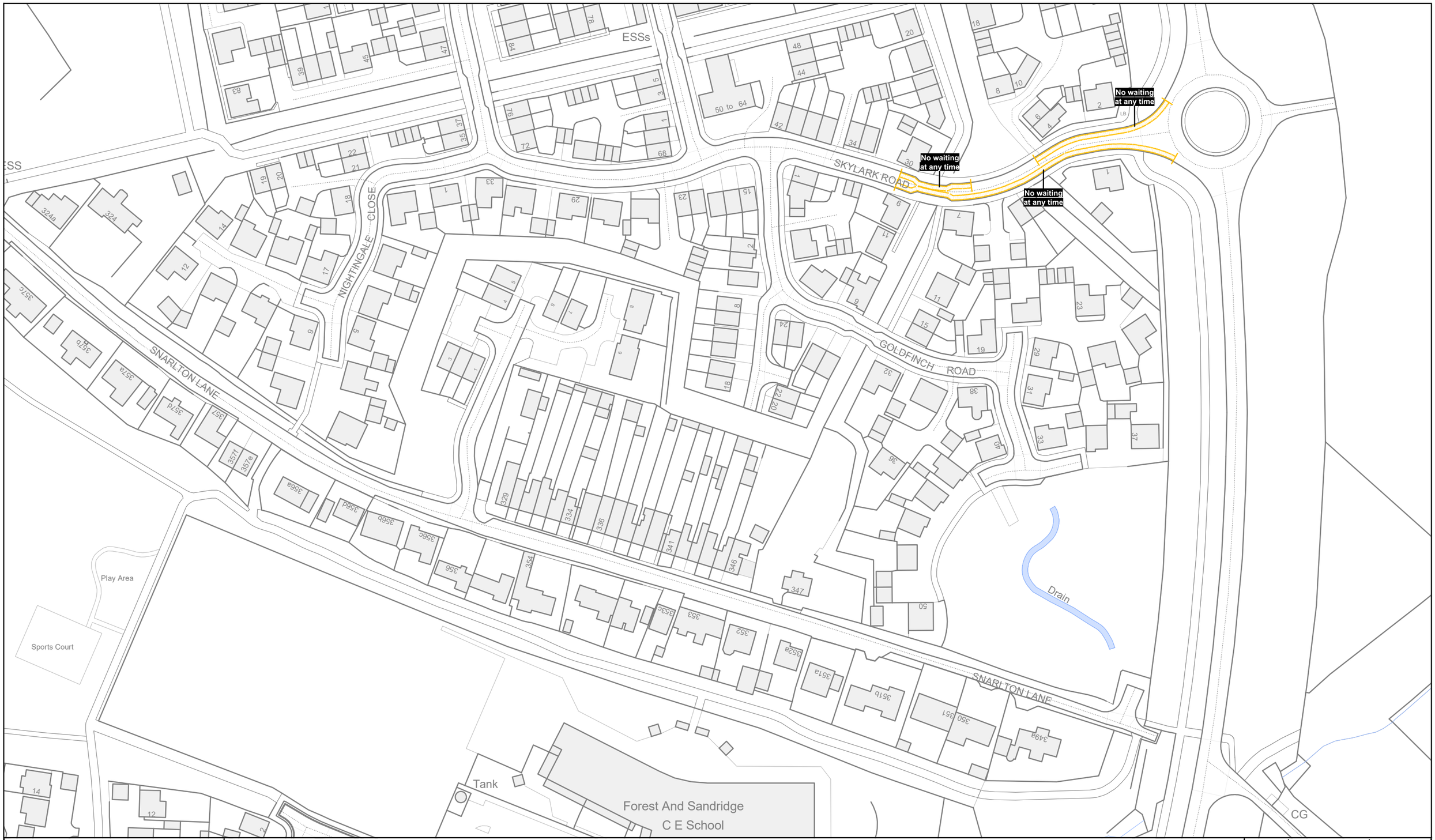
N W E S

Wiltshire Council
County Hall, Bythesea Road,
Trowbridge, Wiltshire.
BA14 8JN

PARKING
DISABLED PARKING
RESIDENT PARKING
DOCTOR PARKING
PEDESTRIAN
PAY AND DISPLAY
MOTORCYCLE PARKING
ELECTRIC VEHICLE PARKING
NO WAITING
NO WAITING AT ANY TIME
NO LOADING
NO LOADING AT ANY TIME
NO STOPPING
TAXI CLEARWAY
CLEARWAY
BUS CLEARWAY
LOADING
SHARED USE
SPARE
SPARENTAL

FILE	MELK20210002
MAP	DZ36

Crown copyright and database rights 2025 Ordnance Survey 100049050



Wiltshire Council

MELKSHAM AND MELKSHAM WITHOUT PROPOSED RESTRICTIONS AMENDMENT 2

SCALE	1 : 1250
DATE	23/04/2025

N W E S

Wiltshire Council
County Hall, Bythesea Road,
Trowbridge, Wiltshire.
BA14 8JN

PARKING	PEDESTRIAN	NO WAITING	NO STOPPING	LOADING
DISABLED PARKING	PAY AND DISPLAY	NO WAITING AT ANY TIME	TAXI CLEARWAY	SHARED USE
RESIDENT PARKING	MOTORCYCLE PARKING	NO LOADING	CLEARWAY	SPARE
DOCTOR PARKING	ELECTRIC VEHICLE PARKING	NO LOADING AT ANY TIME	BUS CLEARWAY	SPARENTAL

FILE	MELK20210002
MAP	DZ39

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Wiltshire Council

MELKSHAM AND MELKSHAM WITHOUT PROPOSED RESTRICTIONS AMENDMENT 2

SCALE	1 : 1250
DATE	23/04/2025

N W E S

PARKING
DISABLED PARKING
RESIDENT PARKING
DOCTOR PARKING
PEDESTRIAN
PAY AND DISPLAY
MOTORCYCLE PARKING
ELECTRIC VEHICLE PARKING
NO WAITING
NO WAITING AT ANY TIME
NO LOADING
NO LOADING AT ANY TIME
NO STOPPING
TAXI CLEARWAY
CLEARWAY
BUS CLEARWAY
LOADING
SHARED USE
SPARE
SPARENTAL

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BA14 8JN

FILE	MELK20210002
MAP	EB36

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MELKSHAM AND MELKSHAM WITHOUT PROPOSED RESTRICTIONS AMENDMENT 2

Wiltshire Council

Wiltshire Council
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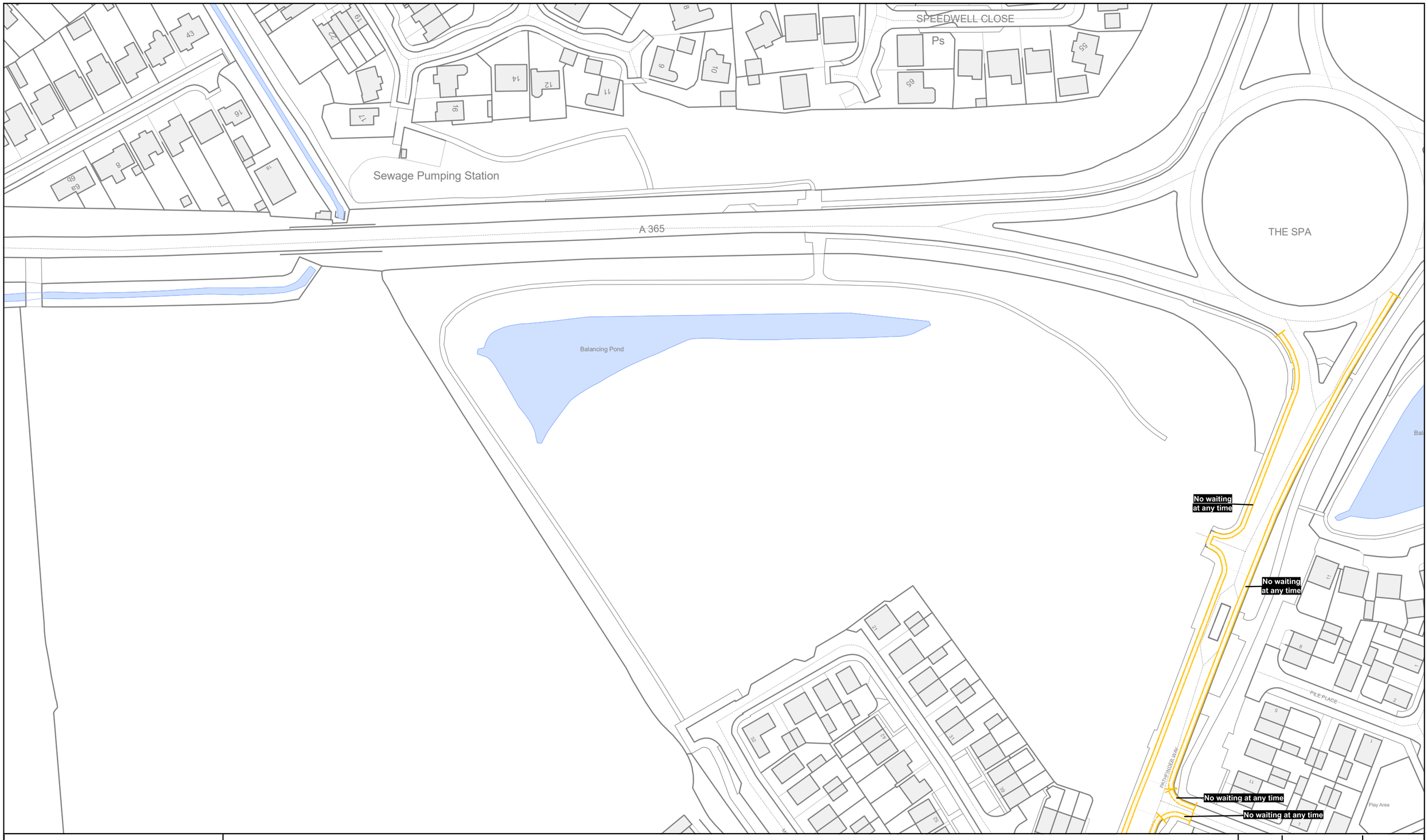
BA14 8JN

SCALE	1 : 1250
DATE	23/04/2025
FILE	MELK20210002
MAP	EC36

N W E S

PARKING	PEDESTRIAN	NO WAITING	NO STOPPING	LOADING
DISABLED PARKING	PAY AND DISPLAY	NO WAITING AT ANY TIME	TAXI CLEARWAY	SHARED USE
RESIDENT PARKING	MOTORCYCLE PARKING	NO LOADING	CLEARWAY	SPARE
DOCTOR PARKING	ELECTRIC VEHICLE PARKING	NO LOADING AT ANY TIME	BUS CLEARWAY	SPARENTAL

Crown copyright and database rights 2025 Ordnance Survey 100049050



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MELKSHAM AND MELKSHAM WITHOUT PROPOSED RESTRICTIONS AMENDMENT 2

SCALE	1 : 1250
DATE	23/04/2025

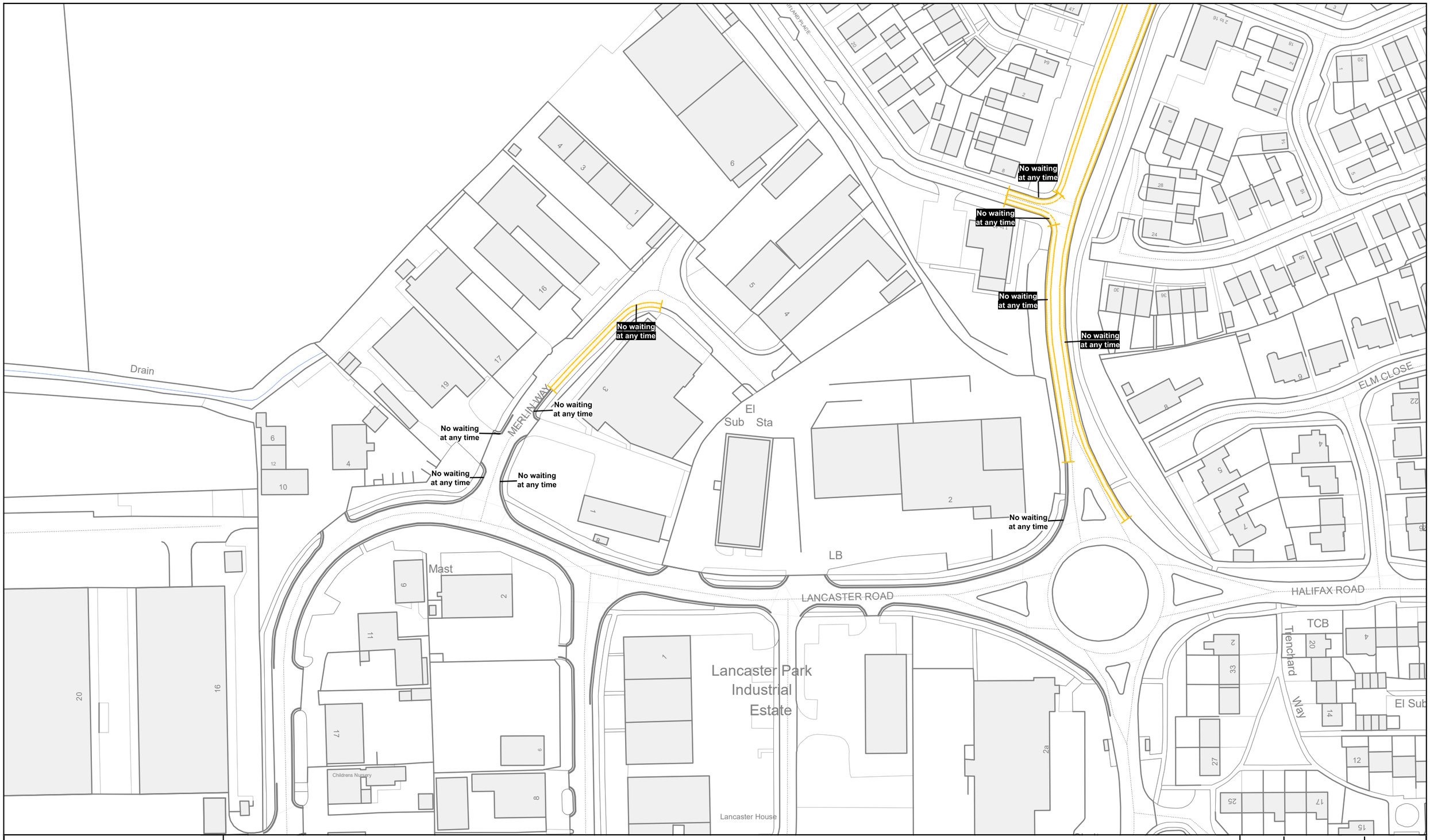
N W E S

Wiltshire Council
County Hall, Bythesea Road,
Trowbridge, Wiltshire.
BA14 8JN

- PARKING
- DISABLED PARKING
- RESIDENT PARKING
- DOCTOR PARKING
- PEDESTRIAN
- PAY AND DISPLAY
- MOTORCYCLE PARKING
- ELECTRIC VEHICLE PARKING
- NO WAITING
- NO WAITING AT ANY TIME
- NO LOADING
- NO LOADING AT ANY TIME
- NO STOPPING
- TAXI CLEARWAY
- CLEARWAY
- BUS CLEARWAY
- LOADING
- SHARED USE
- SPARE
- SPARENTAL

FILE	MELK20210002
MAP	ED37

Crown copyright and database rights 2025 Ordnance Survey 100049050



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MELKSHAM AND MELKSHAM WITHOUT PROPOSED RESTRICTIONS AMENDMENT 2

SCALE	1 : 1250
DATE	23/04/2025

N W E S

Wiltshire Council
County Hall, Bythesea Road,
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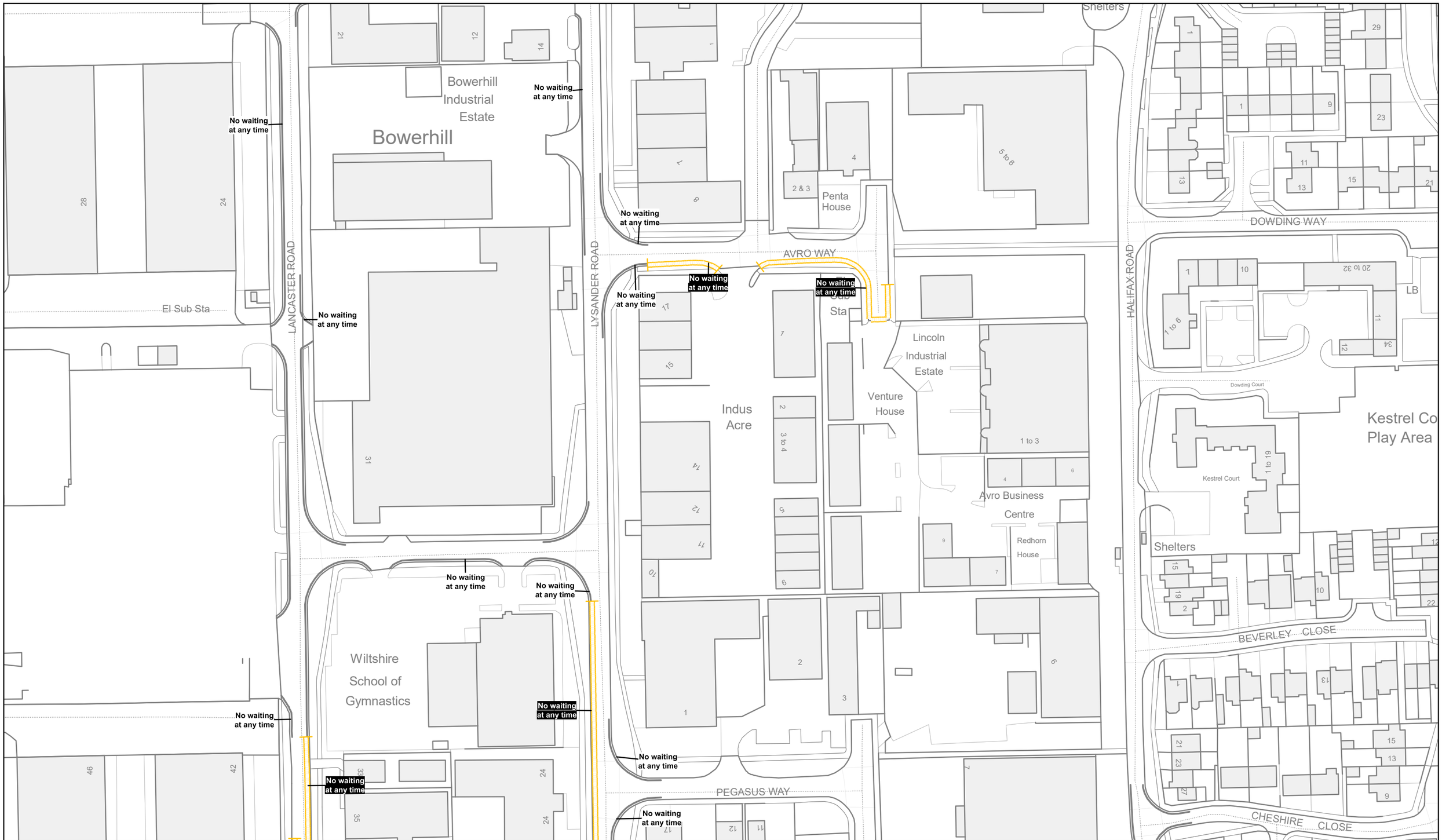
BA14 8JN

PARKING	PEDESTRIAN	NO WAITING	NO STOPPING	LOADING
DISABLED PARKING	PAY AND DISPLAY	NO WAITING AT ANY TIME	TAXI CLEARWAY	SHARED USE
RESIDENT PARKING	MOTORCYCLE PARKING	NO LOADING	CLEARWAY	SPARE
DOCTOR PARKING	ELECTRIC VEHICLE PARKING	NO LOADING AT ANY TIME	BUS CLEARWAY	SPARENTAL

FILE	MELK20210002
MAP	EE37

Crown copyright and database rights 2025 Ordnance Survey 100049050



Wiltshire Council

MELKSHAM AND MELKSHAM WITHOUT PROPOSED RESTRICTIONS AMENDMENT 2

SCALE	1 : 1250
DATE	23/04/2025
FILE	MELK20210002
MAP	EF37

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PARKING
DISABLED PARKING
RESIDENT PARKING
DOCTOR PARKING
PEDESTRIAN
PAY AND DISPLAY
MOTORCYCLE PARKING
ELECTRIC VEHICLE PARKING
NO WAITING
NO WAITING AT ANY TIME
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NO STOPPING
TAXI CLEARWAY
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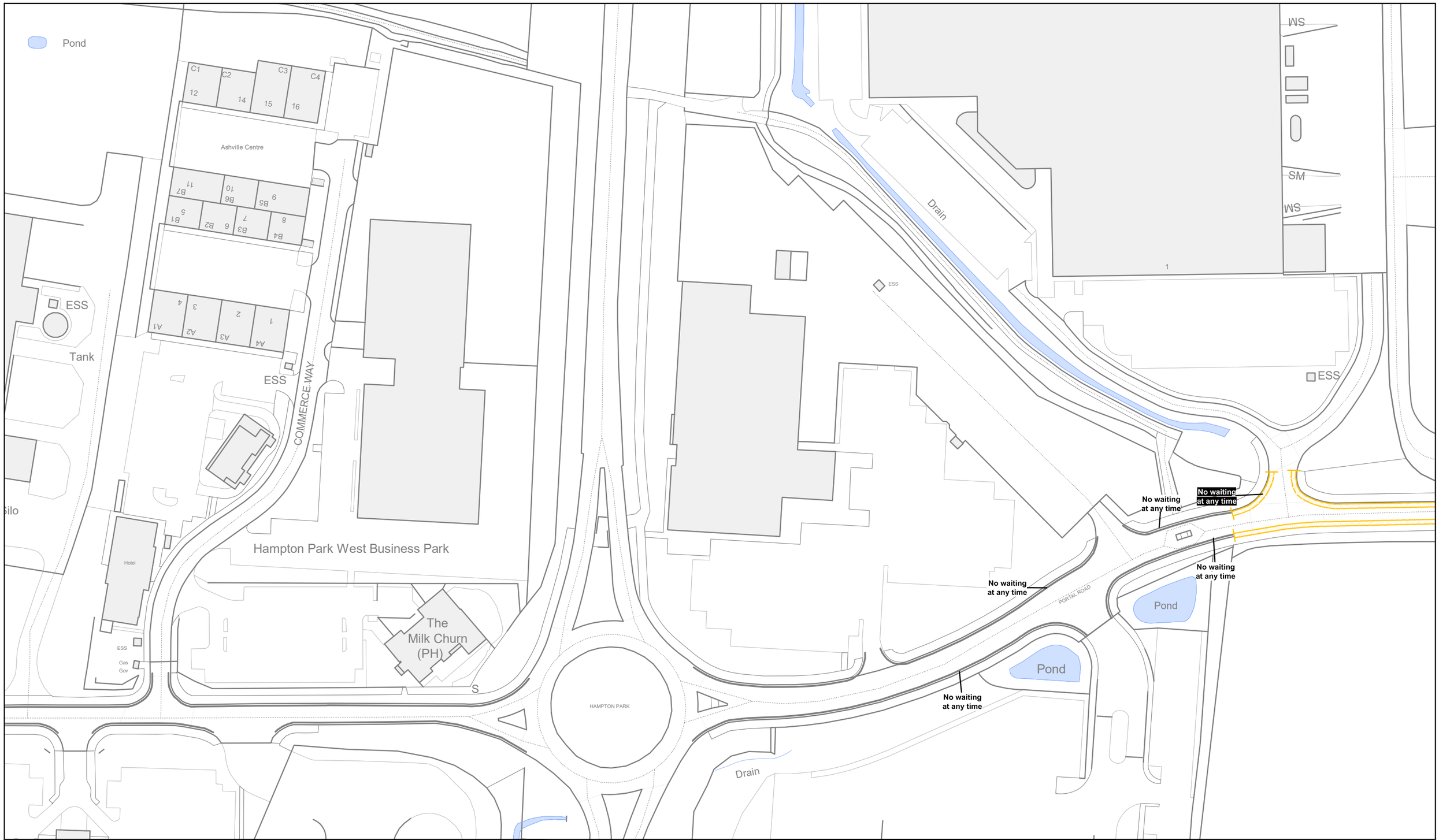
BUS CLEARWAY
LOADING
SHARED USE
SPARE
SPARENTAL

Crown copyright and database rights 2025 Ordnance Survey 100049050



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DOCTOR PARKING	ELECTRIC VEHICLE PARKING	NO LOADING AT ANY TIME	BUS CLEARWAY	SPARENTAL

FILE	MELK20210002
MAP	EG36

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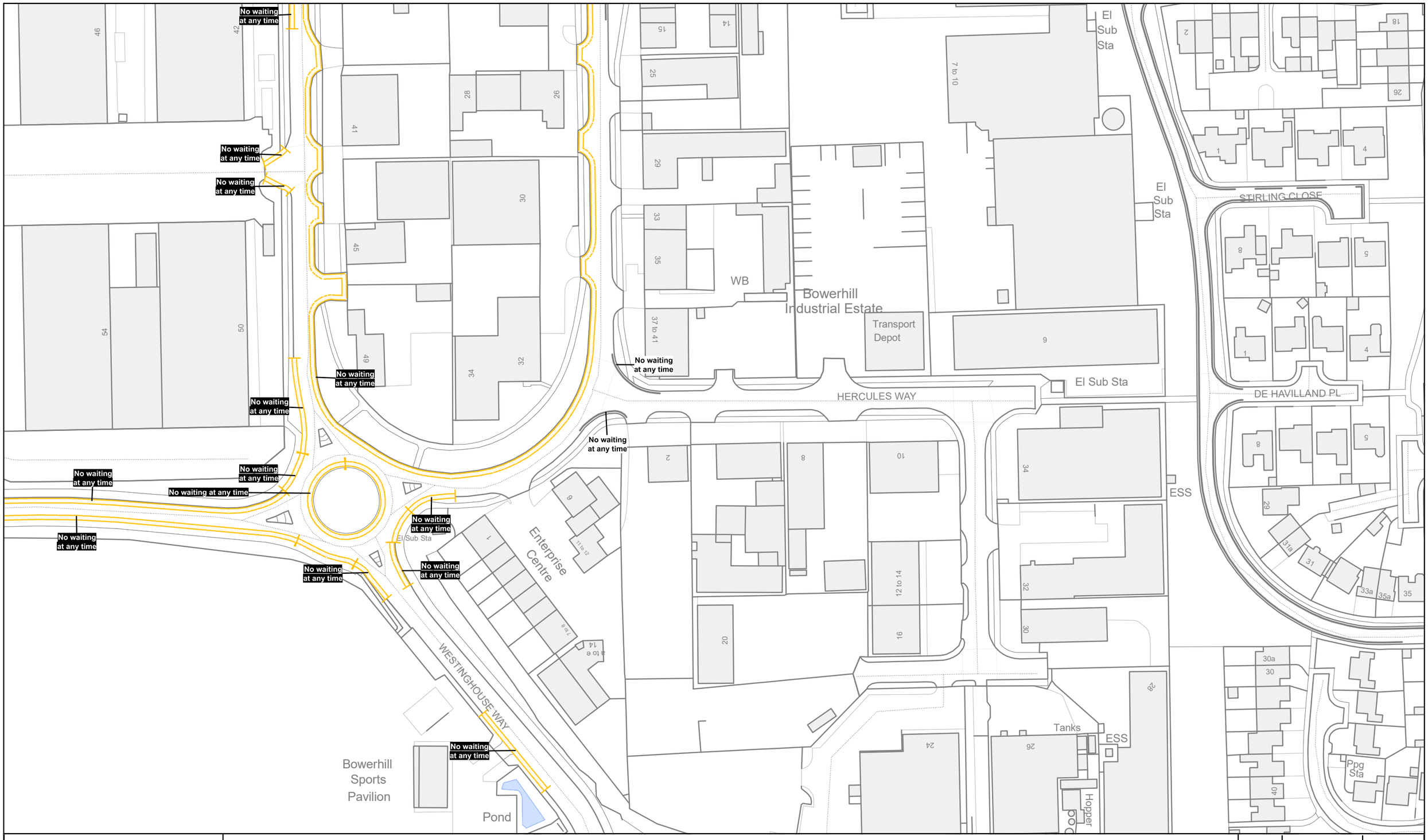
No waiting at any time
No waiting at any time
No waiting at any time



Wiltshire Council

MELKSHAM AND MELKSHAM WITHOUT PROPOSED RESTRICTIONS AMENDMENT 2

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- PARKING
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- RESIDENT PARKING
- DOCTOR PARKING
- PEDESTRIAN
- PAY AND DISPLAY
- MOTORCYCLE PARKING
- ELECTRIC VEHICLE PARKING
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- NO STOPPING
- TAXI CLEARWAY
- CLEARWAY
- BUS CLEARWAY
- LOADING
- SHARED USE
- SPARE
- SPARENTAL

FILE	MELK20210002
MAP	EG38

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II Diamond Jubilee Sports Field

FB

No waiting at any time

No waiting at any time

No waiting at any time

No waiting at any time

ancing Pond

ESS

SWIFT WAY

ESS

Tanks

ESS

Factory

Tanks

ESS

Dismantled Railway

Ponds

52

50

14

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34

Wiltshire Council

MELKSHAM AND MELKSHAM WITHOUT PROPOSED RESTRICTIONS AMENDMENT 2

SCALE	1 : 1250
DATE	23/04/2025

N W E S

Wiltshire Council
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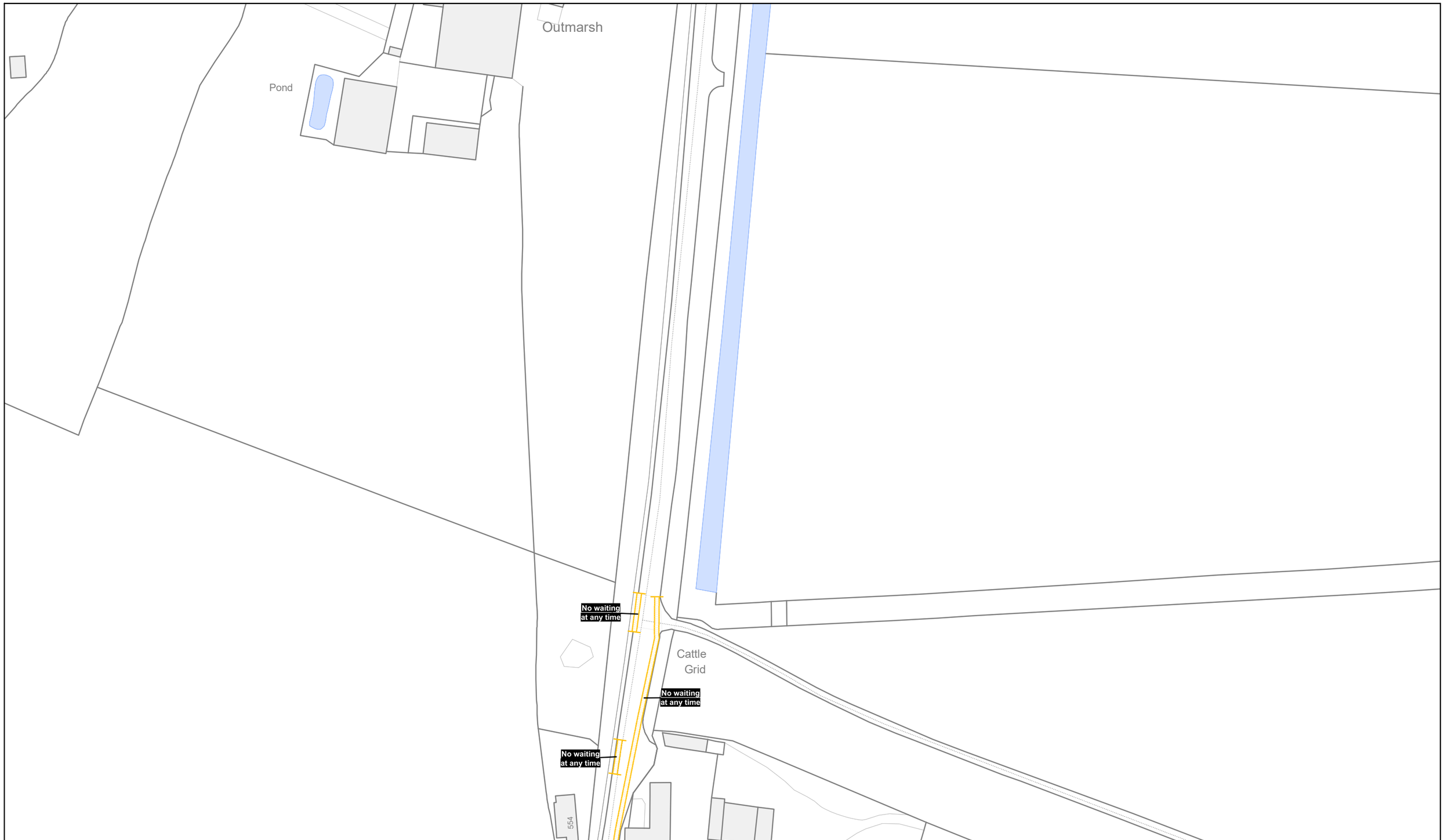
DOCTOR PARKING	ELECTRIC VEHICLE PARKING	NO LOADING AT ANY TIME	BUS CLEARWAY	SPARENTAL

FILE	MELK20210002
MAP	EH37

Crown copyright and database rights 2025 Ordnance Survey 100049050



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MELKSHAM AND MELKSHAM WITHOUT PROPOSED RESTRICTIONS AMENDMENT 2

SCALE	1 : 1250
DATE	23/04/2025

N W E S

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NO STOPPING
TAXI CLEARWAY
CLEARWAY
BUS CLEARWAY
LOADING
SHARED USE
SPARE
SPARENTAL

FILE	MELK20210002
MAP	EI35

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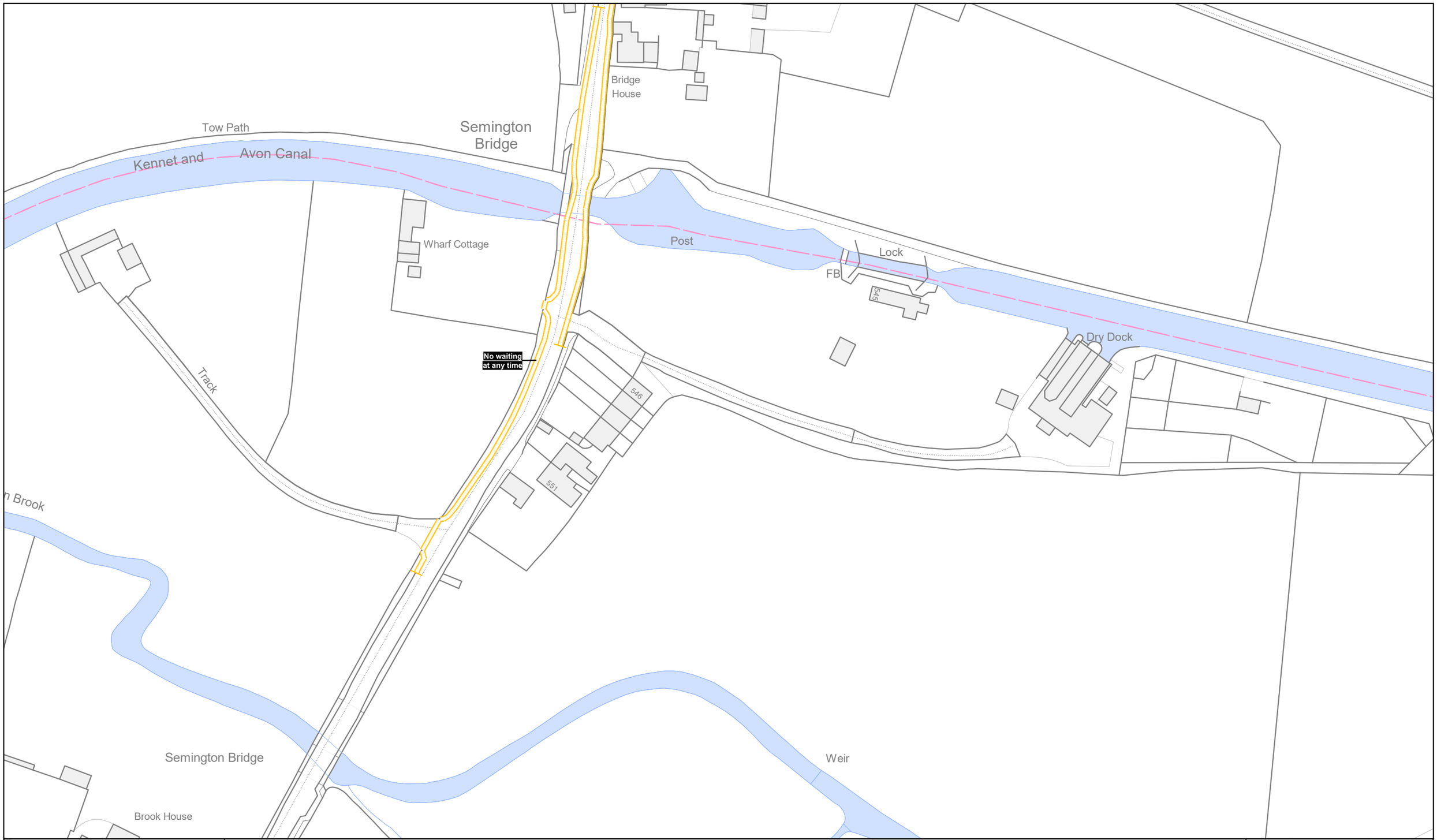

Wiltshire Council

MELKSHAM AND MELKSHAM WITHOUT PROPOSED RESTRICTIONS AMENDMENT 2

SCALE	1 : 1250
DATE	23/04/2025

N / W / E / S

Wiltshire Council
County Hall, Bythesea Road,
Trowbridge, Wiltshire.
BA14 8JN

PARKING	PEDESTRIAN	NO WAITING	NO STOPPING	LOADING
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RESIDENT PARKING	MOTORCYCLE PARKING	NO LOADING	CLEARWAY	SPARE
DOCTOR PARKING	ELECTRIC VEHICLE PARKING	NO LOADING AT ANY TIME	BUS CLEARWAY	SPARENTAL

FILE	MELK20210002
MAP	EJ35

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WILTSHIRE COUNCIL

ROAD TRAFFIC REGULATION ACT 1984
TRAFFIC MANAGEMENT ACT 2004

THE COUNTY OF WILTSHIRE (MELKSHAM AND MELKSHAM WITHOUT) (PROHIBITION AND RESTRICTION OF WAITING, PROHIBITION OF STOPPING, TAXI RANK CLEARWAYS AND ON STREET PARKING) CONSOLIDATION ORDER 2025

The Council of the County of Wiltshire in exercise of its powers under Sections 1, 2, 4, 32, 35, 53 and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984 (hereinafter referred to as "the Act of 1984") as amended and the Traffic Management Act 2004 (hereinafter referred to as "the Act of 2004") as amended and of all other enabling powers and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to the Act of 1984 hereby makes the following Order.

PART I – GENERAL

Commencement and Citation

1. This Order shall come into operation on xxxxxxxxxxx 2025 and may be cited as The County of Wiltshire (Melksham and Melksham Without) (Prohibition and Restriction of Waiting, Prohibition of Stopping, Taxi Rank Clearways and On Street Parking) Consolidation Order 2025.

Revocations

2. The following Orders are hereby revoked:

The County of Wiltshire (Melksham and Melksham Without) (Prohibition and Restriction of Waiting, Prohibition of Stopping, Taxi Rank Clearways and On Street Parking) Consolidation Order 2021

The County of Wiltshire (Melksham and Melksham Without) (Prohibition and Restriction of Waiting, Prohibition of Stopping, Taxi Rank Clearways and On Street Parking) Consolidation Order 2021 (Amendment No.1) Order 2023

Interpretation

3(1) In this Order, except where the context otherwise requires, the following expressions have the meanings hereby respectively assigned to them:-

"Civil Enforcement Officer" has the meaning defined in Article 76(1) of the Act of 2004

"delivering" and "collecting" in relation to any goods includes checking the goods for the purpose of their delivery or collection

"disabled persons vehicle" means a vehicle lawfully displaying a disabled persons badge

"disabled persons badge" means a badge issued by a local authority in the form prescribed by Regulations 7 and 11 of the Disabled Persons (Badges for Motor Vehicles) (England) Regulations 2000

“disabled persons bay” means a road or length of road designated for the leaving of vehicles as indicated by appropriate road markings designating that bay as reserved for disabled blue badge holders

"driver" in relation to a vehicle waiting in a parking place or on a road or length of road, means the person driving the vehicle at the time it was left in that parking place or road or length of road

“goods” includes postal packets of any description

“goods vehicle” has the meaning defined in the Traffic Signs Regulations and General Directions 2016

“hackney carriage” means a vehicle licensed under Section 37 of the Town Police Clauses Act 1847, or Section 6 of the Metropolitan Public Carriage Act 1869(b) or under any similar enactment

“lay-by” in relation to a main carriageway, means any area intended for the use of waiting of vehicles at the side of the main carriageway

“loading bay area” means the part of a road authorised by this Order to be used as a loading and unloading only area and indicated by item 5 as defined in Part 4 of Schedule 4 of the Traffic Signs Regulations and General Directions 2016

“main carriageway” means any carriageway of a road used primarily by through traffic and excludes any lay-by

“medical practitioner” means a fully registered medical practitioner within the meaning of the Medical Act 1983

“Medical Practitioner’s Parking Permit” means a permit bearing the words “Medical Practitioner” (and includes the name and address of the surgery) issued by Wiltshire Council or its agent to a Medical Practitioner for use in a designated Doctor parking bay identified on the plans attached to this Order

“motor cycle” and “invalid carriage” and “passenger vehicle” have the same meaning as defined in Section 136 of the Act of 1984

“parking place” means a road or length of road designated for the leaving of vehicles as indicated by appropriate road markings

“parking bay” means an area contained within a parking place as indicated by the appropriate road markings

“parking disc” has the same meaning as provided in the Local Authorities’ Traffic Orders (Exemptions for Disabled Persons) (England) Regulations 2000

“Parking Ticket” means a parking ticket, season ticket, residents parking permit or waiver of any kind (including medical practitioner waiver, Tradesman’s Waiver and Daily Visitor’s Parking Cards)

“permitted hours” means the hours identified for permitted parking (including parking in a disabled parking bay or in a loading bay area) on the plans attached to this Order but excluding any such day that is Christmas Day, Good Friday or a Bank Holiday not being a Public Holiday

“public service vehicle” has the meaning defined in Section 1 of the Public Passenger Vehicles Act 1981

"relevant position" means:-

(a) A vehicle displays a disabled persons badge, parking permit, or ticket issued in accordance with this Order in the relevant position if:

(i) it is exhibited in or on the front windscreen, on the dashboard or facia of the vehicle; or

(ii) where the vehicle is not fitted with a dashboard or facia, the badge, permit or ticket is exhibited in a conspicuous position at the front of the vehicle

so that the front of the badge, permit or ticket (showing any Serial numbers, time, date and expiry or purchase details) is clearly legible from the front of the outside of the vehicle

(b) A vehicle displays a parking disc in the relevant position if:

(i) the disc is exhibited on the dashboard or facia of the vehicle; or

(ii) where the vehicle does not have a dashboard or facia, the disc is exhibited in a conspicuous position on the vehicle

so that, when marked to show the quarter-hour period during which a period of waiting began, that period is clearly legible from the outside of the vehicle.

“school entrance marking” means an area of carriageway which is comprised within the road marking prescribed in Diagram 1027.1 in Part 4 of Schedule 7 of the Traffic Signs Regulations and General Directions 2016, and indicated by the sign prescribed in Part 6 of Schedule 7 of the Traffic Signs Regulations and General Directions 2016

“taxi” has the meaning defined in the Traffic Signs Regulations and General Directions 2016 and “taxi rank” means an area of carriageway reserved for use by taxis waiting to pick up passengers

“telecommunications apparatus” has the same meaning as in Schedule 2 of the Telecommunications Act 1984

“the Council” means the authority known as Wiltshire Council

“traffic sign” means a sign of any size, colour and type prescribed or authorised under, or having effect as though prescribed or authorised under Section 64 of the Act of 1984

“Virtual Parking Permit” means an electronic record of parking ticket, permit or waiver issued and confirmed by Wiltshire Council to exempt a vehicles from a restriction under the terms and charges applicable at the time of issue

“waiver” means a formal document issued by Wiltshire Council to exempt a vehicle from a restriction under the terms and charges applicable at the time of issue

(2) Where reference is made to “The County of Wiltshire (Melksham and Melksham Without) Prohibition and Restriction of Waiting, Prohibition of Stopping, Taxi Rank Clearways and On Street Parking) Consolidation Order” in the map schedules to this Order, this shall mean The County of Wiltshire (Melksham and Melksham Without) (Prohibition and Restriction of Waiting, Prohibition of Stopping, Taxi Rank Clearways and On Street Parking) Consolidation Order 2025.

(3) For the purpose of this Order the prohibitions and restrictions contained in the Articles to this Order and shown on the attached plans shall apply to the full extent of the public highway, with the exception of Clearways which apply to the extent of the carriageway.

(4) For the purpose of this Order a vehicle shall be taken as waiting on a length of road if any point on that length of road is below the vehicle or its load (if any).

(5) The prohibitions imposed by this Order shall be in addition to and not in derogation of any restriction, prohibition or requirement imposed by any Regulations or Orders made or having effect as if made under the Act of 1984, or by or under any other enactment.

(6) Insofar as any provision of this Order conflicts with the effect of markings placed on the carriageway, as specified by Diagram 1025.1 of Part 4 of Schedule 7 of The Traffic Signs Regulations and General Directions 2016 (“TSRGD”) conveying the existence of a ‘bus stop/clearway’ as defined by Part 6 of Schedule 7 of TSRGD then the effect of those markings and the existence of that bus stop/clearway shall prevail.

(7) For the purposes of this Order, Wiltshire Council accepts no responsibility for any inaccuracies contained in the Ordnance Survey data relied upon in the preparation of the plans attached to this Order. Where a restriction applies to the edge of a length of carriageway or highway (adjacent to the kerb) that restriction will continue to apply to the actual edge of carriageway or highway irrespective of changes to either the carriageway width or to the underlying Ordnance Survey data.

PART II

GENERAL PROVISIONS RELATING TO WAITING, LOADING, STOPPING AND TAXI RANK CLEARWAY RESTRICTIONS

4. Save as provided in Articles 8, 9, 10, 11, and 12 of this Order no person shall, except upon the direction or with the permission of a Police Constable in uniform or of a Civil Enforcement Officer cause or permit any vehicle (and/or drawn trailer) to wait on the roads or sides of the roads subject to restrictions identified as No Waiting during a specified time limit, for the periods identified on the plans attached to this Order.

5. Save as provided in Articles 8 and 9 of this Order no person shall, except upon the direction or with the permission of a Police Constable in uniform or of a Civil Enforcement Officer cause or permit any vehicle to load or unload in the roads or sides of the roads identified as No Loading, and for the periods identified on the plans attached to this Order.

6. Save as provided in Articles 8(c), 8(d), 8(f) and 8(g) of this Order, no person shall, except upon the direction or with the permission of a Police Constable in uniform or of a Civil Enforcement Officer cause or permit a vehicle, other than a taxi to stop or wait in a taxi rank area in the roads or sides of the roads identified as No Stopping Except Taxis for the periods identified on the plans attached to this Order.

7. Save as provided in Articles 8(c), 8(d), 8(f) and 8(g) of this Order, no person shall, except upon the direction or with the permission of a Police Constable in uniform or of a Civil Enforcement Officer causer or permit a vehicle to stop or wait on a school entrance marking in the roads or sides of roads identified as No stopping on entrance markings for the periods identified on the plans attached to this Order.

8. Nothing in Articles 4, 5, 6 and 7 of this Order shall render it unlawful to cause or permit any vehicle to wait in any of the roads, lengths of road or on the sides of road identified in the plans attached to this Order for so long as may be necessary to enable:

(a) a person to board or alight from the vehicle;

(b) goods to be loaded onto or unloaded from the vehicle provided that loading is carried out in one continuous operation and that no vehicle shall so wait on any of the lengths of road identified on the plans attached to this Order where loading and unloading is prohibited on such days and times so identified on the aforementioned plans;

(c) the vehicle, if it cannot conveniently be used for such purpose in any other road, to be used for the purpose of any building operation, demolition or excavation, or the maintenance or improvement or reconstruction of the said lengths or sides of road or any works connected with any sewer, main, pipe or apparatus for the supply of gas, water or electricity or of any telecommunications apparatus;

(d) the vehicle, if it cannot conveniently be used for such purpose in any other road, to be used in the service of the local authority in pursuance of statutory powers or duties;

(e) the vehicle of a universal service provider (as defined in Section 4(3) and (4) of the Postal Services Act 2000) to be used for the purpose of delivering and/or collecting mail;

(f) the vehicle to be used in the service of the Police, Fire & Rescue Service or Ambulance Service;

(g) the vehicle to be used in any case where the person in control of the vehicle:

(i) is required by law to stop or wait or is permitted to stop or wait by a Police Officer in uniform;
(ii) is obliged to stop so as to prevent an accident; or
(iii) is prevented from proceeding by circumstances outside his control

(h) the vehicle to be loaded or unloaded whilst it is in actual use in connection with the removal of furniture and effects from one office or dwelling house to another or to such premises from a depository or

from such premises to a depository notwithstanding anything contained in paragraph (b) above as to waiting in the roads or sides of the roads identified and for the periods identified on the plans attached to this Order;

(i) a security vehicle to be used in the course of delivering or collecting cash to/from properties in any of the lengths of road identified on the plans attached to this Order and being a vehicle specifically designed for that purpose.

9. Nothing in Articles 4 and 5 of this Order shall apply to any vehicle:

(a) being used as part of a wedding or funeral cortege or otherwise in connection with a wedding or funeral; or

(b) being licensed as a hackney carriage whilst waiting at a duly authorised taxi rank as marked on the carriageway.

10. Nothing in Article 4 of this Order shall render it unlawful to cause or permit a disabled persons vehicle which displays in the relevant position a disabled persons badge and a parking disc (on which the driver, or other person in charge of the vehicle, has marked the time at which the period of waiting began) to wait in any of the lengths of road referred to in those Articles for a period not exceeding three hours (not being a period separated by an interval of less than one hour from a previous period of waiting by the same vehicle in the same length of road).

11. Nothing in Article 4 of this Order shall prevent any person from causing or permitting any vehicle to wait in any of the lengths of road referred to in that Article provided permission has been obtained from Wiltshire Council by means of a waiver to be displayed in the front or nearside of the vehicle and which includes information to enable the driver to be contacted in an emergency and providing that an obstruction is not caused by so doing and that the vehicle is moved if the driver is requested to do so by a Police Officer in uniform or Civil Enforcement Officer.

12. Nothing in Article 4 of this Order shall render it unlawful for a taxi to stop or wait in any of the lengths of road identified as No Waiting Except Taxis on the plans attached to this Order.

PART III

GENERAL PROVISIONS RELATING TO THE USE OF ON-STREET PARKING PLACES, LOADING BAY AREAS AND DOCTORS BAYS

13. The parts of the roads identified as Parking places on the plans attached to this Order are authorised to be used, subject to the following provisions of this Order by the class of vehicle specified, if none specified then all classes of vehicle, on such days and during such permitted hours as identified on the plans attached to this Order and in such positions as indicated by the appropriate road markings. Parking places shall operate at all times unless otherwise specified in the Articles to this Order.

14. (1) Nothing in Article 13 of this Order shall restrict the power of the Council, for preventing obstruction of the streets, by order on the occasion of any public markets or fairs or of any public procession, rejoicing or illumination, or where the streets are thronged or liable to be obstructed, to close any parking places or part thereof;

(2) Nothing in Article 13 of this Order shall prevent the Council, by notice displayed at any parking place:

(a) from closing that parking place or any part thereof for any period while any works are being executed therein or adjacent thereto or whilst that parking place or any part thereof is required for use for some special purpose;

(b) from setting aside for use only by specially authorised vehicles of any part(s) of that parking place on all days or on certain days or during certain parts of certain days.

15. Nothing in Article 13 of this Order shall apply so as to prevent any person from causing any vehicle to wait in the parking place specified in that Article if the vehicle is being used in connection with the provisions contained within Article 8(c), (d) and (f) of this Order.

16. Where in the roads or sides of the roads identified on the plans attached to this Order a parking place is described as available for vehicles of a specified class, a specified position, or a specified day, the driver of a vehicle shall not permit it to wait in that parking place:

(a) unless it is of the specified class appropriate to that parking place and that specified day and;

(b) otherwise than wholly within the limits of a parking bay marked out in that parking place as indicated by white line carriageway markings.

17. (1) Except as provided in Article 19 the driver of a vehicle shall not permit it to wait in a parking place for longer than the maximum period permitted for waiting specified in relation to that parking place and as identified on the plans attached to this Order; and

(2) When a vehicle has left a parking place after waiting thereon, the driver thereof shall not within the period specified in relation to that parking place and as identified on the plans attached to this Order after its leaving permit it to wait again upon that parking place.

18. The driver of a vehicle drawing a trailer shall not permit the vehicle or the trailer to wait in a parking place unless they have been disconnected and for the purpose of this Order the vehicle and the trailer shall be deemed to be separate vehicles and the driver shall be deemed to be the driver of each of the said vehicles.

19. The driver of a vehicle being an invalid carriage, or a disabled persons vehicle which displays in the relevant position a disabled persons badge, shall be exempt from any limitation on time when left in a parking place (not being a designated disabled parking bay, Doctors bay or loading bay area) identified on the plans attached to this Order.

20. The driver of a vehicle displaying at its front or nearside a valid waiver issued by Wiltshire Council shall be exempt from any limitation of time in the lengths of road or on any of the sides of road identified as Parking places identified on the plans attached to this Order when left in a parking place.

21. Notwithstanding the foregoing provisions of this part of the Order, any vehicle may wait during the permitted hours in a parking place (other than a parking place or part thereof the use of which has been suspended under Article 22 of this Order) for so long as may be necessary if:-

(a) the vehicle is a vehicle used for Police, Fire & Rescue Service or Ambulance purposes, or a vehicle (other than a passenger vehicle) in the service of a local authority or its agent which is being used in pursuance of statutory powers or duties to maintain the highway;

(b) the vehicle (not being a passenger vehicle) is waiting to enable it to be used for the purpose of any building operation, demolition or excavation in or adjacent to the parking place or the maintenance or improvement of the parking place or any works connected with any sewer, main, pipe or apparatus for the supply of gas, water or electricity or of any telecommunications apparatus;

(c) the vehicle (not being a passenger vehicle) is in actual use in connection with the removal of furniture from one business or dwelling house to another or the removal of furniture from such premises to a depository or to such premises from a depository.

Power to Suspend Use of Parking Places

22. (1) Any person authorised by the Council may suspend the use of a parking place or any part thereof whenever the Council considers such suspension reasonably necessary:-

(a) for the purpose of facilitating the movement of traffic or promoting its safety; or

(b) for any purpose specified in Articles 14 and 21(b) of this Order;

(2) A Police Officer in uniform may suspend for not longer than twenty-four hours the use of a parking place or any part thereof whenever he considers such suspension reasonably necessary for the purpose of facilitating the movement of traffic or promoting its safety.

(3) Any person suspending the use of a parking place or any part thereof in accordance with the provisions of paragraph (1) or paragraph (2) of this Article shall thereupon place or cause to be placed in or adjacent to that parking place or the part thereof the use of which is suspended, a traffic sign indicating that waiting by vehicles is prohibited.

(4) No person shall cause or permit a vehicle to be left in any part of a parking place during such period as either there is in or adjacent to that part of a parking place a traffic sign placed in pursuance of paragraph (3) of this Article.

23. Provided that nothing in Article 22(1) of this Order shall render it unlawful to cause or permit a vehicle to be left in a parking place if it is being used:

(a) for the Fire & Rescue Service, ambulance or Police purposes or in the service of a local authority or its agents in pursuance of its statutory powers and duties to maintain the highway;

(b) or if the vehicle is left with the permission of the person suspending the use of the parking place or part thereof in pursuance of Article 22(1) of this Order, a Police Constable in uniform or of a person authorised in that behalf by the Council.

24. Subject to the proviso hereto, when a vehicle is left in a parking place in contravention of any of the provisions contained in Articles 16, 17, 22(4) and 27 of this Order, a person authorised in that behalf by the Council may remove the vehicle or arrange for it to be removed from that parking place provided that when a vehicle is waiting in the parking place in contravention of the provisions of Article 16(b) of this Order, a person authorised in that behalf by the Council may alter or cause to be altered the position of the vehicle in order that its position shall comply with that provision.

25. Any person removing a vehicle or altering its position by virtue of the last preceding Article of this Order may do so by towing or driving the vehicle or in such other manner as he may think necessary to enable him to remove it as aforesaid and may take such measures in relation to the vehicle as necessary to enable the vehicle to be removed or to alter the position of the vehicle as the case may be and shall make such arrangements as may be reasonably necessary for the safe custody of the vehicle.

PART IV

LOADING BAY AREAS
PROVISIONS RELATING TO LOADING BAY AREAS

26. (1) The parts of the roads identified on the plans attached to this Order as Loading are authorised to be used, subject to the following provisions of this Order, as loading bay areas for vehicles, in such positions and on such days and during such permitted hours as identified on the plans attached to this Order for the purpose of loading and unloading only.

(2) Nothing in paragraph (1) of this Article shall apply so as to prevent any person from causing any vehicle to wait in the loading bay area specified in that paragraph if the vehicle is being used in connection with the provisions contained within Article 8(c), (d) and (f) of this Order.

27. The driver of a vehicle shall not permit it to wait in a loading bay area for longer than is necessary to enable goods to be loaded or unloaded from a vehicle.

28. Subject to the proviso hereto, when a vehicle is left in the loading bay area in contravention of the provision contained in Article 27 of this Order, a person

authorised in that behalf by the Council may remove the vehicle or arrange for it to be removed from that loading bay area.

PART V

DESIGNATED PARKING PLACES FOR DISABLED PERSONS

29. (1) The parts of the roads identified as Disabled parking on the plans attached to this Order and therein designated 'Disabled badge holders only' may be used, subject to the provisions of this part of the Order, as parking places for disabled persons vehicles, in such positions and on such days and during such permitted hours as so identified.

(2) Where within a parking place, there is a sign or surface marking which indicates that a parking bay is available only for a disabled persons vehicle, the driver of a vehicle shall not permit it to wait in the parking bay unless the vehicle is a disabled persons vehicle.

30. The driver of a vehicle shall exhibit a parking disc on the vehicle in the relevant position and set the disc to indicate a quarter-hour period during which the vehicle arrived at the disabled persons bay.

31. (a) The driver of a vehicle shall not permit it to wait continuously in a disabled persons bay for longer than the maximum period permitted for waiting specified in relation to that parking place and as identified on the plans attached to this Order, such period being calculated as commencing from the later time indicated on the parking disc set in accordance with the provisions of Article 30 of this Order and when the vehicle has left that parking place after waiting therein shall not within the period specified in relation to that parking place and identified on the plans attached to this Order after its waiting return to that parking place.

(b) Where a parking disc exhibited in pursuance of this Order on a vehicle waiting in a disabled persons bay is showing a quarter-hour period, the later time indicated by the disc showing the end of that period shall be treated as evidence that the vehicle has been waiting in that parking place since that later time.

No person shall:-

32. (a) After the parking disc exhibited on a vehicle has been set in accordance with Article 30 of this Order, alter the indications given by that parking disc whilst the said vehicle remains in the disabled persons bay; or

(b) knowingly exhibit on any vehicle any parking disc which has been altered, defaced, mutilated or added to or upon which the figures or particulars have become illegible.

(c) It shall be assumed, unless the contrary is shown, that the parking disc mentioned in Article 30 is an approved device.

PART VI

PROVISIONS RELATION TO VIRTUAL PARKING PERMITS

33. Where in this Order there is a requirement or option to obtain a Parking Ticket, this requirement or option may be discharged by the obtaining of a Virtual Parking Permit, as an alternative to any method set out in this Order.

34. A Virtual Parking Permit may be obtained by any of the methods provided from time to time by the Council and to be valid must be registered on an account in an electronic database approved by the Council and an indication that payment has been made and the parking period for which payment has been made shall either;

    (a) appear on a hand-held device; or

    (b) be obtained by a Civil Enforcement Officer contacting the service provider.

35. Without prejudice to the provisions of this Order, if at any time while a vehicle is left in a parking place there is no indication as set out in Article 34 to this Order that payment of the charge for a Parking Ticket has been made using the Virtual Parking Permit system, or there is an indication that the parking period for which payment was made has expired, it shall be presumed, unless the contrary is proved, that either:

    (a) the charge for the Parking Ticket has not been duly paid in respect of that vehicle; or

    (b) the parking period for which payment was made had already expired.

36. Where a Virtual Parking Permit has been obtained as an alternative to a Parking Ticket and remains valid, any requirement in this Order for the Parking Ticket to be displayed on the vehicles to which it relates shall not apply.

37. Any other provisions in this Order relating to the validity of a Parking Ticket shall except where the context otherwise provides apply to a Virtual Parking Ticket.

PART VII

CONTRAVENTION OF RESTRICTIONS

38. Where a vehicle has been left in contravention of the restrictions imposed by this Order, a Penalty Charge shall be incurred, the amount of which will be set by Wiltshire Council under the provisions of the Act of 2004 relating to the Civil Enforcement Areas and Special Enforcement Areas.

39. Where a Penalty Charge is payable, a Penalty Charge Notice shall be issued by a Civil Enforcement Officer in accordance with the Act of 2004.

Manner of Payment of Penalty Charge Notice

40. The Penalty Charge shall be paid within 28 days payable to Wiltshire Council under the terms referred to in the said Notice.

Restriction on Removal of Penalty Charge Notice

41. Where a notice has been attached to a vehicle in accordance with the provisions of the Act of 2004, no person not being the driver of the vehicle or duly authorised representative of the Council shall remove the notice from the vehicle unless authorised to do so by the driver.

THE COMMON SEAL of
WILTSHIRE COUNCIL was
hereunto affixed this
xx day of xxxxxxxxx 2025
in the presence of:

WILTSHIRE COUNCIL

ROAD TRAFFIC REGULATION ACT 1984
TRAFFIC MANAGEMENT ACT 2004

THE COUNTY OF WILTSHIRE (PARISHES OF WEST WILTSHIRE) (PROHIBITION AND RESTRICTION OF WAITING, PROHIBITION OF STOPPING, ON STREET PARKING AND CLEARWAYS) CONSOLIDATION ORDER 2025

The Council of the County of Wiltshire in exercise of its powers under Sections 1, 2, 4, 32, 35, 53 and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984 (hereinafter referred to as "the Act of 1984") as amended and the Traffic Management Act 2004 (hereinafter referred to as "the Act of 2004") as amended and of all other enabling powers and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to the Act of 1984 hereby makes the following Order.

PART I – GENERAL

Commencement and Citation

1. This Order shall come into operation on xxxxxxxx 2025 and may be cited as The County of Wiltshire (Parishes of West Wiltshire) (Prohibition and Restriction of Waiting, Prohibition of Stopping, On Street Parking and Clearways) Consolidation Order 2025.

Revocations

2. The following Orders are hereby revoked:

The County of Wiltshire (Parishes of West Wiltshire) (Prohibition and Restriction of Waiting, Prohibition of Stopping, On Street Parking and Clearways) Consolidation Order 2019

The County of Wiltshire (Parishes of West Wiltshire) (Prohibition and Restriction of Waiting, Prohibition of Stopping, On Street Parking and Clearways) Consolidation Order 2019 (Amendment No.1) Order 2022

The County of Wiltshire (Parishes of West Wiltshire) (Prohibition and Restriction of Waiting, Prohibition of Stopping, On Street Parking and Clearways) Consolidation Order 2019 (Amendment No.2) Order 2021

The County of Wiltshire (Parishes of West Wiltshire) (Prohibition and Restriction of Waiting, Prohibition of Stopping, On Street Parking and Clearways) Consolidation Order 2019 (Amendment No.3) Order 2023

The County of Wiltshire (Parishes of West Wiltshire) (Prohibition and Restriction of Waiting, Prohibition of Stopping, On Street Parking and Clearways) Consolidation Order 2019 (Amendment No.4) Order 2024

The County of Wiltshire (Parishes of West Wiltshire) (Prohibition and Restriction of Waiting, Prohibition of Stopping, On Street Parking and Clearways) Consolidation Order 2019 (Amendment No.5) Order 2024

Interpretation

3(1) In this Order, except where the context otherwise requires, the following expressions have the meanings hereby respectively assigned to them:-

"Civil Enforcement Officer" has the meaning defined in Article 76(1) of the Act of 2004

"delivering" and "collecting" in relation to any goods includes checking the goods for the purpose of their delivery or collection

"disabled persons vehicle" means a vehicle lawfully displaying a disabled persons badge

"disabled persons badge" means a badge issued by a local authority in the form prescribed by Regulations 7 and 11 of the Disabled Persons (Badges for Motor Vehicles) (England) Regulations 2000

"disabled persons bay" means a road or length of road designated for the leaving of vehicles as indicated by appropriate road markings designating that bay as reserved for disabled blue badge holders

"driver" in relation to a vehicle waiting in a parking place or on a road or length of road, means the person driving the vehicle at the time it was left in that parking place or road or length of road

"goods" includes postal packets of any description

"goods vehicle" has the meaning defined in the Traffic Signs Regulations and General Directions 2016

"hackney carriage" means a vehicle licensed under Section 37 of the Town Police Clauses Act 1847, or Section 6 of the Metropolitan Public Carriage Act 1869(b) or under any similar enactment

"lay-by" in relation to a main carriageway, means any area intended for the use of waiting of vehicles at the side of the main carriageway

"loading bay area" means the part of a road authorised by this Order to be used as a loading and unloading only area and indicated by item 5 as defined in Part 4 of Schedule 4 of the Traffic Signs Regulations and General Directions 2016

"main carriageway" means any carriageway of a road used primarily by through traffic and excludes any lay-by

"medical practitioner" means a fully registered medical practitioner within the meaning of the Medical Act 1983

"Medical Practitioner's Parking Permit" means a permit bearing the words "Medical Practitioner" (and includes the name and address of the surgery) issued by Wiltshire Council or its agent to a Medical Practitioner for use in a designated Doctor parking bay identified on the plans attached to this Order

"motor cycle" and "invalid carriage" and "passenger vehicle" have the same meaning as defined in Section 136 of the Act of 1984

“parking place” means a road or length of road designated for the leaving of vehicles as indicated by appropriate road markings

“parking bay” means an area contained within a parking place as indicated by the appropriate road markings

“parking disc” has the same meaning as provided in the Local Authorities’ Traffic Orders (Exemptions for Disabled Persons) (England) Regulations 2000

“Parking Ticket” means a parking ticket, season ticket, residents parking permit or waiver of any kind (including medical practitioner waiver, Tradesman’s Waiver and Daily Visitor’s Parking Cards)

“permitted hours” means the hours identified for permitted parking (including parking in a disabled parking bay or in a loading bay area) on the plans attached to this Order but excluding any such day that is Christmas Day, Good Friday or a Bank Holiday not being a Public Holiday

“public service vehicle” has the meaning defined in Section 1 of the Public Passenger Vehicles Act 1981

"relevant position" means:-

(a) A vehicle displays a disabled persons badge, parking permit, or ticket issued in accordance with this Order in the relevant position if:

(i) it is exhibited in or on the front windscreen, on the dashboard or facia of the vehicle; or

(ii) where the vehicle is not fitted with a dashboard or facia, the badge, permit or ticket is exhibited in a conspicuous position at the front of the vehicle

so that the front of the badge, permit or ticket (showing any Serial numbers, time, date and expiry or purchase details) is clearly legible from the front of the outside of the vehicle

(b) A vehicle displays a parking disc in the relevant position if:

(i) the disc is exhibited on the dashboard or facia of the vehicle; or

(ii) where the vehicle does not have a dashboard or facia, the disc is exhibited in a conspicuous position on the vehicle

so that, when marked to show the quarter-hour period during which a period of waiting began, that period is clearly legible from the outside of the vehicle.

“school entrance marking” means an area of carriageway which is comprised within the road marking prescribed in Diagram 1027.1 in Part 4 of Schedule 7 of the Traffic Signs Regulations and General Directions 2016, and indicated by the sign prescribed in Part 6 of Schedule 7 of the Traffic Signs Regulations and General Directions 2016

"taxi" has the meaning defined in the Traffic Signs Regulations and General Directions 2016 and "taxi rank" means an area of carriageway reserved for use by taxis waiting to pick up passengers

"telecommunications apparatus" has the same meaning as in Schedule 2 of the Telecommunications Act 1984

"the Council" means the authority known as Wiltshire Council

"traffic sign" means a sign of any size, colour and type prescribed or authorised under, or having effect as though prescribed or authorised under Section 64 of the Act of 1984

"Virtual Parking Permit" means an electronic record of parking ticket, permit or waiver issued and confirmed by Wiltshire Council to exempt a vehicles from a restriction under the terms and charges applicable at the time of issue

"waiver" means a formal document issued by Wiltshire Council to exempt a vehicle from a restriction under the terms and charges applicable at the time of issue

(2) Where reference is made to "The County of Wiltshire (Parishes of West Wiltshire) Prohibition and Restriction of Waiting, Prohibition of Stopping, Taxi Rank Clearways and On Street Parking) Consolidation Order" in the map schedules to this Order, this shall mean The County of Wiltshire (Parishes of West Wiltshire) (Prohibition and Restriction of Waiting, Prohibition of Stopping, Taxi Rank Clearways and On Street Parking) Consolidation Order 2025.

(3) For the purpose of this Order the prohibitions and restrictions contained in the Articles to this Order and shown on the attached plans shall apply to the full extent of the public highway, with the exception of Clearways which apply to the extent of the carriageway.

(4) For the purpose of this Order a vehicle shall be taken as waiting on a length of road if any point on that length of road is below the vehicle or its load (if any).

(5) The prohibitions imposed by this Order shall be in addition to and not in derogation of any restriction, prohibition or requirement imposed by any Regulations or Orders made or having effect as if made under the Act of 1984, or by or under any other enactment.

(6) Insofar as any provision of this Order conflicts with the effect of markings placed on the carriageway, as specified by Diagram 1025.1 of Part 4 of Schedule 7 of The Traffic Signs Regulations and General Directions 2016 ("TSRGD") conveying the existence of a 'bus stop/clearway' as defined by Part 6 of Schedule 7 of TSRGD then the effect of those markings and the existence of that bus stop/clearway shall prevail.

(7) For the purposes of this Order, Wiltshire Council accepts no responsibility for any inaccuracies contained in the Ordnance Survey data relied upon in the preparation of the plans attached to this Order. Where a restriction applies to the edge of a length of carriageway or highway (adjacent to the kerb) that restriction will continue to apply to the actual edge of carriageway or highway irrespective of changes to either the carriageway width or to the underlying Ordnance Survey data.

PART II

GENERAL PROVISIONS RELATING TO WAITING, LOADING, STOPPING AND TAXI RANK CLEARWAY RESTRICTIONS

4. Save as provided in Articles 8, 9, 10, 11 and 12 of this Order no person shall, except upon the direction or with the permission of a Police Constable in uniform or of a Civil Enforcement Officer cause or permit any vehicle (and/or drawn trailer) to wait on the roads or sides of the roads subject to restrictions identified as No Waiting during a specified time limit, for the periods identified on the plans attached to this Order.

5. Save as provided in Articles 8 and 9 of this Order no person shall, except upon the direction or with the permission of a Police Constable in uniform or of a Civil Enforcement Officer cause or permit any vehicle to load or unload in the roads or sides of the roads identified as No Loading, and for the periods identified on the plans attached to this Order.

6. Save as provided in Articles 8(c), 8(d), 8(f) and 8(g) of this Order, no person shall, except upon the direction or with the permission of a Police Constable in uniform or of a Civil Enforcement Officer cause or permit a vehicle, other than a taxi to stop or wait in a taxi rank area in the roads or sides of the roads identified as No Stopping Except Taxis for the periods identified on the plans attached to this Order.

7. Save as provided in Articles 8(c), 8(d), 8(f) and 8(g) of this Order, no person shall, except upon the direction or with the permission of a Police Constable in uniform or of a Civil Enforcement Officer causer or permit a vehicle to stop or wait on a school entrance marking in the roads or sides of roads identified as No stopping on entrance markings for the periods identified on the plans attached to this Order.

8. Nothing in Articles 4, 5, 6 and 7 of this Order shall render it unlawful to cause or permit any vehicle to wait in any of the roads, lengths of road or on the sides of road identified in the plans attached to this Order for so long as may be necessary to enable:

   (a) a person to board or alight from the vehicle;

   (b) goods to be loaded onto or unloaded from the vehicle provided that loading is carried out in one continuous operation and that no vehicle shall so wait on any of the lengths of road identified on the plans attached to this Order where loading and unloading is prohibited on such days and times so identified on the aforementioned plans;

   (c) the vehicle, if it cannot conveniently be used for such purpose in any other road, to be used for the purpose of any building operation, demolition or excavation, or the maintenance or improvement or reconstruction of the said lengths or sides of road or any works connected with any sewer, main, pipe or apparatus for the supply of gas, water or electricity or of any telecommunications apparatus;

   (d) the vehicle, if it cannot conveniently be used for such purpose in any other road, to be used in the service of the local authority in pursuance of statutory powers or duties;

(e) the vehicle of a universal service provider (as defined in Section 4(3) and (4) of the Postal Services Act 2000) to be used for the purpose of delivering and/or collecting mail;

(f) the vehicle to be used in the service of the Police, Fire & Rescue Service or Ambulance Service;

(g) the vehicle to be used in any case where the person in control of the vehicle:

(i) is required by law to stop or wait or is permitted to stop or wait by a Police Officer in uniform;
(ii) is obliged to stop so as to prevent an accident; or
(iii) is prevented from proceeding by circumstances outside his control

(h) the vehicle to be loaded or unloaded whilst it is in actual use in connection with the removal of furniture and effects from one office or dwelling house to another or to such premises from a depository or from such premises to a depository notwithstanding anything contained in paragraph (b) above as to waiting in the roads or sides of the roads identified and for the periods identified on the plans attached to this Order;

(i) a security vehicle to be used in the course of delivering or collecting cash to/from properties in any of the lengths of road identified on the plans attached to this Order and being a vehicle specifically designed for that purpose.

9. Nothing in Articles 4 and 5 of this Order shall apply to any vehicle:

(a) being used as part of a wedding or funeral cortege or otherwise in connection with a wedding or funeral; or

(b) being licensed as a hackney carriage whilst waiting at a duly authorised taxi rank as marked on the carriageway.

10. Nothing in Article 4 of this Order shall render it unlawful to cause or permit a disabled persons vehicle which displays in the relevant position a disabled persons badge and a parking disc (on which the driver, or other person in charge of the vehicle, has marked the time at which the period of waiting began) to wait in any of the lengths of road referred to in those Articles for a period not exceeding three hours (not being a period separated by an interval of less than one hour from a previous period of waiting by the same vehicle in the same length of road).

11. Nothing in Article 4 of this Order shall prevent any person from causing or permitting any vehicle to wait in any of the lengths of road referred to in that Article provided permission has been obtained from Wiltshire Council by means of a waiver to be displayed in the front or nearside of the vehicle and which includes information to enable the driver to be contacted in an emergency and providing that an obstruction is not caused by so doing and that the vehicle is moved if the driver is requested to do so by a Police Officer in uniform or Civil Enforcement Officer.

12. Nothing in Article 4 of this Order shall render it unlawful for a taxi to stop or wait in any of the lengths of road identified as No Waiting Except Taxis on the plans attached to this Order.

PART III

GENERAL PROVISIONS RELATING TO THE USE OF ON-STREET PARKING PLACES, LOADING BAY AREAS AND DOCTORS BAYS

13. The parts of the roads identified as Parking places on the plans attached to this Order are authorised to be used, subject to the following provisions of this Order by the class of vehicle specified, if none specified then all classes of vehicle, on such days and during such permitted hours as identified on the plans attached to this Order and in such positions as indicated by the appropriate road markings. Parking places shall operate at all times unless otherwise specified in the Articles to this Order.

14. (1) Nothing in Article 13 of this Order shall restrict the power of the Council, for preventing obstruction of the streets, by order on the occasion of any public markets or fairs or of any public procession, rejoicing or illumination, or where the streets are thronged or liable to be obstructed, to close any parking places or part thereof;

(2) Nothing in Article 13 of this Order shall prevent the Council, by notice displayed at any parking place:

( ) from closing that parking place or any part thereof for any period while any works are being executed therein or adjacent thereto or whilst that parking place or any part thereof is required for use for some special purpose;

(b) from setting aside for use only by specially authorised vehicles of any part(s) of that parking place on all days or on certain days or during certain parts of certain days.

15. Nothing in Article 13 of this Order shall apply so as to prevent any person from causing any vehicle to wait in the parking place specified in that Article if the vehicle is being used in connection with the provisions contained within Article 8(c), (d) and (f) of this Order.

16. Where in the roads or sides of the roads identified on the plans attached to this Order a parking place is described as available for vehicles of a specified class, a specified position, or a specified day, the driver of a vehicle shall not permit it to wait in that parking place:

(a) unless it is of the specified class appropriate to that parking place and that specified day and;

(b) otherwise than wholly within the limits of a parking bay marked out in that parking place as indicated by white line carriageway markings.

17. (1) The driver of a vehicle shall not permit it to wait in a parking place for longer than the maximum period permitted for waiting specified in relation to that parking place and as identified on the plans attached to this Order; and

(2) When a vehicle has left a parking place after waiting thereon, the driver thereof shall not within the period specified in relation to that parking place and as identified on the plans attached to this Order after its leaving permit it to wait again upon that parking place.

18. The driver of a vehicle drawing a trailer shall not permit the vehicle or the trailer to wait in a parking place unless they have been disconnected and for the purpose of this Order the vehicle and the trailer shall be deemed to be separate vehicles and the driver shall be deemed to be the driver of each of the said vehicles.

19. The driver of a vehicle being an invalid carriage, or a disabled persons vehicle which displays in the relevant position a disabled persons badge, shall be exempt from any limitation on time when left in a parking place (not being a designated disabled parking bay, Doctors bay or loading bay area) identified on the plans attached to this Order.

20. The driver of a vehicle displaying at its front or nearside a valid waiver issued by Wiltshire Council shall be exempt from any limitation of time in the lengths of road or on any of the sides of road identified as Parking places identified on the plans attached to this Order when left in a parking place.

21. Notwithstanding the foregoing provisions of this part of the Order, any vehicle may wait during the permitted hours in a parking place (other than a parking place or part thereof the use of which has been suspended under Article 22 of this Order) for so long as may be necessary if:-

(a) the vehicle is a vehicle used for Police, Fire & Rescue Service or Ambulance purposes, or a vehicle (other than a passenger vehicle) in the service of a local authority or its agent which is being used in pursuance of statutory powers or duties to maintain the highway;

(b) the vehicle (not being a passenger vehicle) is waiting to enable it to be used for the purpose of any building operation, demolition or excavation in or adjacent to the parking place or the maintenance or improvement of the parking place or any works connected with any sewer, main, pipe or apparatus for the supply of gas, water or electricity or of any telecommunications apparatus;

(c) the vehicle (not being a passenger vehicle) is in actual use in connection with the removal of furniture from one business or dwelling house to another or the removal of furniture from such premises to a depository or to such premises from a depository.

Power to Suspend Use of Parking Places

22. (1) Any person authorised by the Council may suspend the use of a parking place or any part thereof whenever the Council considers such suspension reasonably necessary:-

(a) for the purpose of facilitating the movement of traffic or promoting its safety; or

(b) for any purpose specified in Articles 14 and 21(b) of this Order;

(2) A Police Officer in uniform may suspend for not longer than twenty-four hours the use of a parking place or any part thereof whenever he considers such suspension reasonably necessary for the purpose of facilitating the movement of traffic or promoting its safety.

(3) Any person suspending the use of a parking place or any part thereof in accordance with the provisions of paragraph (1) or paragraph (2) of this Article shall thereupon place or cause to be placed in or adjacent to that parking place or the part thereof the use of which is suspended, a traffic sign indicating that waiting by vehicles is prohibited.

( ) No person shall cause or permit a vehicle to be left in any part of a parking place during such period as either there is in or adjacent to that part of a parking place a traffic sign placed in pursuance of paragraph (3) of this Article.

23. Provided that nothing in Article 22(1) of this Order shall render it unlawful to cause or permit a vehicle to be left in a parking place if it is being used:

( ) for the Fire & Rescue Service, ambulance or Police purposes or in the service of a local authority or its agents in pursuance of its statutory powers and duties to maintain the highway;

(b) or if the vehicle is left with the permission of the person suspending the use of the parking place or part thereof in pursuance of Article 22(1) of this Order, a Police Constable in uniform or of a person authorised in that behalf by the Council.

24. Subject to the proviso hereto, when a vehicle is left in a parking place in contravention of any of the provisions contained in Articles 16, 17, 22(4) and 27 of this Order, a person authorised in that behalf by the Council may remove the vehicle or arrange for it to be removed from that parking place provided that when a vehicle is waiting in the parking place in contravention of the provisions of Article 16(b) of this Order, a person authorised in that behalf by the Council may alter or cause to be altered the position of the vehicle in order that its position shall comply with that provision.

25. Any person removing a vehicle or altering its position by virtue of the last preceding Article of this Order may do so by towing or driving the vehicle or in such other manner as he may think necessary to enable him to remove it as aforesaid and may take such measures in relation to the vehicle as necessary to enable the vehicle to be removed or to alter the position of the vehicle as the case may be and shall make such arrangements as may be reasonably necessary for the safe custody of the vehicle.

PART IV

LOADING BAY AREAS
PROVISIONS RELATING TO LOADING BAY AREAS

26. (1) The parts of the roads identified on the plans attached to this Order as Loading are authorised to be used, subject to the following provisions of this Order, as loading bay areas for vehicles, in such positions and

on such days and during such permitted hours as identified on the plans attached to this Order for the purpose of loading and unloading only.

(2) Nothing in paragraph (1) of this Article shall apply so as to prevent any person from causing any vehicle to wait in the loading bay area specified in that paragraph if the vehicle is being used in connection with the provisions contained within Article 8(c), (d) and (f) of this Order.

27. The driver of a vehicle shall not permit it to wait in a loading bay area for longer than is necessary to enable goods to be loaded or unloaded from a vehicle.

28. Subject to the proviso hereto, when a vehicle is left in the loading bay area in contravention of the provision contained in Article 27 of this Order, a person authorised in that behalf by the Council may remove the vehicle or arrange for it to be removed from that loading bay area.

PART V

DESIGNATED PARKING PLACES FOR DISABLED PERSONS

29. (1) The parts of the roads identified as Disabled parking on the plans attached to this Order and therein designated 'Disabled badge holders only' may be used, subject to the provisions of this part of the Order, as parking places for disabled persons vehicles, in such positions and on such days and during such permitted hours as so identified.

(2) Where within a parking place, there is a sign or surface marking which indicates that a parking bay is available only for a disabled persons vehicle, the driver of a vehicle shall not permit it to wait in the parking bay unless the vehicle is a disabled persons vehicle.

30. The driver of a vehicle shall exhibit a parking disc on the vehicle in the relevant position and set the disc to indicate a quarter-hour period during which the vehicle arrived at the disabled persons bay.

31. (a) The driver of a vehicle shall not permit it to wait continuously in a disabled persons bay for longer than the maximum period permitted for waiting specified in relation to that parking place and as identified on the plans attached to this Order, such period being calculated as commencing from the later time indicated on the parking disc set in accordance with the provisions of Article 30 of this Order and when the vehicle has left that parking place after waiting therein shall not within the period specified in relation to that parking place and identified on the plans attached to this Order after its waiting return to that parking place.

(b) Where a parking disc exhibited in pursuance of this Order on a vehicle waiting in a disabled persons bay is showing a quarter-hour period, the later time indicated by the disc showing the end of that period shall be treated as evidence that the vehicle has been waiting in that parking place since that later time.

No person shall:-

32. (a) After the parking disc exhibited on a vehicle has been set in accordance with Article 30 of this Order, alter the indications given by that parking disc whilst the said vehicle remains in the disabled persons bay; or

(b) knowingly exhibit on any vehicle any parking disc which has been altered, defaced, mutilated or added to or upon which the figures or particulars have become illegible.

(c) It shall be assumed, unless the contrary is shown, that the parking disc mentioned in Article 30 is an approved device.

PART VI

PROVISIONS RELATION TO VIRTUAL PARKING PERMITS

33. Where in this Order there is a requirement or option to obtain a Parking Ticket, this requirement or option may be discharged by the obtaining of a Virtual Parking Permit, as an alternative to any method set out in this Order.

34. A Virtual Parking Permit may be obtained by any of the methods provided from time to time by the Council and to be valid must be registered on an account in an electronic database approved by the Council and an indication that payment has been made and the parking period for which payment has been made shall either;

(a) appear on a hand-held device; or

(b) be obtained by a Civil Enforcement Officer contacting the service provider.

35. Without prejudice to the provisions of this Order, if at any time while a vehicle is left in a parking place there is no indication as set out in Article 34 to this Order that payment of the charge for a Parking Ticket has been made using the Virtual Parking Permit system, or there is an indication that the parking period for which payment was made has expired, it shall be presumed, unless the contrary is proved, that either:

(a) the charge for the Parking Ticket has not been duly paid in respect of that vehicle; or

(b) the parking period for which payment was made had already expired.

36. Where a Virtual Parking Permit has been obtained as an alternative to a Parking Ticket and remains valid, any requirement in this Order for the Parking Ticket to be displayed on the vehicles to which it relates shall not apply.

37. Any other provisions in this Order relating to the validity of a Parking Ticket shall except where the context otherwise provides apply to a Virtual Parking Ticket.

PART VII

CONTRAVENTION OF RESTRICTIONS

38. Where a vehicle has been left in contravention of the restrictions imposed by this Order, a Penalty Charge shall be incurred, the amount of which will be set by Wiltshire Council under the provisions of the Act of 2004 relating to the Civil Enforcement Areas and Special Enforcement Areas.

39. Where a Penalty Charge is payable, a Penalty Charge Notice shall be issued by a Civil Enforcement Officer in accordance with the Act of 2004.

Manner of Payment of Penalty Charge Notice

40. The Penalty Charge shall be paid within 28 days payable to Wiltshire Council under the terms referred to in the said Notice.

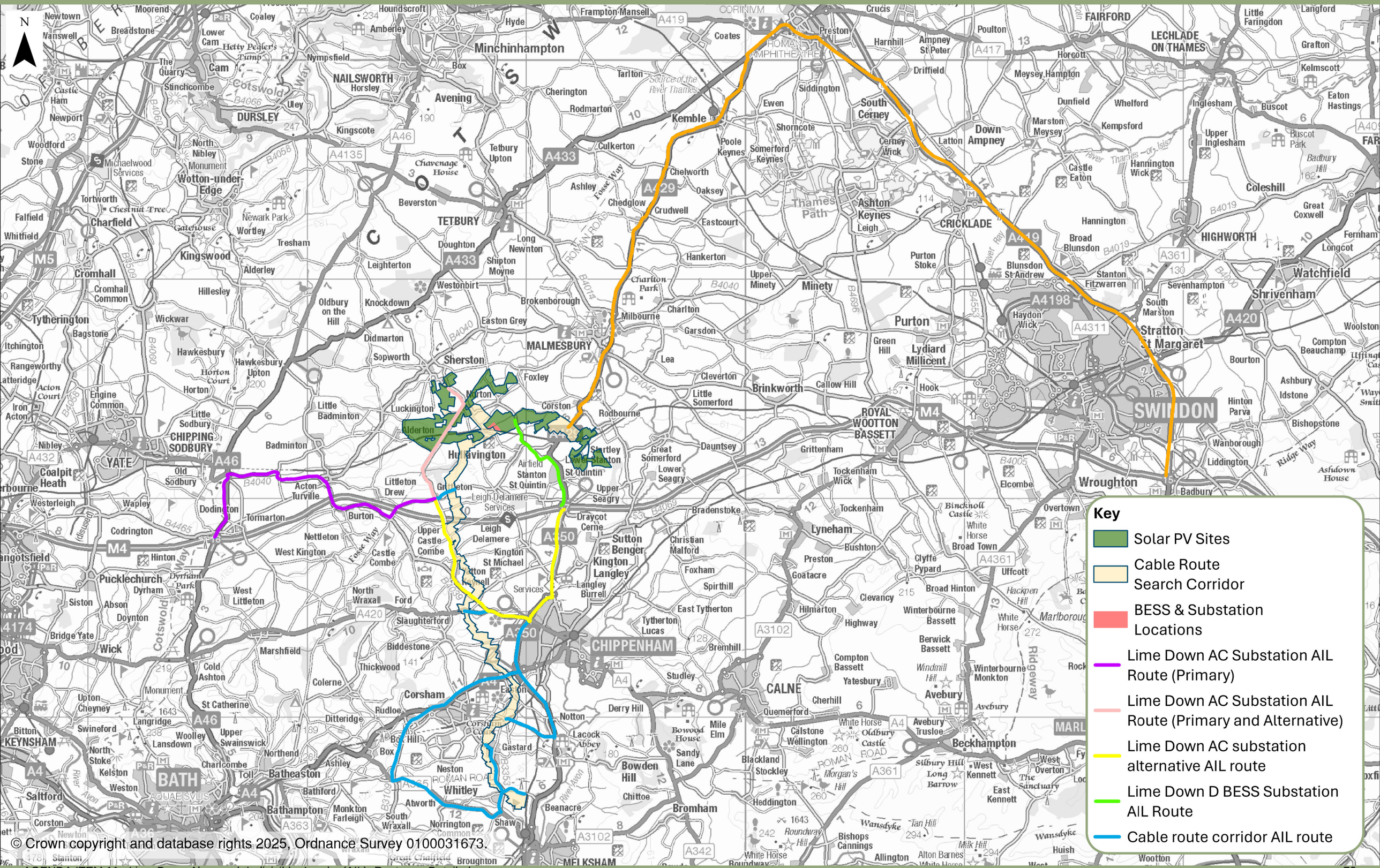
Restriction on Removal of Penalty Charge Notice

41. Where a notice has been attached to a vehicle in accordance with the provisions of the Act of 2004, no person not being the driver of the vehicle or duly authorised representative of the Council shall remove the notice from the vehicle unless authorised to do so by the driver.

THE COMMON SEAL of
WILTSHIRE COUNCIL was
hereunto affixed this
xx day of xxxxxxxx 2025
in the presence of:

Abnormal Indivisible Loads (AIL) Routes - Detailed

Lime Down Solar Park


N
Key
Solar PV Sites
Cable Route Search Corridor
BESS & Substation Locations
Lime Down AC Substation AIL Route (Primary)
Lime Down AC Substation AIL Route (Primary and Alternative)
Lime Down AC substation alternative AIL route
Lime Down D BESS Substation AIL Route
Cable route corridor AIL route
Minchinhampton
NAILSWORTH
DURSLEY
Kemble
TETBURY
CHIPPENHAM
CRICKLADE
CALNE
MALMESBURY
SWINDON
FAIRFORD
LECHLADE ON THAMES
HIGHWORTH
Shrivenham
Watchfield
Purton
Minety
Ashton Keynes
South Cerney
Down Ampney
Cerney Wick
Somerford Keynes
Poole Keynes
Oaksey
Chelworth
Crudwell
Eastcourt
Hankerton
Charlton
Milbourne
Garsdon
Lea
Cleverton
Foxley
Sherston
Easton Grey
Didmarton
Sopworth
Luckington
Alderton
Corston
Rodbourne
Hullavington
Littleton Drew
Grittleton
Leigh Delamere
Leigh Delamere Services
Norton
Stanton St Quintin
Upper Seagry
Lower Stanton St Quintin
Great Somerford
Lower Seagry
Dauntsey
Grittenham
Tockenham Wick
Tockenham
Lyneham
Bradenstoke
Draycot Cerne
Sutton Benger
Kington Langley
Kington St Michael
Christian Malford
Foxham
Spirthill
Langley Burrell
Chippenham Services
Bushton
Preston
Goatacre
Clyffe Pypard
Broad Hinton
Clevancy
Hilmarton
Highway
Winterbourne Bassett
Berwick Bassett
Compton Bassett
Yatesbury
Windmill Hill
Avebury
Winterbourne Monkton
Cherhill
Calstone Wellington
Beckhampton
Avebury Trusloe
Quemerford
Studley
Derry Hill
Bremhill
East Tytherton
Tytherton Lucas
Biddestone
Slaughterford
Thickwood
Colerne
Marshfield
Corsham
Lacock
Notton
Rudloe
Ditteridge
Box Hill
Box
Gastard
Neston
Whitley
Bowden Hill
Chittoe
Heddington
Bromham
Beanacre
Melksham
Shaw
Norrington Common
Atworth
South Wraxall
Monkton Farleigh
Bathampton
Batheaston
Bathford
Ashley
Charlcombe
Toll
Northend
Lansdown
Woolley
Upper Swainswick
Swineford
Bitton
KEYNSHAM
Saltford
Corston
Newton St Loe
Stanton Drew
Chew Magna
Chew Stoke
Pensford
Publow
Compton Martin
Ubley
Blagdon
Priddy
Wells
Shepton Mallet
Frome
Trowbridge
Melksham
Devizes
Marlborough
Ramsbury
Hungerford
Newbury
Andover
Basingstoke
Reading
Wokingham
Bracknell
Windsor
Slough
Maidenhead
Henley-on-Thames
Wallingford
Didcot
Abingdon
Oxford
Witney
Burford
Cheltenham
Gloucester
Tewkesbury
Evesham
Pershore
Worcester
Malvern
Ledbury
Hereford
Ross-on-Wye
Monmouth
Chepstow
Newport
Cardiff
Penarth
Barry
Bridgend
Port Talbot
Swansea
Llanelli
Carmarthen
Haverfordwest
Fishguard
Cardigan
Aberystwyth
Machynlleth
Welshpool
Oswestry
Shrewsbury
Telford
Wellington
Taunton
Bridgwater
Weston-super-Mare
Clevedon
Portishead
Avonmouth
Severn Bridge
Severn Beach
Pilning
Thornbury
Yate
CHIPPING SODBURY
Old Sodbury
Coalpit Heath
Westerleigh
Wapley
Codrington
Dodington
Tormarton
Acton Turville
Little Sodbury
Little Badminton
Badminton
Nettleton
West Kington
Castle Combe
Fosse Way
Burton
Littleton Drew
Grittleton
Leigh Delamere Services
Leigh Delamere
Kington St Michael
Upper Castle Combe
Hullavington
Airfield Stanton St Quintin
Alderton
Luckington
Corston
Rodbourne
Sopworth
Didmarton
Easton Grey
Malmesbury
Sherston
Foxley
Norton
Tetbury Upton
Culkerton
Rodmarton
Cherington
Tarlton
Source of the River Thames
Siddington
Ewen
Shorncote
Somerford Keynes
Poole Keynes
Oaksey
Chelworth
Crudwell
Eastcourt
Ashton Keynes
Leigh
Cerney Wick
South Cerney
Down Ampney
Latton
Castle Eaton
Hannington Wick
Hannington
Broad Blunsdon
Blunsdon St Andrew
Purton Stoke
Upper Minety
Minety
Charlton Park
Brokenborough
Shipton Moyne
Long Newnton
Doughton
Beverston
Tetbury
Ashley
Fosse Way
Chedglow
Thames Path
Roman Road
Roman Amphitheatre
Coates
Preston
Harnhill
Ampney St Peter
Poulton
Driffield
Meysey Hampton
Horcott
Dunfield
Whelford
Marston Meysey
Kempsford
Castle Eaton
Hannington Wick
Inglesham
Upper Inglesham
Buscott
Buscott Park
Badbury Hill
Eaton Hastings
Grafton
Kelmscott
Little Faringdon
Langford
Coleshill
Great Coxwell
Fernham
Longcot
Broad Blunsdon
Stanton Fitzwarren
Sevenhampton
South Marston
Haydon Wick
Stratton St Margaret
Woolston
Compton Beauchamp
Bourton
Ashbury
Idstone
Hinton Parva
Bishopstone
Wanborough
Liddington
Ridge Way
Ashdown House
Wroughton
Elcombe
Badbury
Overtown
Binknoll Castle
White Horse
Broad Town
Uffcott
Hackpen Hill
Marlborough
Ridgeway
Rockley
Silbury Hill
Long Barrow
West Kennett
East Kennett
The Sanctuary
Overton
Fyfield
Oxbridge
Wansdyke
Tan Hill
Milk Hill
Huish
Wootton
Allington
Alton Barnes
Bishops Cannings
Callow Hill
Brinkworth
Little Somerford
Great Somerford
Lower Seagry
Upper

Lime Down
Solar Park

Targeted Consultation Information Change Note

June 2025

We are inviting your feedback on a series of localised changes we are proposing to our plans for Lime Down Solar Park.

This stage of targeted consultation will run from Tuesday 03 June to Friday 11 July 2025.

The localised changes we are proposing have been informed by further design work and due diligence, ongoing consideration of feedback submitted to our Stage Two statutory consultation, and findings from the Environmental Impact Assessment (EIA).

More information about the EIA process is available on our website at www.limedownsolar.co.uk/environmental-impact-assessment

These localised changes relate to minor amendments to the development boundary area for the Project, compared to the boundary which we consulted you on during our Stage Two consultation (Jan – Mar 2025).

The changes comprise:

+ Six areas to enable the temporary highway and traffic works that would be required to safely accommodate the Abnormal Indivisible Load (AIL) vehicles needed during the construction phase of the Project.
+ Nine areas where the development boundary has been adjusted to enable access to and within the Project site, and to avoid constraints such as woodland and hedgerows.

Although these changes are minor in nature and scale, we are committed to ensuring communities and consultees have had an opportunity to comment on the changes prior to the Development Consent Order (DCO) application being submitted.

Inside this booklet you will find:

+ **Overview of Lime Down Solar Park**
+ **Site map showing localised changes**
+ **Description of individual changes and why they are being proposed**
+ **Further information on Abnormal Indivisible Loads**
+ **How to have your say**
+ **Next steps**
+ **Contact details**

Island GREEN POWER

About Lime Down Solar Park

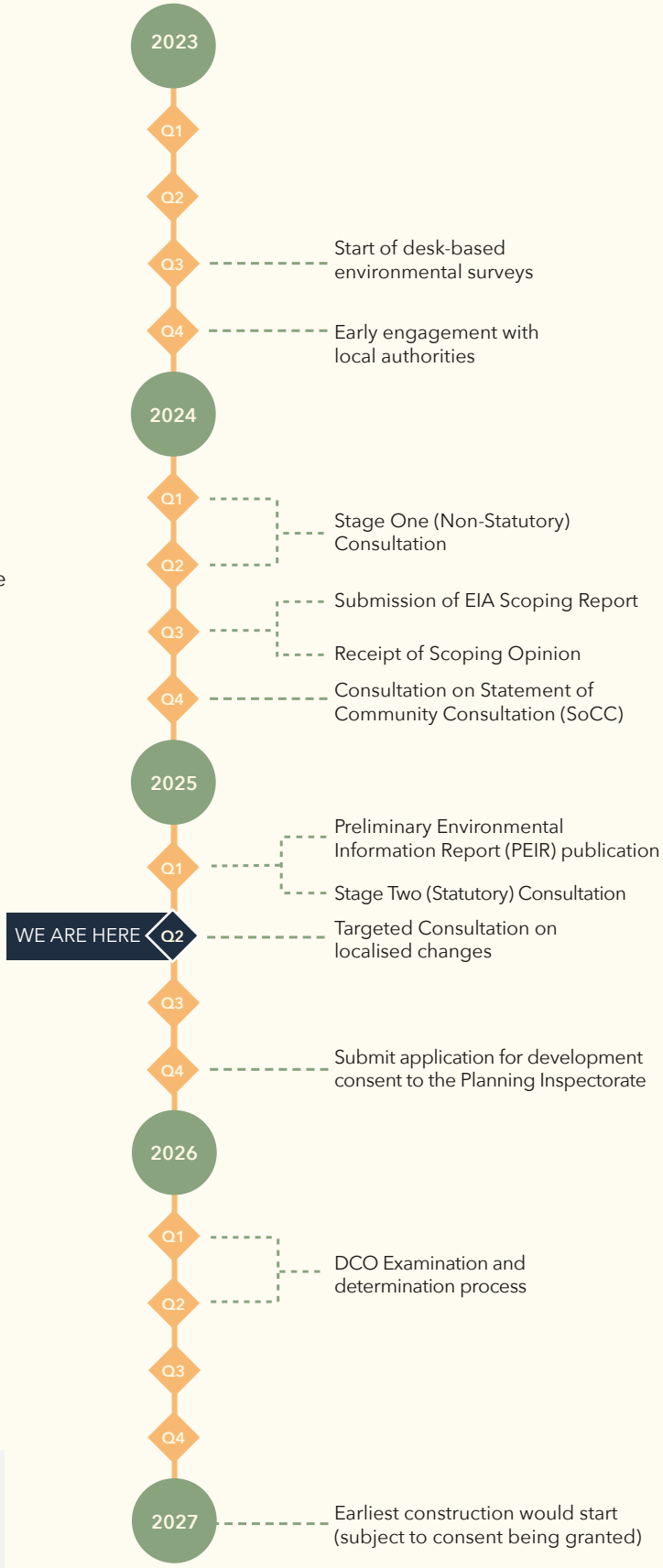
Lime Down Solar Park is a utility-scale solar park and battery energy storage project proposed to be built on land in Wiltshire. The Project involves the installation of solar panels and an on-site battery energy storage facility, with an underground cable connection into the National Grid at Melksham substation. Electricity generated would be made available for homes and businesses across the UK.

If consented, the solar park could deliver up to 500 megawatts (MW) of renewable energy. This is equivalent to providing enough clean affordable electricity to power approximately 115,000 homes annually.

As its generation capacity exceeds 50MW, it is classified as a Nationally Significant Infrastructure Project (NSIP). The development consenting regime for an NSIP comes under the Planning Act 2008. This means that we need to submit an application for a Development Consent Order (DCO) to build, operate and decommission Lime Down Solar Park to the Planning Inspectorate rather than the local planning authority.

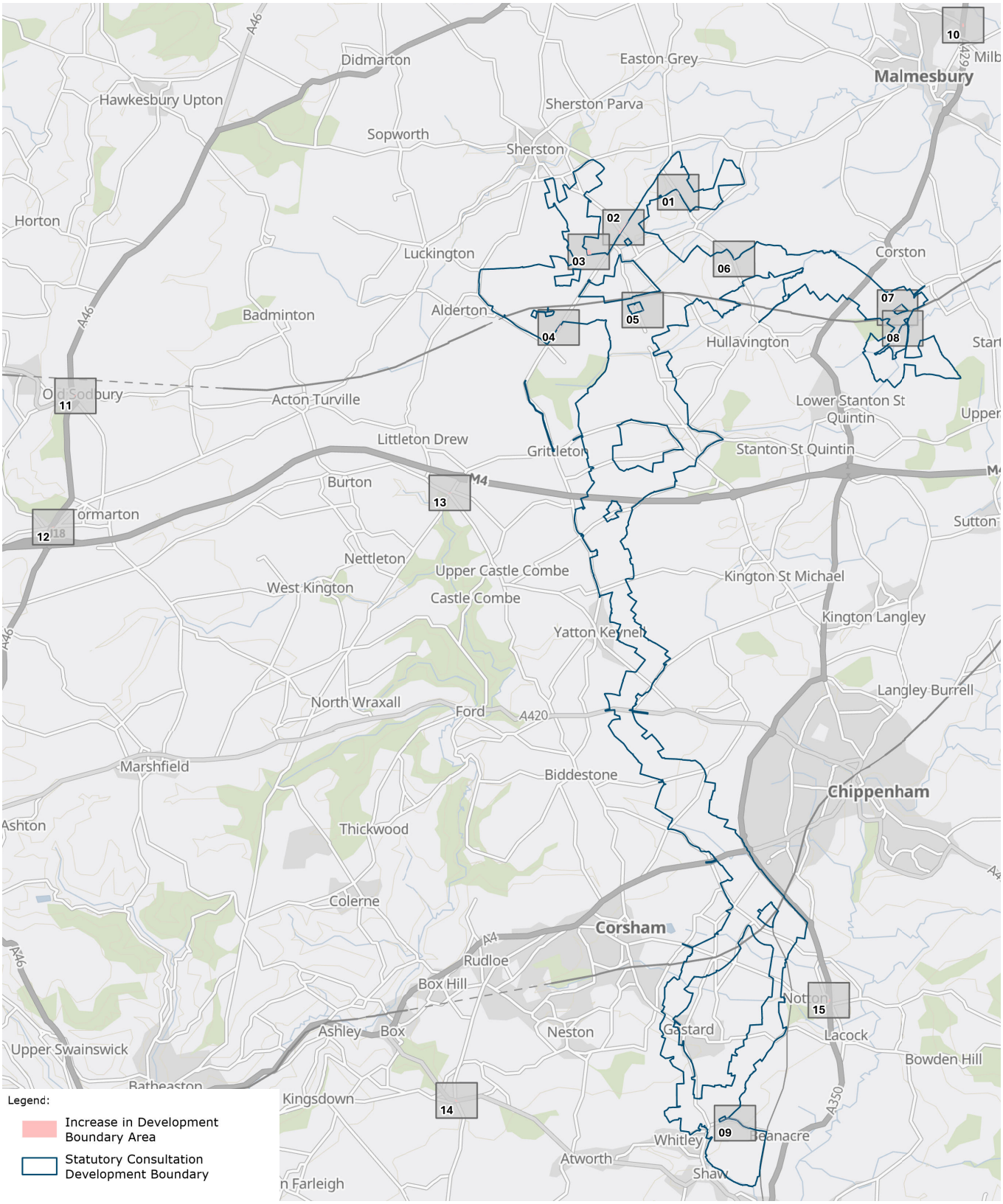
In the case of energy related NSIPs, the Planning Inspectorate acts on behalf of the Secretary of State for Energy and Net Zero. The Planning Inspectorate will carry out an examination of our application and then make a final recommendation to the Secretary of State on whether to grant consent. The Secretary of State will make the final decision on whether to grant consent for Lime Down Solar Park.

You can view where we are at in the development process in the indicative timeline to the right.



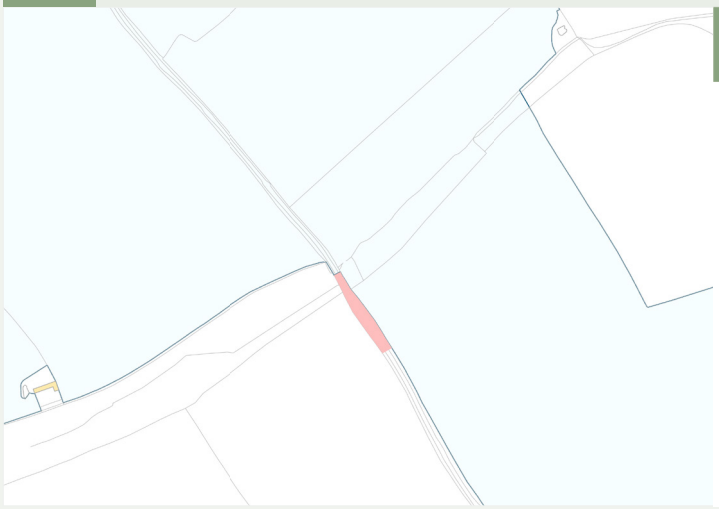
For more information on the next steps for Lime Down Solar Park, go to page 12.

Localised changes to development boundary area



Individual Revisions

1 Statutory Consultation development boundary with localised changes



Location of change - Road north of Norton, Lime Down B

Why the change was proposed:
Design and engineering

Description of change:
The development boundary area has been amended to provide a wider area within which cables will be laid. This will allow optimal locating of cables to avoid constraints.

Total area of change:
0.12 ha (0.3 acres)

2 Statutory Consultation development boundary with localised changes



Location of change - Fosse Way, Lime Down B

Why the change was proposed:
Transport and access requirements

Description of change:
The development boundary area has been amended to accommodate the potential for temporary minor junction widening, temporary removal of street furniture and vegetation removal.

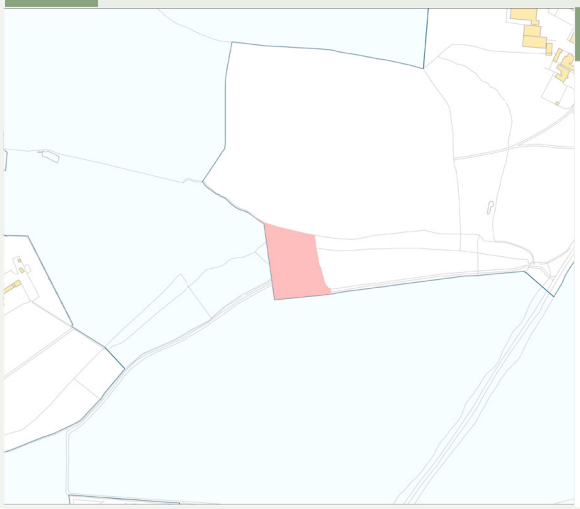
This will allow an abnormal load vehicle to turn at the corner and provide sufficient visibility for vehicles to safely access the Site.

Total area of change:
0.55 ha (1.37 acres)

For further information on Abnormal Indivisible Loads (AIL) please turn to page 11.

A map showing the proposed AIL routes is available on our Project website.

3 Statutory Consultation development boundary with localised changes



Location of change - Land between Lime Down A and Lime Down C

Why the change was proposed:
Design and engineering

Description of change:
The development boundary area has been amended to provide a wider area within which cables will be laid. This will allow optimal location of cables to avoid constraints.

Total area of change:
0.69 ha (1.71 acres)

4 Statutory Consultation development boundary with localised changes



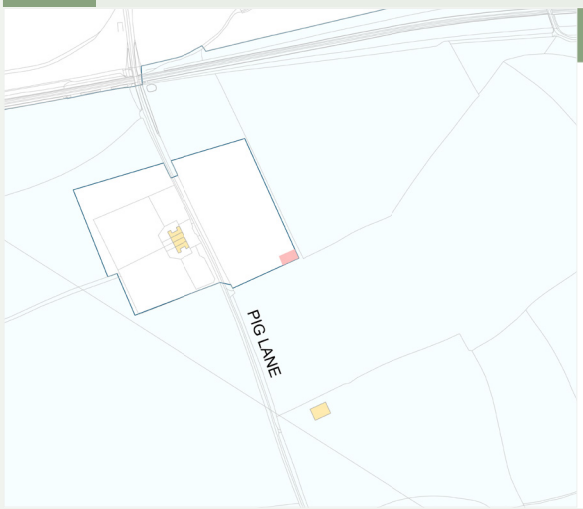
Location of change - Fosse Way, Lime Down C

Why the change was proposed:
Transport and access requirements

Description of change:
The development boundary area has been amended to accommodate the potential for areas of vegetation removal along the highway. This will ensure there is sufficient visibility for vehicles to safely access the Site.

Total area of change:
0.18 ha (0.44 acres)

5 Statutory Consultation development boundary with localised changes



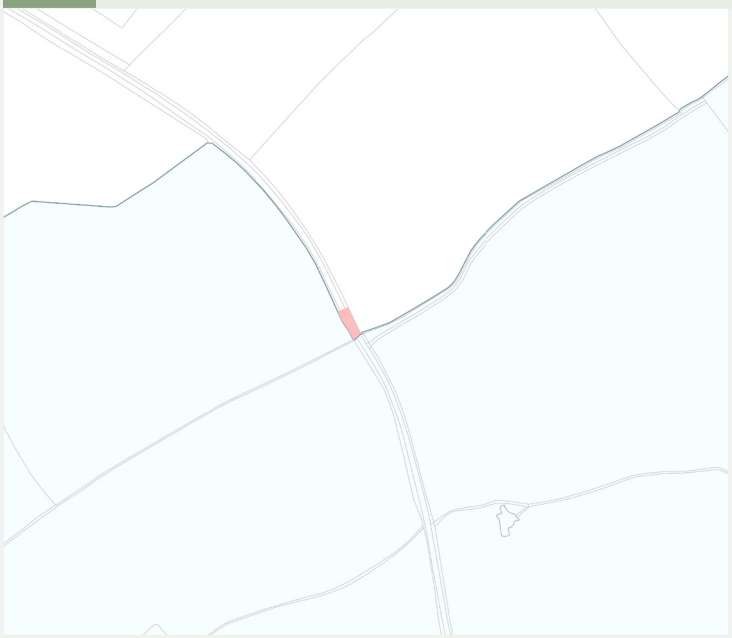
Location of change - East of Pig Lane, Lime Down C

Why the change was proposed:
Transport and access requirements

Description of change:
The development boundary area has been amended to ensure there is enough space for an internal access track.

Total area of change:
0.03 ha (0.08 acres)

6 Statutory Consultation development boundary with localised changes



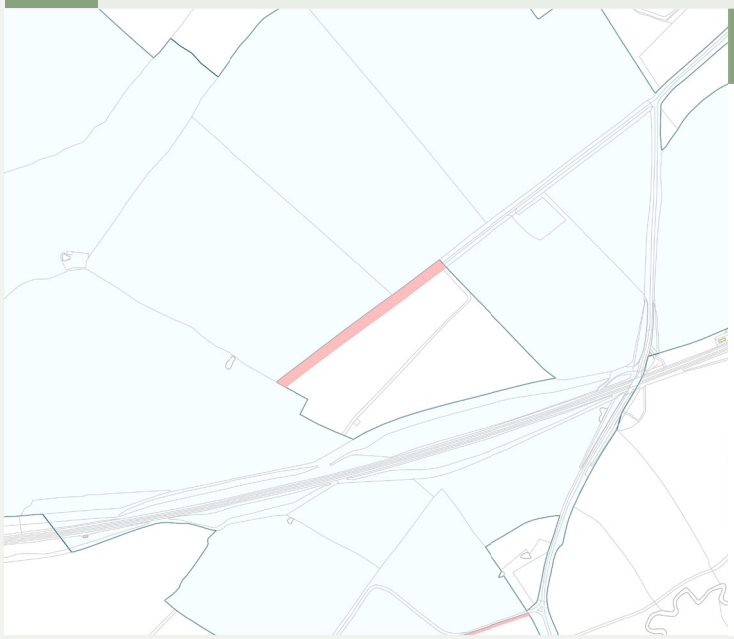
Location of change - Bradfield Cottages, Lime Down D

Why the change was proposed:
Transport and access requirements

Description of change:
The development boundary area has been amended to accommodate constructing a site access. This will ensure there is sufficient space for vehicles to safely access the Site.

Total area of change:
0.04 ha (0.09 acres)

7 Statutory Consultation development boundary with localised changes



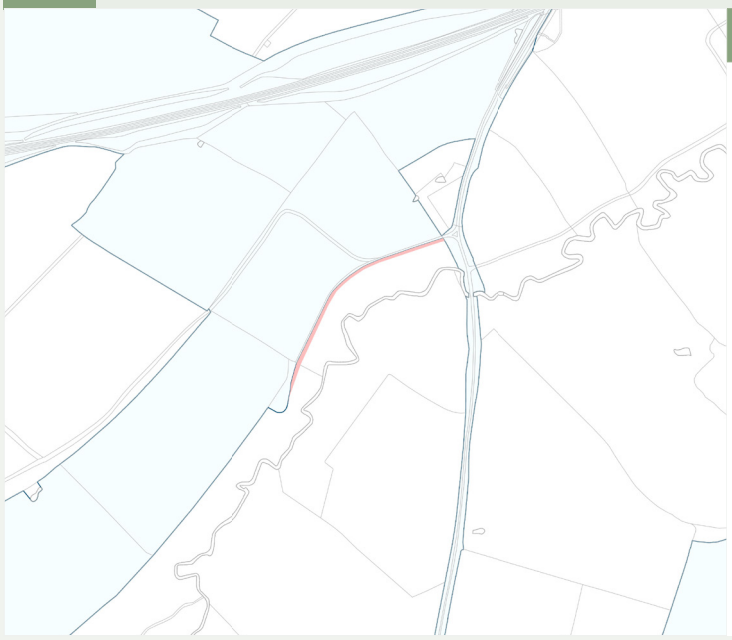
Location of change - South west of Rodbourne, Lime Down E

Why the change was proposed:
Transport and access requirements

Description of change:
The development boundary area has been amended to ensure that there is enough space for an internal access route. This is to allow utilisation of an existing track.

Total area of change:
0.25 ha (0.61 acres)

8 Statutory Consultation development boundary with localised changes



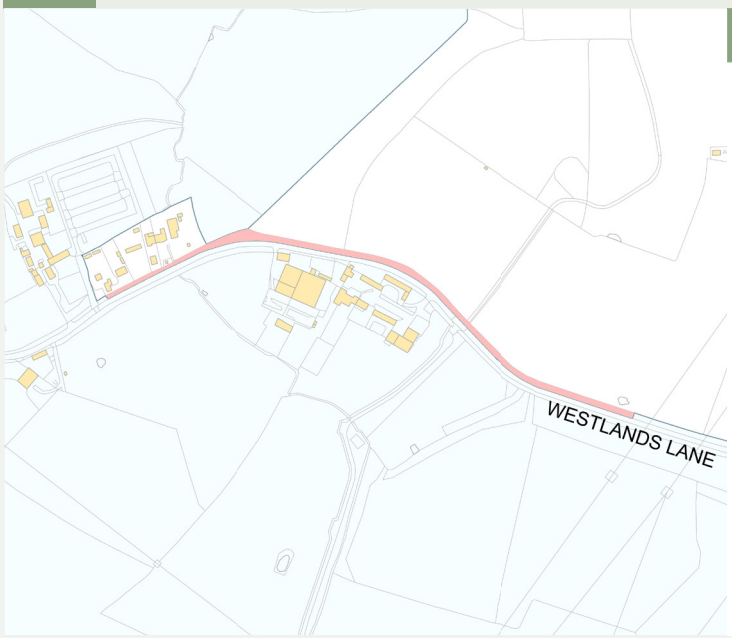
Location of change - South of Rodbourne, Lime Down E

Why the change was proposed:
Transport and access requirements

Description of change:
The development boundary area has been amended to ensure that there is enough space for an internal access route. This is to allow utilisation of an existing track.

Total area of change:
0.09 ha (0.21 acres)

9 Statutory Consultation development boundary with localised changes



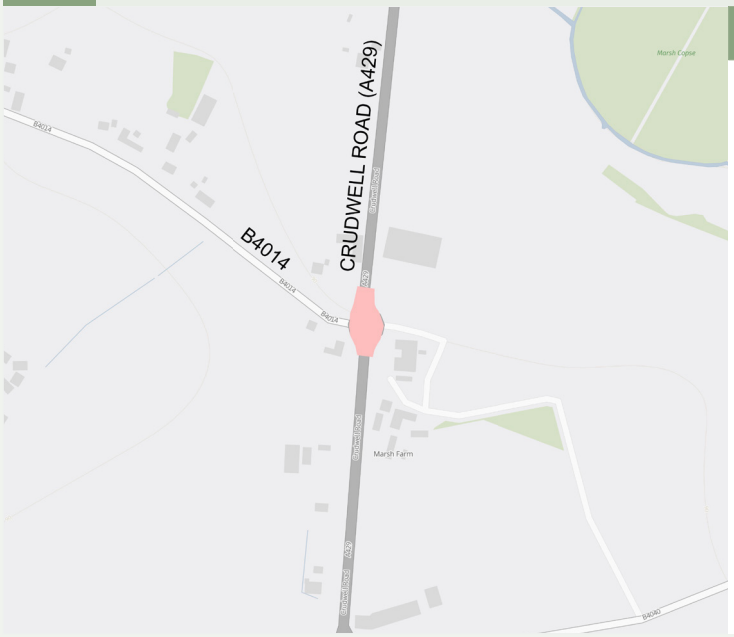
Location of change - Westlands Lane, Melksham

Why the change was proposed:
Design and engineering

Description of change:
The development boundary area has been amended to accommodate space for the routing of cables. This will allow optimal locating of cables on the approach to the existing National Grid Melksham Substation.

Total area of change:
0.41 ha (1.02 acres)

10 Statutory Consultation development boundary with localised changes



Location of change - A429 / B4014 roundabout

Why the change was proposed:
Transport and access requirements

Description of change:
The development boundary area has been amended to accommodate minor junction widening and temporary removal of street furniture. This will allow an abnormal load vehicle to cross the roundabout.

Total area of change:
0.21 ha (0.51 acres)

11 Statutory Consultation development boundary with localised changes



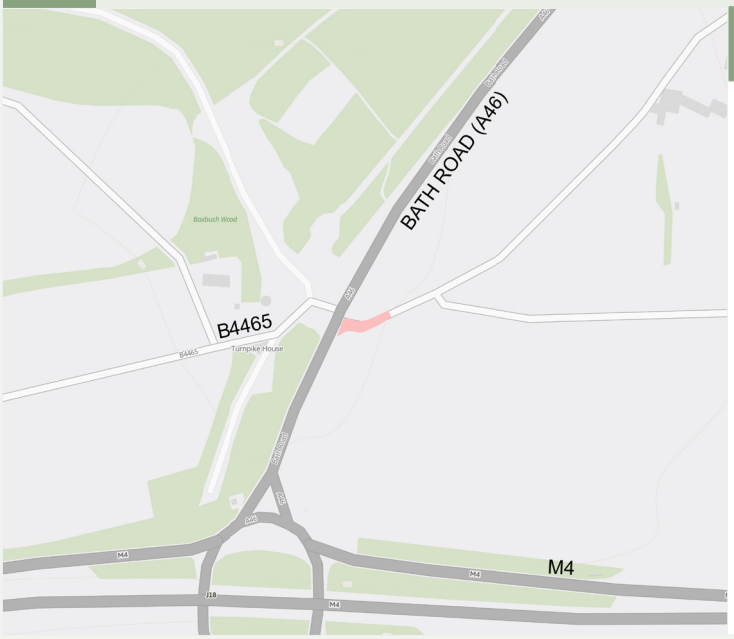
Location of change - A46 Bath Road / B4040 junction

Why the change was proposed:
Transport and access requirements

Description of change:
The development boundary area has been amended to accommodate temporary minor junction widening, temporary removal of street furniture and vegetation removal. This will allow abnormal load vehicles to turn at the junction.

Total area of change:
0.09 ha (0.21 acres)

12 Statutory Consultation development boundary with localised changes



Location of change - A46 Bath Road / Acton Turville Road junction

Why the change was proposed:
Transport and access requirements

Description of change:
The development boundary area has been amended to accommodate temporary minor road widening and temporary removal of street furniture. This will allow an abnormal load vehicle to turn at the junction.

Total area of change:
0.06 ha (0.16 acres)

13 Statutory Consultation development boundary with localised changes



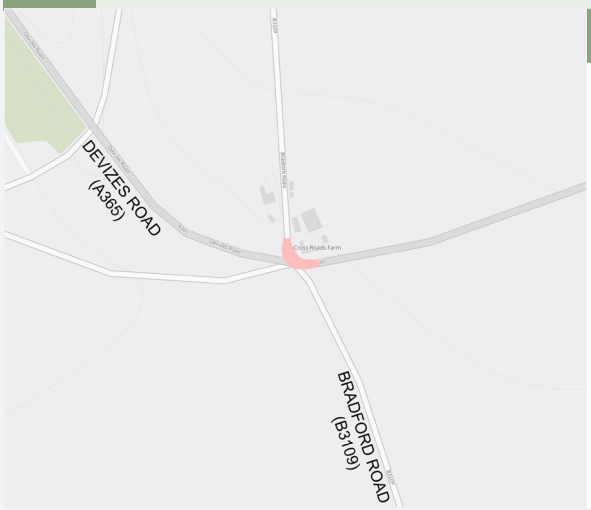
Location of change - B4093 / The Gibb crossroads

Why the change was proposed:
Transport and access requirements

Description of change:
The development boundary area has been amended to accommodate temporary minor junction widening and vegetation removal. This will allow an abnormal load vehicle to turn at the junction.

Total area of change:
0.07 ha (0.18 acres)

14 Statutory Consultation development boundary with localised changes



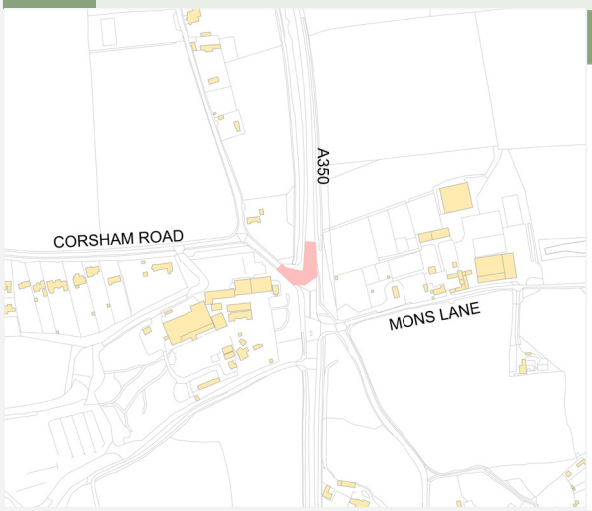
Location of change - A365 / B3109 junction (Box Fiveways)

Why the change was proposed:
Transport and access requirements

Description of change:
The development boundary area has been amended to accommodate temporary removal of street furniture. This will allow an abnormal load vehicle to turn at the junction.

Total area of change:
0.10 ha (0.25 acres)

15 Statutory Consultation development boundary with localised changes



Location of change - A350 / Corsham Road junction

Why the change was proposed:
Transport and access requirements

Description of change:
The development boundary area has been amended to accommodate temporary removal of street furniture. This will allow an abnormal load vehicle to turn at the junction.

Total area of change:
0.15 ha (0.37 acres)

ENVIRONMENTAL IMPACT ASSESSMENT

The additional areas and associated activities including their nature, extent and duration have been reviewed as part of the environmental assessment. The additional areas do not change the likely significant effects of the environmental impact assessment that are set out in the Preliminary Environmental Information Report (PEIR), the findings from which we sought views on for our Stage Two statutory Consultation.

Further information on Abnormal Indivisible Loads

Abnormal Indivisible Loads (AIL) refer to loads that cannot be divided into smaller, more manageable parts for transportation without risking damage or incurring unreasonable costs. These loads typically exceed standard legal dimensions or weights and require special permissions for road transport within the UK.

Operators must notify the police, highway authorities, and bridge owners when planning to transport AILs. It is likely that AIL deliveries will require police escorts and/or temporary road closures or diversions on the day of the delivery.

As part of the Project, AIL vehicles will be required for the delivery of the transformers to the proposed substations located in Lime Down A, C, D and E. There will be one AIL delivery per transformer. The number of transformers in each location will be as follows:

+ Lime Down A: 2 x Transformers
+ Lime Down C: 2 x Transformers
+ Lime Down D: 7 x Transformers
+ Lime Down E: 2 x Transformers

This will result in the following number of AIL transformer deliveries on each identified AIL route:

+ Lime Down A&C Substation Route: 4 x AIL deliveries
+ Lime Down D Substation Route: 5 x AIL deliveries
+ Lime Down D&E Substation Route: 4 x AIL deliveries

There may also AIL movements associated with cable route construction to transport the required cable drums. In comparison to the transformer deliveries, these will be delivered by smaller AIL vehicles or HGVs where possible. Each of the eight AIL access route serving the cable route would accommodate approximately 20 AIL deliveries. Where possible, several AIL deliveries will be undertaken at one time in a convoy to minimise disruption.

To ensure minimal impact upon the local road network, AIL vehicle movements will be undertaken during off-peak times.

To accommodate the proposed AIL movements, temporary highway mitigation will be required at certain locations along the identified AIL routes. Temporary highway mitigation would include measures such as laying temporary road surface or providing plates for vehicle overrun. Once the required AIL deliveries have been undertaken, the temporary highway mitigation with be removed and the highway returned to its original layout at the earliest opportunity.

Have your say

This targeted consultation is your opportunity to comment on these proposed changes and let us know your views.

You can submit your feedback until **23:59 on Friday 11 July 2025**. Feedback can be submitted online, in writing, or via email.

+ **Submit comments online:** you can access the online feedback form on the Project website. Any emails sent to **info@limedownsolar.co.uk** during the consultation period will also be considered as feedback.
+ **Fill in a feedback form:** hard copies are available during the consultation at the locations listed on the right. Alternatively, you can ask us to send one to you directly. Then just fill in your details and post it back tous at FREEPOST Lime Down Solar. You do not need a stamp. Any letters sent to this address during the consultation period will also be considered as feedback.

All the comments submitted to this consultation will be acknowledged, recorded, and considered as we finalise our proposals. While we will not be able to respond to you individually, we will address the issues and themes you raise in your feedback to this stage of targeted consultation in our Consultation Report, which will be submitted as part of our application for a Development Consent Order (DCO) to the Planning Inspectorate.

Hard copies of this Information Change Note and feedback forms are available at:

+ Corsham Library, Springfield Community Campus, Beechfield Road, Corsham, SN13 9DN
+ Melksham Library, Melksham Community Campus, Market Place, Melksham, Wiltshire, SN12 6ES
+ Malmesbury Library, 24 Cross Hayes, Malmesbury, SN16 9BG
+ Chippenham Library, Timber Street, Chippenham, SN15 3EJ
+ Chipping Sodbury Library, High Street, Chipping Sodbury, Bristol, BS37 6AH
+ Yate Library, Unit 44, Yate Shopping Centre, W Walk, Yate, Bristol, BS37 4AX

Opening times are dependent on each venue listed and may be subject to change. Please make sure to check these on the day of your visit.

By appointment with the Project team, you can make a verbal representation over the Project Freephone 0808 175 6656.

Feedback provided will be transcribed and agreed verbally prior to submission. Appointments to provide verbal feedback should be made by contacting the Project team via the Project email address or Project Freephone.

Next Steps

Feedback from our Stage Two statutory consultation and this stage of targeted consultation will continue to be considered alongside ongoing design and environmental work. This will help us finalise our proposals before submitting an application for development consent to the Planning Inspectorate, anticipated later this year.

Subject to our Application being accepted, you will be able to directly register your interest in our proposals with the Planning Inspectorate. The Planning Inspectorate will then keep you informed about the progress of our application as well as further opportunities for you to inform and contribute to that process.

You can find more information about the application process for Nationally Significant Infrastructure Projects on the Planning Inspectorate website at: **national-infrastructure-consenting.planninginspectorate.gov.uk/detailed-information**

Contact us

info@limedownsolar.co.uk

Freephone 0808 175 6656
(open 09.00-17.00 Monday to Friday (excluding bank holidays) with voicemail outside these hours)

FREEPOST Lime Down Solar

www.limedownsolar.co.uk

Register for updates

If you would like to be kept informed about our Project, please register your details with us by completing the registration form on the Project website or by sending an email to the community relations team.

If you would like this document in large text or an alternative format please contact us on 0808 175 6656 or send an email to info@limedownsolar.co.uk

Lime Down
Solar Park

89
Mrs Teresa Strange
Melksham Without Parish Council
Melksham Without Parish Council
First Floor, Melksham Community Campus
Market Place
Melksham
Wiltshire
SN12 6ES

Tuesday 03 June 2025

Dear Mrs Teresa Strange

Lime Down Solar Park

Targeted Consultation

Section 42 of the Planning Act 2008 ('the 2008 Act'), Regulation 3 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 and Regulations 11 and 13 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the 2017 Regulations')

Notice publicising a proposed application for a Development Consent Order ("DCO") to construct, operate, maintain and decommission a solar photovoltaic (PV) generating station, with a generating capacity of more than 50 megawatts (MV) and associated infrastructure on land in Wiltshire (Lime Down Solar Park).

Notice is hereby given that Lime Down Solar Park Limited (Company registration number 13211532) of Unit 25.7 Coda Studios, 189 Munster Road, London, England SW6 6AW (the Applicant), proposes to apply to the Secretary of State (SoS) for Energy Security and Net Zero under Section 37 of the Planning Act 2008 for a Development Consent Order for the Lime Down Solar Park (the Application).

The Preliminary Environmental Information Report (PEIR) published at Stage Two Statutory Consultation for Lime Down Solar Park (Project) identified a combined area of approximately 2,835 hectares as being required, comprising the following sites:

- Lime Down A, B, C, D, E: five solar array sites sites located in Wiltshire currently comprising 878 hectares which lie to the north of the M4, southwest of Malmesbury, between the villages of Alderton, Luckington, Sherston, Foxley, Norton, Corston, Startley, Upper Seagry, Lower Stanton St Quintin and Hullavington.

- The solar array sites will include solar panels, conversion units, inverters, and up to five 33 kV substations located in Lime Down A to E and up to three 132 kV substations located in Lime Down A, C and E. There will be one 400 kV substation located within Lime Down D.
- One or two Battery Energy Storage System (BESS) areas, both of which will be located within Lime Down D.
- A cable route search area has been identified for the underground electricity cables connecting the Lime Down A to E solar array sites, substations, and the BESS to the national grid at the existing Melksham Substation, comprising an area of approximately 1,947 hectares.
- Associated infrastructure, mitigation and enhancement measures, and other ancillary works, for example, fencing, security, local grid connections, temporary access roads, permanent means of access, highway works, temporary works compounds and work sites.

At PEIR, Lime Down Solar Park was located entirely within the administrative boundary of Wiltshire Council. The Solar PV Sites are located across several parishes:

- Lime Down A is located within the civil parish of Sherston approximately 735 metres to the southeast of Sherston;
- Lime Down B is located within the civil parish of Norton approximately 3.9km to the west of Malmesbury;
- Lime Down C is located withing the civil parishes of Sherston, Luckington, Hullavington, and Norton approximately 3.3km to the south of Sherston;
- Lime Down D, which incorporate the proposed BESS areas, is located in the civil parishes of Norton and Hullavington approximately 4km to the southwest of Malmesbury; and
- Lime Down E is located within the civil parish of St Paul Malmesbury Without approximately 4.4km to the south of Malmesbury.

The proposed DCO will, among other things, authorise:

- Construction, operation, maintenance and decommissioning of the solar PV electricity generating station and associated development including grid connection and energy storage facility;
- Compulsory acquisition of land, including interests in land, rights over land and imposition of restrictions, powers to override, suspend or extinguish rights over land and powers for the temporary use of land;
- The application, modification and/or disapplication of legislation including legislation relating to compulsory purchase and landlord and tenant; and
- Such ancillary, incidental and consequential provisions, licenses, property rights, permits and consents as are necessary and/or convenient.

Lime Down Solar Park is an Environmental Impact Assessment (EIA) development for the purposes of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. This means that the proposed works constitute development for

which an EIA is required and the proposed application for a DCO will therefore be accompanied by an Environmental Statement. The Environmental Statement will provide a detailed description of Lime Down Solar Park and its likely significant environmental effects. Information compiled so far about Lime Down Solar Park's likely significant environmental effects is set out for consultation in a Preliminary Environmental Information Report (the PEIR) and summarised in a Non-Technical Summary (NTS).

Targeted Consultation on Lime Down Solar Park

The Applicant is carrying out a further round of targeted consultation for the Project, focusing on fifteen specific changes, which have resulted in small increases to the development boundary area compared to the boundary presented in the PEIR for Stage Two Statutory Consultation. Each of the fifteen changes comprises an amendment to the development boundary area of between 0.03 ha and 0.69 ha, representing a total additional area of 3.24 ha since the PEIR.

Following the fifteen changes, Lime Down Solar Park is located predominantly within the administrative boundary of Wiltshire Council with two additional areas within the administrative area of South Gloucestershire. We are holding this round of consultation from **Tuesday 03 June until 23:59 on Friday 11 July 2025**. During this time, you have the opportunity to comment on these changes to the Project. We encourage you to submit any feedback you may have using the details provided at the end of this letter.

To summarise, the changes comprise:

- Six areas to enable the temporary highway and traffic works that would be required to safely accommodate the Abnormal Indivisible Load (AIL) vehicles needed during the construction phase of the Project.
- Nine areas where the proposed development boundary area has been adjusted to enable access to and within the Project site, and to avoid constraints such as woodland and hedgerows.

Although these changes are minor in nature and scale, we are committed to ensuring that relevant stakeholders are consulted on the changes prior to the DCO application being submitted.

We anticipate submitting our DCO application to the Planning Inspectorate on 19 September 2025. The DCO application will show any changes and refinements made in response to the feedback received during the Stage Two Statutory Consultation, as well as this phase of further targeted consultation.

We are writing to you as you have been identified as a consultee for the purpose of section 42(1)(a) of the 2008 Act as a prescribed person(s) in respect of the targeted consultation. If you are a newly identified consultee and did not receive a letter as part of the statutory consultation, please refer to the enclosed section 48 notice.

Lime Down Solar Park

This targeted consultation also includes:

- Consultation with any persons with an interest in the land affected by the proposed changes (under section 42 and section 44 of the 2008 Act);
- Consultation with relevant prescribed bodies, host, and neighbouring authorities (under section 42 and section 43 of the 2008 Act); and
- Consultation with the local community in the vicinity of the proposed changes (within a minimum distance of 200 metres of the relevant areas). This aligns with consultation under the 2008 Act.

Hard copies of the PEIR, NTS and maps and plans from the statutory consultation remain available for inspection free of charge at two of the community venues listed below: Chippenham Library and Malmesbury Library. Details of these locations, how to request these documents and any related charges are set out in the enclosed section 48 notice that related to the statutory consultation.

Targeted consultation materials

The Applicant has published an Information Change Note on the proposed changes on the Project website for this targeted consultation. The document includes an overview of the changes, maps showing the changes and the land affected. Information on any updates to the reporting of likely significant environmental effects is also presented. The Information Change Note is free to read and download from the Documents section of the Project website (www.limedownsolar.co.uk).

The Applicant has notified properties in the vicinity of the proposed changes about the targeted consultation. The Applicant has also produced a dedicated Feedback Form (available online and in hard copy) and is accepting feedback in writing via Freepost and email via the Project-dedicated communications lines. Verbal representations will also be possible by appointment with the Project team (contact details listed at the end of this letter).

Hard copies of the targeted consultation materials (Information Change Note, Feedback Form) are available upon request by using the contact details listed at the end of this letter, and for inspection free of charge from 03 June to 11 July 2025 at the local venues listed below, which include the four Community Access Points listed in the published Statement of Community Consultation and an additional two further locations in proximity to the changes (Chipping Sodbury Community Library and Yate Library).

Lime Down Solar Park

Venue and address	Opening times*
Corsham Library Springfield Community Campus Beechfield Road Corsham, Wiltshire SN13 9DN T: 01249 468 490	Mon (staffed): 09:00 – 19:00 Tues (staffed): 09:00 – 17:00 Weds (staffed): 09:00 – 17:00 Thurs (staffed): 09:00 – 17:00 Fri (staffed): 09:00 – 19:00 Sat (staffed): 09:00 – 17:00 Sun (not staffed).
Melksham Library Melksham Community Campus Market Place Melksham, Wiltshire SN12 6ES T: 01225 702 039	Mon (staffed): 09:30 – 19:00 Tues (staffed): 09:30 – 17:00 Weds (not staffed). Thurs (staffed): 09:30 – 17:00 Fri (staffed): 09:30 – 19:00 Sat (staffed): 09:00 – 17:00 Sun (not staffed).
Malmesbury Library 24 Cross Hayes Malmesbury, Wiltshire SN16 9BG T: 01666 823 611	Mon: 14:30 – 19:00 Tues: 09:30 – 17:00 Weds: 09:30 – 17:00 Thurs: closed Fri: 09:30 – 19:00 Sat: 09:00 – 17:00 Sun: closed
Chippenham Library Timber Street Chippenham, Wiltshire SN15 3EJ T: 01249 650 536	Mon: 10:00 – 19:00 Tues: 09:00 – 17:00 Weds: 09:00 – 13:00 Thurs: 09:00 – 19:00 Fri: 09:00 – 19:00 Sat: 09:00 – 17:00 Sun: closed
Chipping Sodbury Community Library High Street Chipping Sodbury South Gloucestershire, Bristol BS37 6AH T: 01454 868 006	Mon: closed Tues: 09.30 – 12.30; 13.30 – 16.30 Weds: 09.30 – 12.30; 13.30 – 16.30 Thurs: closed Fri: 09.30 – 12.30 Sat: 09.30 – 12.30 Sun: closed
Yate Library Unit 44, Yate Shopping Centre West Walk Yate, Bristol BS37 4AX T: 01454 868 006	Mon (staffed): 10.00 – 17.00 Tues (staffed): 10.00 – 17.00 Weds (unstaffed). Thurs (staffed): 10.00 – 17.00 Fri (staffed): 10.00 – 17.00 Sat (staffed): 09.30 – 12.30 Sun (unstaffed).

Opening hours can change and documents may only be available for inspection or viewing on a computer during staffed hours. We recommend contacting the venues prior to visiting to confirm opening hours and Targeted consultation document availability.

Lime Down Solar Park

Targeted consultation events

The Applicant will hold an online information event during the consultation period, on Thursday 19 June 2025 from 18:30 to 20:00. If you would like to attend, details of how to register to attend can be found on www.limedownsolar.co.uk

How to respond to this targeted consultation

Any person may comment on the DCO application.

When providing your response, please include your name and contact details (postal or email address) and confirm the nature of your interest in the DCO application. Completed responses must be submitted:

a) By email to info@limedownsolar.co.uk; or
b) In writing to FREEPOST LIME DOWN SOLAR (no stamp or further details required).

Responses must be received no later than 23:59 on 11 July 2025.

The Applicant will consider all responses received on or before this date. Responses received after this time may not be considered.

Responses and representations will be included in the Consultation Report, which will be submitted as part of the DCO application.

Responses may be made public or made available to the SoS, the Planning Inspectorate, and other relevant statutory bodies, in accordance with the requirements of the 2008 Act and data protection legislation. Personal details will be kept confidential where possible and only used for purposes in connection with the statutory consultation, the DCO process and further development of Lime Down Solar Park. You do not have to provide any personal information, but this information will help the Applicant to understand the range of responses and enable the Applicant to send you further information relating to the Lime Down Solar Park.

Your views are also likely to be recorded or paraphrased in the Consultation Report which will be submitted with the DCO application. Please refer to our Privacy Notice for more details: https://www.limedownsolar.co.uk/privacy-policy

Lime Down
Solar Park

Further information

If you would like further information about this letter, the consultation, or the Lime Down Solar Park, please contact the Applicant project team by using one of the contact methods provided below:

Emailing: info@limedownsolar.co.uk
Calling our Freephone: 0808 175 6656
Visiting our website at: https://www.limedownsolar.co.uk/.

Yours faithfully,

W Threlfall

Will Threlfall
Senior Project Development Manager
On behalf of Lime Down Solar Park Limited

Lime Down
Solar Park

SECTION 48 PLANNING ACT 2008
REGULATION 4 OF THE INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009.

Lime Down Solar Park

Notice publicising a proposed application for a Development Consent Order ("DCO") to construct, operate, maintain and decommission a solar photovoltaic (PV) generating station, with a generating capacity of more than 50 megawatts (MW) and associated infrastructure on land in Wiltshire (Lime Down Solar Park).

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Lime Down Solar Park will cover a combined area of approximately 2,835 hectares and will consist of the following sites:

- Lime Down A, B, C, D, E: five solar array sites located in Wiltshire currently comprising 878 hectares which lie to the north of the M4, southwest of Malmesbury, between the villages of Alderton, Luckington, Sherston, Foxley, Norton, Corston, Startley, Upper Seagry, Lower Stanton St Quintin, and Hullavington.
- The solar array sites will include solar panels, conversion units, inverters, up to five 33 kV substations located in Lime Down A to E and up to three 132 kV substations located in Lime Down A, C and E. There will be one 400 kV substation located within Lime Down D.
- One or two Battery Energy Storage System (BESS) areas, both of which will be located within Lime Down D.
- A cable route search area has been identified for the underground electricity cables connecting the Lime Down A to E solar array sites, substations and the BESS to the national grid at the existing Melksham Substation, currently comprising 1,947 hectares; and,
- Associated infrastructure, mitigation and enhancement measures, and other ancillary works, for example, fencing, security, local grid connections, temporary access roads, permanent means of access, highway works, temporary works compounds and work sites.

Lime Down Solar Park is located entirely within the administrative boundary of Wiltshire Council. The solar PV sites are located across several parishes:

- Lime Down A is located within the civil parish of Sherston approximately 735 metres to the southeast of Sherston;
- Lime Down B is located within the civil parish of Norton approximately 3.9km to the west of Malmesbury;
- Lime Down C is located across the civil parishes of Sherston, Luckington, Hullavington, and Norton approximately 3.3km to the south of Sherston;
- Lime Down D, which incorporates the proposed BESS areas, is located across the civil parishes of Norton and Hullavington approximately 4km to the southwest of Malmesbury; and
- Lime Down E is located within the civil parish of St Paul Malmesbury Without approximately 4.4km to the south of Malmesbury.

The proposed DCO will, among other things, authorise:

- Construction, operation, maintenance and decommissioning of the solar PV electricity generating station and associated development including grid connection and energy storage facility;
- Compulsory acquisition of land, including interests in land, rights over land and imposition of restrictions, powers to override, suspend or extinguish rights over land and powers for the temporary use of land;
- The application, modification and/or disapplication of legislation including legislation relating to compulsory purchase and landlord and tenant; and
- Such ancillary, incidental and consequential provisions, licenses, property rights, permits and consents as are necessary and/or convenient.

Lime Down Solar Park is an Environmental Impact Assessment (EIA) development for the purposes of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. This means that the proposed works constitute development for which an EIA is required and the proposed application for a DCO will therefore be accompanied by an Environmental Statement. The Environmental Statement will provide a detailed description of Lime Down Solar Park and its likely significant environmental effects. Information compiled so far about Lime Down Solar Park's likely significant environmental effects is set out for consultation in a Preliminary Environmental Information Report (the PEIR) and summarised in a Non-Technical Summary (NTS).

Statutory Consultation

The Applicant is undertaking a statutory consultation on the proposals for Lime Down Solar Park between 29 January and 19 March 2025.

A copy of the PEIR, together with the PEIR NTS, the Statement of Community Consultation (SoCC), and other consultation documents, plans and maps explaining the statutory consultation process and details of the nature and location of Lime Down Solar Park can be found on the Applicant's website in the document library at **www.limedownsolar.co.uk**. These documents will be free to read and download from the Applicant's website from 29 January to 19 March 2025.

Hard copies of the SoCC, PEIR, PEIR NTS, maps and plans will be available for inspection free of charge from 29 January until 19 March 2025 at the following community access points:

Venue and address	Opening times	
Corsham Library, Springfield Community Campus, Beechfield Road, Corsham, Wiltshire, SN13 9DN T: 01249 468 490	Mon, Fri (staffed): Tues, Weds, Thurs, Sat (staffed): Sun (not staffed).	09:00 - 19:00 09:00 - 17:00
Melksham Library, Melksham Community Campus, Market Place Melksham, Wiltshire, SN12 6ES T: 01225 702 039	Mon, Fri (staffed): Tues, Thurs, Sat (staffed): Weds, Sun (not staffed).	09:30 - 19:00 09:30 - 17:00
Malmesbury Library, 24 Cross Hayes Malmesbury, Wiltshire, SN16 9BG T: 01666 823 611	Mon: Tues, Weds, Sat: Thurs, Sun: Fri:	14:00 - 19:00 09:30 - 17:00 closed 09:30 - 19:00
Chippenham Library, Timber Street Chippenham, Wiltshire, SN15 3EJ T: 01249 650 536	Mon: Tues, Sat: Weds: Thurs, Fri: Sun:	10:00 - 19:00 09:00 - 17:00 09:00 - 13:00 09:00 - 19:00 closed

Form will be available to take away free of charge. Please note that due to limited space at Corsham Library and Melksham Library hard copies of the consultation materials will only be available to view during staffed hours when it is possible to request assistance from a member of staff to provide access to the documents.

Electronic copies of all the consultation documents may be viewed on a computer at the above community access points from 29 January until 19 March 2025. While access to computers at these information points is free of charge, the venues require visitors to show proof of identity to use an on-site computer. More information is available at **www.wiltshire.gov.uk/libraries-accessing-computers**. We recommend contacting the venues to check the opening times prior to visiting.

The Applicant will host public information events to provide interested parties with the opportunity to view the relevant consultation documentation and speak with members of the project team. The details of the consultation events are as follows:

Date and time	Location
Wed 05 February 2025 18:30 - 20:00	**Online - Zoom** - register to attend via Project website **www.limedownsolar.co.uk**
Fri 07 February 2025 14:30 - 19:30	**Sherston Village Hall,** High Street, Sherston, Malmesbury, SN16 0LQ
Sat 08 February 2025 11:00 - 15:00	**Hullavington Village Hall,** Hill Hayes Lane, Hullavington, Chippenham, SN14 6EB
Wed 12 February 2025 14:30 - 19:30	**Grittleton Village Hall,** The Street, Grittleton, Chippenham, SN14 6AW
Thurs 13 February 2025 14:30 - 19:30	**Corsham Town Council Hall,** Town Hall, 65 High Street, Corsham, SN13 0EZ
Fri 14 February 2025 14:30 - 19:30	**Malmesbury Town Hall,** Cross Hayes, Malmesbury, SN16 9BZ
Sat 15 February 2025 11:00 - 15:00	**Luckington Village Hall,** Bristol Road, Luckington, Chippenham, SN14 6NP
Tues 25 February 2025 14:30 - 19:30	**Goss Croft Hall,** Startley Road, Upper Seagry, Chippenham, SN15 5HD
Wed 26 February 2025 17:30 - 20:30	**Shaw CofE Primary School,** Corsham Road, Shaw, Melksham, SN12 8EQ
Thurs 27 February 2025 18:30 - 20:00	**Online - Zoom** - register to attend via Project website **www.limedownsolar.co.uk**

These consultation events offer an opportunity to find out more about Lime Down Solar Park. Attendees do not need to register in advance to attend an in-person consultation event. To attend an online event attendees need to go to the Project website where they will be able to sign up in advance. Alternatively joining details can be provided by contacting the project team on FREEPHONE 0808 175 6656 or sending an email to **info@limedownsolar.co.uk**.

For further information or queries, please call 0808 175 6656 (free of charge); write to FREEPOST LIME DOWN SOLAR (no stamp or further details required); email **info@limedownsolar.co.uk** or visit **www.limedownsolar.co.uk**.

To obtain hard copies of the consultation documents

Hard copies of all other consultation materials may be requested during the consultation period by contacting the Applicant on FREEPHONE 0808 175 6656 or by email at **info@limedownsolar.co.uk**. Requests for consultation materials in an alternative format such as large print or audio for those with visual impairments or in an alternative language for those who do not speak English as their first language will be considered on a case-by-case basis. Requests for multiple copies of these documents will be considered on a case-by-case basis and a reasonable charge may apply to cover printing and postage costs.

Requests for a printed hard copy of the PEIR will be reviewed on a case-by-case basis. To cover printing and postage costs, a charge of up to £4,874.00 may apply. (The charge will be calculated based on cost per individual volume requested as follows: Volume 1 - Main Report, £896.00, Volume Two - Figures, £700.00 and Volume Three - Appendices, £3,278.00).

Have your say

Feedback can be provided through the consultation feedback form on the Applicant's website at **www.limedownsolar.co.uk**. Hardcopy feedback forms will also be available at the community access points listed above and at the in-person public information events taking place.

The consultation feedback form, responses to the consultation or other representations in respect of Lime Down Solar Park can also be sent to the Applicant by email to **info@limedownsolar.co.uk** or by post to FREEPOST Lime Down Solar (no stamp or further details required).

Any response or representation in respect of the proposed DCO application must be received by the Applicant on or before 23.59 on Wednesday 19 March 2025.

The Applicant will consider and have regard to all responses to consultation and publicity when developing its DCO application. Individual responses may be made publicly available, or made available to the Secretary of State, the Planning Inspectorate and other relevant statutory authorities, in accordance with the requirements of the Planning Act 2008 and data protection legislation.

Respondents do not have to provide any personal information, but this information will help the Applicant to understand the range of responses and enable the Applicant to send you further information relating to the Lime Down Solar Park. Personal information will be kept confidential where possible. Please refer to our Privacy Notice for more details: **www.limedownsolar.co.uk/privacy-policy.**

DRAFT JOINT MELKSHAM NEIGHBOURHOOD PLAN 2, 2020-2038

DECISION STATEMENT (PROCEEDING TO REFERENDUM)

1. INTRODUCTION

1.1. Pursuant to the Wiltshire Council constitution and in particular Part 3D, the Director of Planning, Economy & Regeneration within whose remit Spatial Planning falls is authorised to make decisions on Neighbourhood Development Plan proposals following the examination of the draft Plan in accordance with the Town and Country Planning Act 1990 (as amended) and the Neighbourhood Planning (General) Regulations 2012 (as amended) and all other relevant legislation.

2. BACKGROUND

2.1. The designated area for the draft Joint Melksham Neighbourhood Plan 2 comprises the whole of the parishes of Melksham Town and Melksham Without. On 8th November 2017 Wiltshire Council formally approved the Melksham Neighbourhood Area (i.e., the land within the parishes of Melksham Town and Melksham Without) in accordance with the Neighbourhood Planning (General) Regulations 2012 (as amended).

2.2. Melksham Town Council and Melksham Without Parish Council – the 'qualifying body', submitted their draft Joint Melksham Neighbourhood Plan 2, along with supporting documents, to Wiltshire Council on 11th November 2024 for consultation, independent examination and the remaining stages of the draft Plan's preparation in accordance with the Neighbourhood Planning (General) Regulations 2012 (as amended).

2.3. Following submission of the draft Joint Melksham Neighbourhood Plan 2, Wiltshire Council publicised the Plan and supporting documents and invited representations during the consultation period 27th January 2025 to 2nd May 2025.

2.4. In January 2025, Wiltshire Council appointed an independent examiner, Andrew Ashcroft, to examine the draft neighbourhood plan and consider whether it should proceed to referendum.

2.5. The examiner's report was received on 2nd May 2025 and concluded that subject to making the modifications recommended in the report, that the draft Joint Melksham Neighbourhood Plan 2 meets the Basic Conditions and should proceed to referendum. The examiner also recommended that the Melksham Neighbourhood Area (the parish areas) is an appropriate area within which to hold a referendum.

2.6. In accordance with legislation, Wiltshire Council must consider each of the recommendations made in the examiner's report, decide what action to take in

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response to each recommendation and what modifications should be made to the draft Plan in order to be satisfied that it meets the Basic Conditions and is compatible with Convention Rights. If the authority is satisfied, then a referendum must be held. Consideration also needs to be given as to whether to extend the area to which the referendum is to take place.

3. DECISION AND REASONS

3.1. Wiltshire Council must be satisfied that the neighbourhood development plan meets the Basic Conditions, is compatible with the Convention rights and complies with the provision made by or under sections 61E (2), 61J and 61L of the Town and Country Planning Act 1990, or that the draft order would meet those conditions, be compatible with those rights and comply with that provision if modifications were made to the draft order.

3.2. Wiltshire Council has considered the examiner's recommendations and reasons for them. Wiltshire Council has decided to make the examiner's modifications with additional modifications by the Council to the draft Joint Melksham Neighbourhood Plan 2, for the purpose of correcting errors (which includes amendments necessary to achieve accuracy and consistency in the wording of policies and supporting text) and to ensure that it meets legal requirements, including the Basic Conditions as set out in legislation. **Appendix 1** sets out these modifications, together with the reasons for them.

3.3. The Council is satisfied that the draft Neighbourhood Plan, as modified, complies with the legal requirements and can proceed to referendum.

3.4. The Council also agrees with the examiner that the referendum area should reflect the extent of the parish areas of Melksham.

3.5. I declare that I have no private interest in respect of this matter that would prevent me from making this decision.

Signed:



Nic Thomas
Director of Planning, Economy & Regeneration
Planning
Wiltshire Council

Dated: 21st May 2025

APPENDIX 1

Modifications required to be made to the draft Joint Melksham Neighbourhood Plan 2 2020-2038 (submission version September 2024) in response to the Examiner's recommendations and to correct errors

Guidance for using this document

The following table sets out the modifications that are required to be made to the draft Joint Melksham Neighbourhood Plan 2 2020-2038 (submission version September 2024), hereafter referred to as the draft JMNP2, together with the explanation and reason for modification. This should be read alongside the report dated 2nd May 2025 of the independent neighbourhood planning examiner, Andrew Ashcroft to Wiltshire Council on the draft JMNP2.

Throughout the table, specific changes that are required are shown as follows:

- text in **bold and underlined** identifies new text to be added to the Plan.
- text that is shown as ~~red strikethrough~~ identifies text to be deleted from the Plan.

The relevant paragraph, policy and page numbering relates to the draft JMNP2, as submitted to Wiltshire Council. For each change, the table sets out the examiner's recommendation as set out in his report together with the modification that is required to be made to the draft neighbourhood plan. Some additional changes are also included that are not in the examiner's report to correct errors, such as typographical errors.

As a result of some modifications, consequential amendments may be required to the final draft JMNP2 to be published for the purposes of the referendum. These can include changing section headings, amending the contents page, renumbering paragraphs or pages and ensuring that supporting appendices and other documents align with the final version of the Plan.

APPENDIX 1

Modifications required to be made to the draft Joint Melksham Neighbourhood Plan 2 2020-2038 (submission version September 2024) in response to the Examiner's recommendations and to correct errors

Reference number	Page in examiner's report	Related draft JMNP2 page / section	Recommendation and proposed modification	Reason for modification
R1	18	Page 30, Policy 1: Sustainable Design and Construction	<u>EXAMINER RECOMMENDATION:</u> Replace Policy 1 with: 'As appropriate to their scale, nature and location, development proposals should demonstrate how they have mitigated and been designed to adapt to the impacts of climate change. This includes: • the submission of a Sustainable Energy Strategy to demonstrate how carbon emissions are minimised, with the target of zero carbon in operation (regulated and unregulated energy); • embedding the Energy Hierarchy within the design of buildings by prioritising fabric first, orientation, design, and landscaping, to minimise energy demand for heating, lighting, and cooling, as well as maximising renewable energy generation. Proposals should respond positively to opportunities to improve space heating and energy consumption by considering a range of low-carbon and renewable technologies; • demonstrating good connections to existing services and facilities, and/or a mix of uses that minimises the need to travel by private vehicle; • using carbon sequestration and other sustainable approaches such as shade; and • the retention of existing buildings where practicable, and the incorporation of associated retrofitting measures to improve the energy performance of existing buildings.' <u>REQUIRED MODIFICATION:</u> • Amend the text in 'Policy 1: Sustainable Design and Construction', as follows:	For clarity and to meet the Basic Conditions.

APPENDIX 1

Modifications required to be made to the draft Joint Melksham Neighbourhood Plan 2 2020-2038 (submission version September 2024) in response to the Examiner's recommendations and to correct errors

Reference number	Page in examiner's report	Related draft JMNP2 page / section	Recommendation and proposed modification	Reason for modification
			Policy 1: Sustainable Design and Construction ~~Within the constraints of scale and viability, proposals are expected to demonstrate how the impacts of climate change are mitigated and adapted to. This includes:~~ ~~a. Submission of a Sustainable Energy Strategy for all new development schemes (of all scales) to demonstrate how carbon emissions are minimised, with the target of zero carbon in operation (regulated and unregulated energy). This should demonstrate whether a development will achieve an annual operational net zero carbon emissions balance, by modelling each building's estimated regulated energy consumption and the site's overall renewable energy (electricity and heat) generation. Major development proposals for all new residential buildings should target the following~~ ~~Key Performance Indicators:~~ ~~1. space heating demand of less than 30KWh/m2/ year;~~ ~~2. total energy consumption less than 40kWh/m2/ year;~~ ~~3. provision of enough renewable energy output to match the total energy use.~~ ~~b. Embedding the Energy Hierarchy within the design of buildings by prioritising fabric first, orientation, design and landscaping, in order to minimise energy demand for heating, lighting and cooling, as well as maximising renewable energy generation. All proposals should deliver opportunities to improve space heating and energy consumption by considering a range of low-carbon and renewable technologies;~~	

APPENDIX 1

Modifications required to be made to the draft Joint Melksham Neighbourhood Plan 2 2020-2038 (submission version September 2024) in response to the Examiner's recommendations and to correct errors

Reference number	Page in examiner's report	Related draft JMNP2 page / section	Recommendation and proposed modification	Reason for modification
			~~c. Demonstrating good connections to existing services and facilities, and/or a mix of uses that minimises the need to travel by private vehicle;~~ ~~d. Sequester carbon and provide other benefits such as shade;~~ ~~e. Use of appropriate sustainability assessment tools, such as the Building Research Establishment's Environmental Assessment Method (BREEAM), Home Quality Mark for residential development and/or CEEQUAL (or equivalents) for infrastructure development. All major development should set out how embodied carbon associated with the development has been considered and will be minimised.~~ ~~f. Non-residential development that achieves BREEAM 'Excellent' certification or equivalent certification;~~ ~~g. The retention of existing buildings where possible, together with retrofitting measures to improve the energy performance of existing buildings (where planning permission is required).~~ **As appropriate to their scale, nature and location, development proposals should demonstrate how they have mitigated and been designed to adapt to the impacts of climate change. This includes:** • **the submission of a Sustainable Energy Strategy to demonstrate howcarbon emissions are minimised, with the target of zero carbon in operation (regulated and unregulated energy);** • **embedding the Energy Hierarchy within the design of buildings by prioritising fabric first, orientation, design, and landscaping, to minimise energy demand for heating, lighting, and cooling, as well as maximising renewable energy generation. Proposals**	

APPENDIX 1

Modifications required to be made to the draft Joint Melksham Neighbourhood Plan 2 2020-2038 (submission version September 2024) in response to the Examiner's recommendations and to correct errors

Reference number	Page in examiner's report	Related draft JMNP2 page / section	Recommendation and proposed modification	Reason for modification
			should respond positively to opportunities to improve space heating and energy consumption by considering a range of low-carbon and renewable technologies; • **demonstrating good connections to existing services and facilities, and/or a mix of uses that minimises the need to travel by private vehicle;** • **using carbon sequestration and other sustainable approaches such as shade; and** • **the retention of existing buildings where practicable, and the incorporation of associated retrofitting measures to improve the energy performance of existing buildings.**	
R2	19	Page 32, What is 'major development' advisory box	EXAMINER RECOMMENDATION: Delete the advisory box 'What is Major Development'. REQUIRED MODIFICATION: • Delete the advisory box 'What is Major Development', as follows: ~~**What is 'major development'**~~ ~~Major development includes applications that involve:~~ ~~• the provision of 10 dwellings or more~~ ~~• a floorspace of over 1,000sqm~~	For clarity and to meet the Basic Conditions.
R3	19	Page 33, Towards Net Zero advisory box	EXAMINER RECOMMENDATION: In the Towards Net Zero advisory box replace 'Policy 1 also references the use of standards to demonstrate that buildings are built to high environmental	For clarity and to meet the Basic Conditions.

APPENDIX 1

Modifications required to be made to the draft Joint Melksham Neighbourhood Plan 2 2020-2038 (submission version September 2024) in response to the Examiner's recommendations and to correct errors

Reference number	Page in examiner's report	Related draft JMNP2 page / section	Recommendation and proposed modification	Reason for modification
			standards:' with 'the use of the following standards may help to demonstrate that buildings are built to high environmental standards:' <u>REQUIRED MODIFICATION:</u> • Amend the text in the 'Towards Net Zero' advisory box, as follows: Towards Net Zero The government set a legally binding target to reduce the UK's greenhouse gas emissions by 100% by 2050, compared with 1990 levels. This is known as the 'net zero target'. Linked to this, there has been an increase in Local and Neighbourhood Plans incorporating ambitious and pioneering policies which introduce operational energy targets for new buildings to demonstrate net zero carbon development. Research for this policy has included review of Local Planning Authority approaches, notably the Cornwall Council Climate Emergency DPD and the accompanying viability assessment, which set out the need for some flexibility in policy requirements for energy use targets as identified in the Net Zero Toolkit. Wiltshire Council also include a policy on Sustainable Construction and Low Carbon Energy (policy 85) in the emerging Local Plan, which also proposes to the use of operational targets. The policy sets out an expectation that new dwellings will demonstrate the following operational standards: • space heating demand less than 30kWh/m2/annum; • total energy use less than 40kWh/m2/annum; • on site renewable energy generation to match total energy use	

APPENDIX 1

Modifications required to be made to the draft Joint Melksham Neighbourhood Plan 2 2020-2038 (submission version September 2024) in response to the Examiner's recommendations and to correct errors

Reference number	Page in examiner's report	Related draft JMNP2 page / section	Recommendation and proposed modification	Reason for modification
			~~Policy 1 also references t~~**T**he use of **the following** standards **may help** to demonstrate that buildings are built to high environmental standards: • The Home Quality Mark (HQM) helps house builders to demonstrate the high quality of their homes. It gives householders the confidence that the new homes are well designed and built, and cost effective to run. • BREEAM (Building Research Establishment Environmental Assessment Method) is a sustainability assessment method that is used to masterplan projects, infrastructure and buildings. • Other standards include Passivhaus or AECB Building Standard and will also be supported. Passivhaus buildings provide a high level of occupant comfort while using very little energy for heating and cooling.	
R4	20	Page 34, Policy 2: Local Renewable and Low Carbon Energy and Associated Infrastructure	EXAMINER RECOMMENDATION: Replace second and third parts of Policy 2 with: 'Schemes which result in direct benefits to the local community such as energy supplied directly, or financial benefits, will be supported. Proposals for community energy generation projects (with full or partial ownership and/or control by a local community) will be strongly supported. In addition, schemes where the energy produced can be used on or near the generation site or where energy storage is incorporated will be supported. In both cases, proposals should comply with the criteria in the first part of this policy.' Delete the fourth part of Policy 2.	For clarity and to meet the Basic Conditions.

APPENDIX 1

Modifications required to be made to the draft Joint Melksham Neighbourhood Plan 2 2020-2038 (submission version September 2024) in response to the Examiner's recommendations and to correct errors

Reference number	Page in examiner's report	Related draft JMNP2 page / section	Recommendation and proposed modification	Reason for modification
			REQUIRED MODIFICATION: • Amend the text in 'Policy 2: Local Renewable and Low Carbon Energy and Associated Infrastructure', as follows: Policy 2: Local Renewable and Low Carbon Energy and Associated Infrastructure 1. Proposals for renewable energy, low carbon energy generation projects/developments, and associated infrastructure, including Battery Energy Storage Systems (BESS), will be supported where it can be demonstrated that: a. the siting and scale of the proposal is appropriate to its setting; b. the proposal will not result in adverse impacts on the local environment which cannot be satisfactorily mitigated; c. the proposal does not create an unacceptable impact on local amenity and safety; and, d. the proposal does not have an unacceptable degree of impact on a feature of heritage, natural or biodiversity importance. Proposals for stand alone, ground mounted solar photovoltaic development should demonstrate, where possible, that some form of agricultural activity will continue, and/or there are biodiversity improvements around arrays; and,	

APPENDIX 1

Modifications required to be made to the draft Joint Melksham Neighbourhood Plan 2 2020-2038 (submission version September 2024) in response to the Examiner's recommendations and to correct errors

Reference number	Page in examiner's report	Related draft JMNP2 page / section	Recommendation and proposed modification	Reason for modification
			e. the proposal, when taking into consideration other renewable and low carbon energy developments and associated infrastructure in the area, will not result in an unacceptable cumulative impact. 2. Schemes wh**ich**~~ere there are~~ **result in** direct benefits to the local community such as energy supplied directly, or financial benefits will be supported. Proposals for community energy generation projects~~, where there is~~ **(with** full or partial ownership and/or control by a local community**)**~~, subject to other conditions in this policy,~~ will be strongly supported. **In addition, schemes where the energy produced can be used on or near the generation site or where energy storage is incorporated will be supported. In both cases, proposals should comply with the criteria in the first part of this policy.** ~~3. Subject to the above conditions, schemes where the energy produced can be used on or near the generation site/where energy storage is incorporated will be supported.~~ ~~4. Proposals that harness buildings and structures, or are located on brownfield, should be optimised as a preference to use of greenfields for renewable energy generation or associated infrastructure where possible.~~	
R5	20	Page 35, Paragraph 4.3.3	EXAMINER RECOMMENDATION: At the end of paragraph 4.3.3 add: 'Wherever practicable, proposals that harness existing buildings and structures and/or that are located on brownfield land, should be selected as a preference to the use of greenfield land for renewable energy generation or associated infrastructure.'	For clarity.

APPENDIX 1

Modifications required to be made to the draft Joint Melksham Neighbourhood Plan 2 2020-2038 (submission version September 2024) in response to the Examiner's recommendations and to correct errors

Reference number	Page in examiner's report	Related draft JMNP2 page / section	Recommendation and proposed modification	Reason for modification
			REQUIRED MODIFICATION: • Add text to the end of paragraph 4.3.3 as follows: 4.3.3 The policy refers to protection of local amenity and safety. This includes issues such as noise from Battery energy storage systems, and glare/glint from solar panels which can be a problem experienced locally. **Wherever practicable, proposals that harness existing buildings and structures and/or that are located on brownfield land, should be selected as a preference to the use of greenfield land for renewable energy generation or associated infrastructure.**	
R6	21	Page 36, Policy 3: Flood Risk and Natural Flood Management	EXAMINER RECOMMENDATION: Replace Policy 3 with: 'Natural flood management works to conserve and enhance the ecological flood storage value of the water environment, including watercourse corridors and catchments, will be supported. Development proposals in locations with known flooding issues should include appropriate mitigation and construction methods, and, where appropriate, contributions towards wider catchment projects. As appropriate to their scale, nature and location, development proposals should demonstrate how flood risk is mitigated. This approach should include measures to reduce the amount of rainwater run-off and incorporate Sustainable Drainage Systems.'	For clarity and to meet the Basic Conditions.

APPENDIX 1

Modifications required to be made to the draft Joint Melksham Neighbourhood Plan 2 2020-2038 (submission version September 2024) in response to the Examiner's recommendations and to correct errors

Reference number	Page in examiner's report	Related draft JMNP2 page / section	Recommendation and proposed modification	Reason for modification
			REQUIRED MODIFICATION: • Amend the text in 'Policy 3: Flood Risk and Natural Flood Management', as follows: Policy 3: Flood Risk and Natural Flood Management ~~1.~~ Natural flood management works to conserve and enhance the ecological flood storage value of the water environment, including watercourse corridors and catchments, **will be** ~~are~~ supported. ~~Where d~~**D**evelopment proposals **in locations** ~~are in areas~~ with known flooding issues~~, they~~ should include appropriate mitigation and construction methods, **and,** ~~including~~ where appropriate, contributions towards wider catchment projects. ~~2.~~ A**s**~~ll~~ **appropriate to their scale, nature and location,** development **proposals** should demonstrate how flood risk is mitigated. This **approach** should include measures to reduce the amount of rainwater run-off ~~(in line with the surface water discharge hierarchy)~~ and incorporate Sustainable Drainage Systems ~~(SuDs), where appropriate as part of the Natural Flood Management approach and wider Green and Blue Infrastructure networking~~. ~~3. Where required, flood risk and ground water assessments should be undertaken and surface water drainage strategy must be developed and delivered. The drainage strategy must ensure that flood risk is addressed to 1 in 100 year storm event plus climate change in line with Environment Agency Guidance.~~ ~~4. This is particularly relevant to the South Brook catchment area which has been identified as a priority flood risk area due to surface water flooding.~~	

APPENDIX 1

Modifications required to be made to the draft Joint Melksham Neighbourhood Plan 2 2020-2038 (submission version September 2024) in response to the Examiner's recommendations and to correct errors

Reference number	Page in examiner's report	Related draft JMNP2 page / section	Recommendation and proposed modification	Reason for modification
R7	21	Page 37, Paragraph 4.4.3	EXAMINER RECOMMENDATION: At the end of paragraph 4.4.3 add: 'Where required, flood risk and ground water assessments should be undertaken and surface water drainage strategy must be developed and delivered. The drainage strategy must ensure that flood risk is addressed to 1 in 100-year storm event plus climate change in line with Environment Agency Guidance. This is particularly relevant to the South Brook catchment area which has been identified as a priority flood risk area due to surface water flooding.' REQUIRED MODIFICATION: • Add text to the end of paragraph 4.4.3 as follows: 4.4.3 Any development has the potential to worsen surface water flooding. Paragraph 167 of the NPPF sets out that new development should make use of opportunities to reduce the causes and impacts of flooding, where appropriate, through the use of natural flood management techniques. **Where required, flood risk and ground water assessments should be undertaken and surface water drainage strategy must be developed and delivered. The drainage strategy must ensure that flood risk is addressed to 1 in 100-year storm event plus climate change in line with Environment Agency Guidance. This is particularly relevant to the South Brook catchment area which has been identified as a priority flood risk area due to surface water flooding.**	For clarity.
R8	21	Page 38, Policy 4: Ultra Low Emission Vehicle Charging	EXAMINER RECOMMENDATION: Replace Policy 4 with:	For clarity and to meet the Basic Conditions.

APPENDIX 1

Modifications required to be made to the draft Joint Melksham Neighbourhood Plan 2 2020-2038 (submission version September 2024) in response to the Examiner's recommendations and to correct errors

Reference number	Page in examiner's report	Related draft JMNP2 page / section	Recommendation and proposed modification	Reason for modification
			'Insofar as planning permission is required, proposals for the installation of public on-street electric charging facilities will be supported subject to heritage and other related design matters.' REQUIRED MODIFICATION: • Amend the text in 'Policy 4: Ultra Low Emission Vehicle Charging', as follows: Policy 4: Ultra Low Emission Vehicle Charging ~~Technology for charging low emission vehicles, such as electric vehicle infrastructure, will be required for all development proposals in accordance with national or Wiltshire Council standards as relevant.~~ ~~Support shall be given to proposals where the layout and parking arrangements are designed to provide charging for low emission vehicles (such as an electric vehicle charging point) regardless of the size or tenure of the home; and the developer commits to a planning condition requiring a provision to every dwelling prior to its first occupation where possible.~~ Insofar as planning permission is required**,** ~~on existing streets (e.g. on-street facilities integrated with street lamps)~~ proposals **for the installation of public on-street electric charging facilities** will be supported subject to ~~detailed considerations such as~~ heritage **and other related design matters** ~~implications~~.	
R9	23	Page 41,	EXAMINER RECOMMENDATION: Replace Policy 5 with:	For clarity and to meet the

APPENDIX 1

Modifications required to be made to the draft Joint Melksham Neighbourhood Plan 2 2020-2038 (submission version September 2024) in response to the Examiner's recommendations and to correct errors

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		Policy 5: Community Engagement	'Development proposals should be prepared with early, proactive, proportionate, and effective engagement. Developers are therefore encouraged to follow the approach set out in the Melksham Community Engagement Protocol and the Wiltshire Council Statement of Community Involvement.' REQUIRED MODIFICATION: • Amend the text in 'Policy 5: Community Engagement', as follows: Policy 5: Community Engagement ~~Applications that can demonstrate~~ **Development proposals should be prepared with** early, proactive, proportionate and effective engagement**.** ~~with the community will be looked on more favourably than applications that have not, in line with National Planning Policy. Pre-application community engagement is also expected for Reserved Matters Applications as well as Outline or Full.~~ **Developers are therefore encouraged to follow the approach set out in the Melksham Community Engagement Protocol and the Wiltshire Council Statement of Community Involvement.** ~~Potential applicants are therefore encouraged to follow the approach set out in the Melksham Community Engagement Protocol and the Wiltshire Council Statement of Community Involvement.~~	Basic Conditions.
R10	23	Page 42, Paragraph 4.6.5	EXAMINER RECOMMENDATION: At the end of paragraph 4.6.5 add: 'Pre-application community engagement can also be equally beneficial for reserved matters applications.'	For clarity.

APPENDIX 1

Modifications required to be made to the draft Joint Melksham Neighbourhood Plan 2 2020-2038 (submission version September 2024) in response to the Examiner's recommendations and to correct errors

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			REQUIRED MODIFICATIONS: • Add text to the end of paragraph 4.6.5 as follows: 4.6.5 The above policy and the Community Engagement Protocol (see Appendix 1, page 120) are intended to facilitate a structured approach to enable effective involvement of the local community in outline and full planning applications addressing all aspects of a proposal, from design and layout to issues on climate change and energy generation. **Pre-application community engagement can also be equally beneficial for reserved matters applications.**	
R11	24	Page 43, Policy 6: Housing at Defined Settlements	EXAMINER RECOMMENDATION: Replace the second part of Policy 6 with: 'Housing outside settlement boundaries will be managed in accordance with the adopted Development Plan and should meet evidenced local housing need.' Replace the opening element of the third part of Policy 6 with: 'Development proposals for new housing should demonstrate how their housing types and tenures respond positively to meeting local needs, informed by the Melksham Neighbourhood Plan Area Housing Needs Assessment (2023), the Wiltshire Local Housing Needs Assessment, or any updates of these Assessments. As appropriate to their scale, nature and location, development proposals should respond positively to the following matters:' Replace part 3 c of Policy 6 with:	For clarity and to meet the Basic Conditions.

APPENDIX 1

Modifications required to be made to the draft Joint Melksham Neighbourhood Plan 2 2020-2038 (submission version September 2024) in response to the Examiner's recommendations and to correct errors

Reference number	Page in examiner's report	Related draft JMNP2 page / section	Recommendation and proposed modification	Reason for modification
			'addressing local issues of affordability and demand for affordable homes for first time buyers and local households on below average incomes, including providing First Homes housing through developer contribution at up to a 40% discount of the open market value (where it is commercially viable to do so);' REQUIRED MODIFICATION: • Amend the text in 'Policy 6: Housing at Defined Settlements', as follows: Policy 6: Housing at Defined Settlements 1. Proposals for sustainable housing accommodated through development and redevelopment opportunities within existing settlement boundaries of the Plan area will be supported. 2. Housing outside settlement boundaries will be managed in accordance with the adopted Development Plan ~~(Neighbourhood Plan and Local Plan) or allocated for development in this Plan or the adopted Wiltshire Local Plan,~~ and **should** ~~will also be expected to~~ meet evidenced local housing need. 3. **Development proposals for n**~~N~~ew housing ~~will be supported where proposals~~ **should** demonstrate how **their** housing types and tenures ~~have~~ respond~~ed~~ positively to meeting local needs, informed by the Melksham Neighbourhood Plan Area Housing Needs Assessment (2023), the Wiltshire Local Housing Needs Assessment, or **any updates of these Assessments.** ~~new evidence of local housing need that has been validated by the local planning authority, and endorsed by the Town and Parish Councils. Particular attention should be demonstrated for:~~ **As appropriate to their scale, nature**	

APPENDIX 1

Modifications required to be made to the draft Joint Melksham Neighbourhood Plan 2 2020-2038 (submission version September 2024) in response to the Examiner's recommendations and to correct errors

Reference number	Page in examiner's report	Related draft JMNP2 page / section	Recommendation and proposed modification	Reason for modification
			and location, development proposals should respond positively to the following matters: a. delivering rented and owner-occupied homes in a tenure-blind mix, design and layout; b. increasing the supply of affordable homes in conformity with adopted Wiltshire Council affordable housing policy; c. addressing ~~particular~~ local issues of affordability and demand for affordable homes for first time buyers and local households on below average incomes~~.~~**, including** ~~Linked to this,~~ providing First Homes housing through developer contribution at up to a 40% discount of the open market value ~~to address local issues of affordability~~ **(where it is commercially viable to do so)**; d. at Melksham and Bowerhill, prioritising the delivery of a balanced mix of two, three and four bedroom dwellings, which should include bungalows; e. at Shaw and Whitley, increasing the proportion of two and three bedroom dwellings, to address a shortfall in their availability; and, f. meeting the needs of an increasing local population of older people and those living with disabilities. Housing that meets part M4(2) of the Building g. Regulations, Category 2: accessible and adaptable dwellings will be supported. Proposals for age restricted housing and extra-care communities will be supported only in the most sustainable locations where they are closely linked to local services and public transport.	

APPENDIX 1

Modifications required to be made to the draft Joint Melksham Neighbourhood Plan 2 2020-2038 (submission version September 2024) in response to the Examiner's recommendations and to correct errors

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R12	32	Page 49, Policy 7.1: Land at Cooper Tires	EXAMINER RECOMMENDATION: In the first part of Policy 7.1 replace a) with: 'approximately 100 dwellings in the part of the overall site which is within Flood Zone 1 (and to include affordable housing subject to commercial viability) within the Plan period. Further housing will be supported in the context of a comprehensive masterplan for the site which addresses key policies and constraints, including flood risk.' Replace the second part of Policy 7.1 with: 'A single comprehensive masterplan, phasing and delivery strategy for the development should be prepared, and approved by the local planning authority, as part of, or in advance of any planning application being submitted for the whole or part of the allocated site. Detailed planning applications should be in accordance with the approved masterplan. The masterplan and planning proposals should be prepared in the context of this Plan, the Wiltshire Local Plan and national planning policy, and with early pre-application consultation with the local community. The masterplan should define the appropriate mix of uses on the site.' In Policy 7.1 replace the third criterion with: 'Investigate the presence and significance of archaeological remains in line with an initial desk based archaeological assessment.' In the ninth criterion of Policy 7.1 replace 'Buildings for a Healthy Life (Homes England)' with 'Buildings for a Healthy Life (Homes England), or any subsequent revision'	For clarity and to meet the Basic Conditions.

APPENDIX 1

Modifications required to be made to the draft Joint Melksham Neighbourhood Plan 2 2020-2038 (submission version September 2024) in response to the Examiner's recommendations and to correct errors

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			In Policy 7.1 replace the tenth criterion with: 'Address climate change through mitigation and adaptation and contribute to Wiltshire Council's carbon neutrality ambitions by including a significant use of low-carbon and renewable energy technologies, the re-use of the existing built fabric, and the application of the energy hierarchy.' REQUIRED MODIFICATION: • Amend the text in 'Policy 7.1: Land at Cooper Tires', as follows: Policy 7.1: Land at Cooper Tires Land at the former Cooper Tires main factory site, as defined in figure 6, is allocated for development of a mixed use scheme which will optimise the effective use of the site, including: a. approximately 100 dwellings **in the part of the overall site which is within Flood Zone 1 (and** to include affordable housing subject to **commercial** viability**)** ~~to be provided~~ within the ~~JMNP2~~ **Plan** period ~~to 2038~~. Further housing will be supported in principle in the context of a comprehensive masterplan for the site **which** ~~and~~ address**es**~~ing~~ key policies and constraints, including flood risk. b. other uses, including employment, community, leisure, retail and cultural uses where they contribute to creating a sustainable neighbourhood, are consistent with other adopted policies, scheme viability and the delivery strategy. c. new accessible walking and wheeling routes, including riverside public realm,	

APPENDIX 1

Modifications required to be made to the draft Joint Melksham Neighbourhood Plan 2 2020-2038 (submission version September 2024) in response to the Examiner's recommendations and to correct errors

Reference number	Page in examiner's report	Related draft JMNP2 page / section	Recommendation and proposed modification	Reason for modification
			d. flood mitigation infrastructure. A single comprehensive masterplan, phasing and delivery strategy for the development ~~must~~ **should** be prepared, and approved by the local planning authority, as part of, or in advance of any planning application being submitted for the whole or part of the allocated site. Detailed planning applications ~~must~~ **should** be in accordance with the approved masterplan. The masterplan and planning proposals should be prepared **in the context of this Plan, the Wiltshire Local Plan and national planning policy, and** with early pre-application consultation with the local community. **The masterplan should define the appropriate mix of uses on the site.** Development proposals for the site will: Heritage 1. Be supported by a heritage assessment of the on-site and neighbouring buildings and the impact of proposed development. 2. Protect and enhance heritage assets and their setting; Avon House (listed Grade II) and the former factory canteen (local nondesignated heritage asset) and adjacent heritage assets; Town Bridge (Grade II) and Unicorn Public House (Grade II) in conformity with JMNP2 Policy 21. 3. Investigate the presence and significance of archaeological remains **in line with an initial desk based archaeological assessment.** ~~and avoid areas of high value remains where preservation in situ is to be required.~~ Landscape, Green and Blue Infrastructure and Biodiversity	

APPENDIX 1

Modifications required to be made to the draft Joint Melksham Neighbourhood Plan 2 2020-2038 (submission version September 2024) in response to the Examiner's recommendations and to correct errors

Reference number	Page in examiner's report	Related draft JMNP2 page / section	Recommendation and proposed modification	Reason for modification
			4. Be informed by arboriculture, landscape and ecology surveys and an approved management and construction management plan to secure the protection of existing and enhanced landscape features, priority species and ecology within the site and River Avon environment. 5. Provide a scheme of site landscape, green and blue infrastructure and communal outdoor space that protects existing trees, contributes positively to resident health and wellbeing and increases on-site tree canopy cover in accordance with JMNP2 Policies 17. 6. Deliver a minimum 10% net gain in on-site biodiversity. Design 7. Be of high quality design, appearance and materials in conformity with JMNP2 Policies 9 and 20 and demonstrate a positive response to Melksham Town Centre Master Plan Report (2023) and Melksham Design Guide and Codes (2023) and the Wiltshire Design Guide (2024). 8. Protect the amenity of neighbouring employment and retail uses and residents of Scotland Road, Bath Road and dwellings adjacent to the north-west site boundary. 9. Provide a high standard of residential amenity and wellbeing by achieving design principles contained within recognised design guidance including "Buildings for a Healthy Life" (Homes England)**, or any subsequent revision**.	

APPENDIX 1

Modifications required to be made to the draft Joint Melksham Neighbourhood Plan 2 2020-2038 (submission version September 2024) in response to the Examiner's recommendations and to correct errors

Reference number	Page in examiner's report	Related draft JMNP2 page / section	Recommendation and proposed modification	Reason for modification
			10. ~~Be resilient to and/or mitigate~~ **Address** climate change **through mitigation and adaptation** and ~~make proportionate~~ contribut**e**~~ions~~ to Wiltshire **Council's** carbon neutrality ~~targets~~ **ambitions by** including **a** ~~potential~~ significant use of **low-carbon and** renewable energy **technologies**, **the** re-use of **the** existing built fabric**,** and **the application of the energy hierarchy** ~~sustainable construction methods in accordance with JMNP2 Policies 1 and 2~~. ……	
R13	34	Page 54, Policy 7.2: Land at the Former Melksham Library Site	EXAMINER RECOMMENDATION: In Policy 7.2 replace 'Development proposals for the site will:' with 'Development proposals for the site should:' In Policy 7.2 replace criterion 10 with: 'Address climate change through mitigation and adaptation and contribute to Wiltshire Council's carbon neutrality ambitions by including a significant use of low-carbon and renewable energy technologies, the re-use of the existing built fabric, and the application of the energy hierarchy.' REQUIRED MODIFICATION: • Amend the text in 'Policy 7.2: Land at the Former Melksham Library Site', as follows: Policy 7.2: Land at the Former Melksham Library Site Land at the former Melksham Library, Lowbourne House and adjacent public car park shown in figure 7 is allocated for development of approximately 50	For clarity and to meet the Basic Conditions.

APPENDIX 1

Modifications required to be made to the draft Joint Melksham Neighbourhood Plan 2 2020-2038 (submission version September 2024) in response to the Examiner's recommendations and to correct errors

Reference number	Page in examiner's report	Related draft JMNP2 page / section	Recommendation and proposed modification	Reason for modification
			specialist dwellings for older people including affordable housing (Class C3) or to purchase through shared ownership via a registered social provider. Development proposals for the site **should** ~~will~~: Heritage 1. Be supported by a heritage assessment of the existing buildings and the impact of proposed development. 2. Protect and enhance the setting of adjacent listed buildings and the character of Melksham Conservation Area. 3. Investigate the presence and significance of archaeological remains and avoid areas of high value remains where preservation in situ is to be required. Landscape, Green and Blue Infrastructure and Biodiversity 4. Be informed by arboriculture, landscape and ecology surveys and an approved management and construction management plan to secure the protection of existing and enhanced landscape features, priority species and ecology within the site. 5. Provide a scheme of site landscape, green and blue infrastructure and communal outdoor space that protects existing trees, contributes positively to resident health and wellbeing and increases on-site tree canopy cover in accordance with JMNP2 Policy 17. 6. Deliver a minimum 10% net gain in on-site biodiversity.	

APPENDIX 1

Modifications required to be made to the draft Joint Melksham Neighbourhood Plan 2 2020-2038 (submission version September 2024) in response to the Examiner's recommendations and to correct errors

Reference number	Page in examiner's report	Related draft JMNP2 page / section	Recommendation and proposed modification	Reason for modification
			Design 7. Be of high-quality design, appearance and materials in conformity with JMNP2 Policies 9 and 20 and demonstrate a positive response to Melksham Town Centre Master Plan Report (2023) and Melksham Design Guide and Codes (2023) and the Wiltshire Design Guide (2024). 8. Protect the amenity of neighbouring uses and residents of Union Street. 9. Provide a high standard of residential amenity and wellbeing by achieving design principles contained within recognised design guidance for specialist housing for older people such as "Design Principles for Extra Care Housing" (Housing Learning and Improvement Network, 2020). 10. ~~Be resilient to and/or mitigate~~ **Address** climate change **through mitigation and adaptation** and ~~make proportionate~~ contribut**e**~~ions~~ to Wiltshire **Council's** ~~C~~**c**arbon ~~N~~**n**eutrality ~~targets~~ **ambitions by** including **a** ~~potential~~ significant use of **low-carbon and** renewable energy **technologies**, **the** re-use of **the** existing built fabric**,** and ~~sustainable construction methods in accordance with JMNP2 Policies 1 and 2~~ **the application of the energy hierarchy**. …	
R14	35	Page 58, Policy 7.3: Land South of Western Way, Bowerhill	EXAMINER RECOMMENDATION: In Policy 7.3 delete 'Proposals should be prepared with early pre-application consultation.' In Policy 7.3 replace the seventh criterion with: 'Address climate change through mitigation and adaptation and contribute to Wiltshire Council's carbon	For clarity and to meet the Basic Conditions.

APPENDIX 1

Modifications required to be made to the draft Joint Melksham Neighbourhood Plan 2 2020-2038 (submission version September 2024) in response to the Examiner's recommendations and to correct errors

Reference number	Page in examiner's report	Related draft JMNP2 page / section	Recommendation and proposed modification	Reason for modification
			neutrality ambitions by including a significant use of low-carbon and renewable energy technologies, the re-use of the existing built fabric, and the application of the energy hierarchy.' <u>REQUIRED MODIFICATION:</u> • Amend the text in 'Policy 7.3: Land South of Western Way, Bowerhill', as follows: Policy 7.3: Land South of Western Way, Bowerhill Land South of Western Way, Bowerhill, Melksham, as identified in figure 8, is allocated for development of: a. Up to 210 dwellings (class C3) including Affordable Housing, to meet identified local housing needs in conformity with JMNP2 Policy 6; and, b. a 70-bed residential care home (Class C2). Any detailed application being submitted for the whole or part of the site must be in accordance with the approved parameters plans for development of the site. ~~Proposals should be prepared in early pre-application consultation with the local community.~~ …	

APPENDIX 1

Modifications required to be made to the draft Joint Melksham Neighbourhood Plan 2 2020-2038 (submission version September 2024) in response to the Examiner's recommendations and to correct errors

Reference number	Page in examiner's report	Related draft JMNP2 page / section	Recommendation and proposed modification	Reason for modification
R15	35	Page 61, Policy 7.4: Land at Whitley Farm, Whitley	EXAMINER RECOMMENDATION: In Policy 7.4 replace the ninth criterion with: 'With regard to any residential development which may be proposed, provide a high standard of residential amenity and wellbeing by achieving design principles contained within recognised design guidance including "Buildings for a Healthy Life" (Homes England)' Replace the tenth criterion of Policy 7.4 with: 'Address climate change through mitigation and adaptation and contribute to Wiltshire Council's carbon neutrality ambitions by including a significant use of low-carbon and renewable energy technologies, the re-use of the existing built fabric, and the application of the energy hierarchy.' REQUIRED MODIFICATION: • Amend the text in the ninth and tenth bullets of 'Policy 7.4: Land at Whitley Farm, Whitley', as follows: Policy 7.4: Land at Whitley Farm, Whitley … 9. ~~Provide a high standard of~~ **With regard to any** residential **development which may be proposed, provide a high standard of residential** amenity and wellbeing by achieving design principles contained within recognised design guidance including "Buildings for a Healthy Life" (Homes England)~~,~~. 10. ~~Be resilient to and/or mitigate~~ **Address** climate change **through mitigation and adaptation** and ~~make proportionate~~ contribut**e**~~ions~~ to Wiltshire **Council's c**~~C~~arbon ~~N~~**n**eutrality ~~targets~~ **ambitions by** including	For clarity and to meet the Basic Conditions.

APPENDIX 1

Modifications required to be made to the draft Joint Melksham Neighbourhood Plan 2 2020-2038 (submission version September 2024) in response to the Examiner's recommendations and to correct errors

Reference number	Page in examiner's report	Related draft JMNP2 page / section	Recommendation and proposed modification	Reason for modification
			~~potential~~ **a** significant use of **low-carbon and** renewable energy **technologies, the re-use of the existing built fabric, and the application of the energy hierarchy** ~~and sustainable construction methods in accordance with JMNP2 Policies 1 and 2~~.	
R16	36	Page 63, Paragraph 4.8.43	EXAMINER RECOMMENDATION: In paragraph 4.8.43 delete 'residential. REQUIRED MODIFICATION: • Amend the text in Paragraph 4.8.43 as follows: 4.8.43 Where the farm is redundant, removal of the modern farmyard structures and limited ~~residential~~ development of the farmyard part of the site could protect and enhance the setting of the listed buildings and improve the character of First Lane and the village's rural setting. The appropriate adaptive reuse of the disused barn can also help bring this heritage asset into new productive use to sustain its fabric.	For clarity and accuracy.
R17	36	Page 65, Policy 7.5: Land at Middle Farm	EXAMINER RECOMMENDATION: Replace the first part of Policy 7.5 with: 'The 3-hectare plot of land at Middle Farm, Corsham Road, Whitley as identified in figure 9a is allocated for development of about 55 dwellings including affordable and accessible housing and bungalows, and 1 hectare of buffer landscape and open space.' Delete 'Proposals should be prepared with early pre-application consultation.'	For clarity and to meet the Basic Conditions.

APPENDIX 1

Modifications required to be made to the draft Joint Melksham Neighbourhood Plan 2 2020-2038 (submission version September 2024) in response to the Examiner's recommendations and to correct errors

Reference number	Page in examiner's report	Related draft JMNP2 page / section	Recommendation and proposed modification	Reason for modification
			In Policy 7.5 replace the tenth criterion with: 'Address climate change through mitigation and adaptation and contribute to Wiltshire Council's carbon neutrality ambitions by including a significant use of low-carbon and renewable energy technologies, the re-use of the existing built fabric, and the application of the energy hierarchy.' WILSHIRE COUNCIL COMMENT: Similar to Policy 7.1 regarding the single comprehensive masterplan add the following text '..as part of, or' before 'in advance of any planning application being submitted ….' REQUIRED MODIFICATION: • Amend the text in 'Policy 7.5: Land at Middle Farm', as follows: Allocation of Land at Middle Farm, Corsham Road, Whitley The 3**-**hectare plot of land at Middle Farm, Corsham Road, Whitley as identified in figure 9a is allocated for development of about 55 dwellings including affordable and accessible housing and bungalows**, and 1 hectare of buffer landscape and open space**. A single comprehensive masterplan, phasing and delivery strategy for the development must be prepared, and then approved by the Local Planning Authority**, as part of, or** in advance of any planning application being submitted for the whole or part of the allocated site. This must take account of the requirements of this policy and the principles shown within the concept plan. Detailed Planning applications must be in accordance with the approved masterplan.	

APPENDIX 1

Modifications required to be made to the draft Joint Melksham Neighbourhood Plan 2 2020-2038 (submission version September 2024) in response to the Examiner's recommendations and to correct errors

Reference number	Page in examiner's report	Related draft JMNP2 page / section	Recommendation and proposed modification	Reason for modification
			~~Proposals should be prepared with early pre-application consultation.~~ Development proposals for the site will: … 10. ~~Be resilient to and/or mitigate~~ **Address** climate change **through mitigation and adaptation** and ~~make proportionate~~ contribut**e**~~ions~~ to Wiltshire **Council's c**~~C~~arbon ~~N~~**n**eutrality ~~targets~~ **ambitions by** including ~~potential~~ **a** significant use of **low-carbon and** renewable energy **technologies, the re-use of the existing built fabric, and the application of the energy hierarchy.** ~~and sustainable construction methods in accordance with JMNP2 Policies 1 and 2.~~	
R18	37	Page 69, Policy 8: Infrastructure Phasing and Priorities	EXAMINER RECOMMENDATION: Replace Policy 8 with: 'Development proposals for housing development should consider, assess, and address their necessary infrastructure requirements and, insofar as they relate to matters within the applicant's control, schedule any related programmes of work in co-ordination with the housing development to deliver infrastructure in a timely fashion.' REQUIRED MODIFICATION: • Amend the text in 'Policy 8: Infrastructure Phasing and Priorities', as follows: Policy 8: Infrastructure Phasing and Priorities	For clarity and to meet the Basic Conditions.

APPENDIX 1

Modifications required to be made to the draft Joint Melksham Neighbourhood Plan 2 2020-2038 (submission version September 2024) in response to the Examiner's recommendations and to correct errors

Reference number	Page in examiner's report	Related draft JMNP2 page / section	Recommendation and proposed modification	Reason for modification
			~~To ensure the sustainability of housing d~~**D**evelopment~~.~~ proposals **for housing development should** ~~must~~ consider, assess and address their necessary infrastructure requirements and, insofar as they relate to matters within the ~~A~~**a**pplicant's control, ~~plan~~ **schedule** any related programmes of work in co-ordination with the housing **development** to ~~ensure that~~ **deliver** infrastructure **in a timely fashion.** ~~keeps pace with the needs of the community.~~ ~~Infrastructure requirements, in proportion to their scale and in accordance with prevailing Wiltshire policies, will be delivered through the Community Infrastructure Levy, planning conditions and section 106 agreements.~~	
R19	38	Page 71, Policy 9: Town Centre	EXAMINER RECOMMENDATION: In Policy 9, in criterion e replace 'the above' with 'criteria a-d' and 'Commercial Area' with the 'town centre area' In Policy 9, in criterion f delete 'where they' In Policy 9, in g replace 'greater use' with 'where relevant, productive use' REQUIRED MODIFICATION: • Amend the text in 'Policy 9: Town Centre', as follows: Policy 9: Town Centre Development proposals within the town centre and primary shopping areas (see Figure 10) will be supported provided:	For clarity and to meet the Basic Conditions.

APPENDIX 1

Modifications required to be made to the draft Joint Melksham Neighbourhood Plan 2 2020-2038 (submission version September 2024) in response to the Examiner's recommendations and to correct errors

Reference number	Page in examiner's report	Related draft JMNP2 page / section	Recommendation and proposed modification	Reason for modification
			a. proposals are in conformity with the adopted Wiltshire Development Plan having regard to the NPPF (Chapter 7) and the Town and Country Planning (Use Classes) Order. Development proposals within and at the edge of the defined town centre area should demonstrate how they will make a proportionate and positive contribution to achieving the priority aims of the Melksham Town Centre master plan Report 2023; b. the proposal is in keeping with the scale and character of the centre of this Market Town and, where appropriate, preserves or enhances the Conservation Area; c. access to public transport, walking and cycle routes and car parking is considered and addressed; d. where appropriate, a positive contribution is made to conserving and enhancing the appearance and quality of town centre frontages; e. development proposals at edge of centre locations and locations inter-connected with the defined town centre area (see figure 10) will, additional to ~~the above~~ **criteria a-d**, be required to evidence that there are no suitable and viable sites or buildings within the defined ~~Commercial~~ **town centre a**~~A~~rea; f. planning applications for development or change of use of ground floor frontages within the defined town centre primary shopping area (see figure 10) ~~where they~~ retain or enhance the continuity of active ground floor shop front uses; and, g. ~~greater use~~ **where relevant, productive use** is made of upper floors of town centre premises, including for offices, small businesses and residential	

APPENDIX 1

Modifications required to be made to the draft Joint Melksham Neighbourhood Plan 2 2020-2038 (submission version September 2024) in response to the Examiner's recommendations and to correct errors

Reference number	Page in examiner's report	Related draft JMNP2 page / section	Recommendation and proposed modification	Reason for modification
			use with independent access, where they sustain or enhance the vitality of the host building use and Melksham town centre. Development proposals for Main Town Centre Uses outside of the defined town centre will be required to demonstrate that there are no suitable and viable sites or buildings within the defined town centre.	
R20	39	Page 75, Policy 10: Employment Sites	EXAMINER RECOMMENDATION: Replace Policy 10 with: 'Proposals for the retention, intensification and reuse of previously developed employment land will be supported, particularly where they provide space for start-up and small businesses and introduce a range of new employment opportunities. Except where sites are allocated for alternative uses by this Plan, development proposals should generate the same number, or more, permanent full time equivalent jobs as the existing or former use wherever this approach is practicable.' REQUIRED MODIFICATION: • Amend the text in 'Policy 10: Employment Sites', as follows: Policy 10: Employment Sites Proposals for the retention, intensification and reuse of previously developed employment land will be supported ~~in principle~~, particularly where they ~~will~~ provide space for start-up and small businesses~~, bringing~~ **and introduce** a range of new employment opportunities.	For clarity and to meet the Basic Conditions.

APPENDIX 1

Modifications required to be made to the draft Joint Melksham Neighbourhood Plan 2 2020-2038 (submission version September 2024) in response to the Examiner's recommendations and to correct errors

Reference number	Page in examiner's report	Related draft JMNP2 page / section	Recommendation and proposed modification	Reason for modification
			Except where sites are allocated for alternative uses by this **P**~~p~~lan, **development** proposals ~~will be expected to~~ **should** generate the same number, or more, permanent full time equivalent jobs as the existing or former use **wherever this approach is practicable**.	
R21	39	Page 76, Paragraph 4.10.8	EXAMINER RECOMMENDATION: At the end of paragraph 4.10.8 add: 'Policy 10 seeks to address these various matters and recycle brownfield land for employment development. It advises that proposals should generate the same number, or more, permanent full time equivalent jobs as the existing or former use wherever this approach is practicable. Nevertheless, the Plan recognises that a flexible approach will be necessary on this matter throughout the Plan period. This acknowledges that proposals for high-value employment uses with different employment levels than the former uses may make an equal or greater contribution to the well-being of the neighbourhood area.' REQUIRED MODIFICATION: • Add text to the end of Paragraph 4.10.8 as follows: 4.10.8 Emerging Local Plan Policy 68 (Managing Town Centres) supports neighbourhood plans in producing local strategies and appropriate site allocations within and on the edge of town centres that would support the viability of the town centre. Neighbourhood plan proposed allocations at Cooper Tires and the former library site, together with the Town Centre Master Plan Report, seek to address the delivery of this policy and enable new employment opportunities. **Policy 10 seeks to address these various matters and recycle brownfield land for employment development. It**	For clarity and to meet the Basic Conditions.

APPENDIX 1

Modifications required to be made to the draft Joint Melksham Neighbourhood Plan 2 2020-2038 (submission version September 2024) in response to the Examiner's recommendations and to correct errors

Reference number	Page in examiner's report	Related draft JMNP2 page / section	Recommendation and proposed modification	Reason for modification
			advises that proposals should generate the same number, or more, permanent full time equivalent jobs as the existing or former use wherever this approach is practicable. Nevertheless, the Plan recognises that a flexible approach will be necessary on this matter throughout the Plan period. This acknowledges that proposals for high-value employment uses with different employment levels than the former uses may make an equal or greater contribution to the well-being of the neighbourhood area.	
R22	40	Page 77, Policy 11: Sustainable Transport and Active Travel	EXAMINER RECOMMENDATION: Replace the first part of Policy 11 with: 'As appropriate to their scale, nature and location, development proposals should complement the Sustainable Transport Hierarchy, including provision for ultra-low emission vehicles. Proposals for major development should demonstrate through a proportionate Travel Plan how sustainable transport modes are maximised and that safe and suitable movement can be achieved for all people.' REQUIRED MODIFICATION: • Amend the text in 'Policy 11: Sustainable Transport and Active Travel', as follows: Policy 11: Sustainable Transport and Active Travel ~~All~~ **As appropriate to their scale, nature and location,** development~~s~~ **proposals should complement** ~~must be planned in line with~~ the Sustainable Transport Hierarchy, including provision for ultra-low emission vehicles.	For clarity and to meet the Basic Conditions.

APPENDIX 1

Modifications required to be made to the draft Joint Melksham Neighbourhood Plan 2 2020-2038 (submission version September 2024) in response to the Examiner's recommendations and to correct errors

Reference number	Page in examiner's report	Related draft JMNP2 page / section	Recommendation and proposed modification	Reason for modification
			Proposals ~~Applications~~ for major development ~~must~~ **should** demonstrate through a~~n effective~~ **proportionate** Travel Plan how sustainable transport modes are maximised and that safe and suitable movement can be achieved for all people. As a key element in the local sustainable transport network, proposals that would achieve further improvements to the accessibility and quality of the links between the wider town and Melksham railway station will be supported. Improvements to the quality of the public realm around the station will also be supported.	
R23	41	Page 82, Policy 12: Green and Blue Infrastructure	EXAMINER RECOMMENDATION: Replace the opening element of the second part of Policy 12 with: 'As appropriate to their scale, nature and location, development proposals for major developments must:' REQUIRED MODIFICATION: • Amend the text in 'Policy 12: Green and Blue Infrastructure', as follows: Policy 12: Green and Blue Infrastructure 1. Development that will result in the creation of new Green and Blue Infrastructure (GBI) and/or contribute to the protection, management, enhancement and connectivity of existing GBI will be supported; the potential for GBI within the Neighbourhood Area is illustrated diagrammatically in Figure 12.	For clarity and to meet the Basic Conditions.

APPENDIX 1

Modifications required to be made to the draft Joint Melksham Neighbourhood Plan 2 2020-2038 (submission version September 2024) in response to the Examiner's recommendations and to correct errors

Reference number	Page in examiner's report	Related draft JMNP2 page / section	Recommendation and proposed modification	Reason for modification
			2. **As appropriate to their scale, nature and location, development** ~~P~~**p**roposals for major developments must: a. identify the existing GBI within and around the development site, and b. demonstrate how GBI has been incorporated into the proposal, and c. assess and address how the proposal will benefit the function and connectivity of GBI through the site and beyond.	
R24	41	Page 85, Policy 13: Biodiversity	EXAMINER RECOMMENDATION: Replace Policy 13 with: 'Development proposals, including those for field based solar farms, should deliver at least a 10% improvement in biodiversity value within and, where appropriate, beyond the site to deliver tangible benefits for biodiversity, including specific attention for protected species. Proposals which deliver a higher Biodiversity Net Gain will be particularly supported. Where appropriate, development proposals should demonstrate sensitive responses to statutory and non-statutory nature conservation sites (as shown on Figure 13) such as accommodating a buffer zone.' REQUIRED MODIFICATION: • Amend the text in 'Policy 13: Biodiversity', as follows: Policy 13: Biodiversity	For clarity and to meet the Basic Conditions.

APPENDIX 1

Modifications required to be made to the draft Joint Melksham Neighbourhood Plan 2 2020-2038 (submission version September 2024) in response to the Examiner's recommendations and to correct errors

Reference number	Page in examiner's report	Related draft JMNP2 page / section	Recommendation and proposed modification	Reason for modification
			Development proposals, including those for field based solar farms, ~~will be expected to~~ **should** deliver at least a 10% improvement ~~(or higher percentages in accordance with national or adopted Wiltshire Development Plan standards as relevant)~~ in ~~"~~biodiversity value~~"~~ within and, where appropriate, beyond the site ~~in order~~ to deliver tangible benefits for biodiversity, including specific attention for protected species. Proposals which ~~go beyond the 10%~~ **deliver a higher** Biodiversity Net Gain ~~(BNG) requirement to achieve 20% or higher,~~ will be particularly supported. ~~In order to measure BNG, applicants are required to use the latest Biodiversity Metric.~~ ~~Protection and enhancement of statutory and non-statutory nature conservation sites (as shown on Figure 13) is a priority for the Neighbourhood Area and development proposals must demonstrate sensitive responses to these sites where necessary.~~ **Where appropriate, development proposals should demonstrate sensitive responses to statutory and non-statutory nature conservation sites (as shown on Figure 13)** such as accommodating a buffer zone.	
R25	42	Page 85, Paragraph 4.13.2	EXAMINER RECOMMENDATION: At the end of paragraph 4.13.2 add: 'Any development proposed within the 2km lesser horseshoe core area in the south eastern part of the neighbourhood area will need to comply with the Conservation of Habitats and Species Regulations 2017, as amended, through compliance with the Bat SAC Planning Guidance for Wiltshire 2015 (or latest iteration). In addition, a project level Habitat Regulations Assessment (HRA) may be required.'	For clarity.

APPENDIX 1

Modifications required to be made to the draft Joint Melksham Neighbourhood Plan 2 2020-2038 (submission version September 2024) in response to the Examiner's recommendations and to correct errors

Reference number	Page in examiner's report	Related draft JMNP2 page / section	Recommendation and proposed modification	Reason for modification
			REQUIRED MODIFICATION: • Add text to the end of Paragraph 4.13.2 as follows: 4.13.2 A full record of habitats and biodiversity information has been obtained from Wiltshire and Swindon Biological Records Centre, assembled using a mixture of field survey data and aerial photographic interpretation to compile a habitat inventory. This is available in full in the evidence base, and is summarised in the Green Infrastructure Report, which adds Neighbourhood Plan level information to the biodiversity data. The map on the next page shows wildlife sites within the Neighbourhood Plan area. **Any development proposed within the 2km lesser horseshoe core area in the southeastern part of the neighbourhood area will need to comply with the Conservation of Habitats and Species Regulations 2017, as amended, through compliance with the Bat SAC Planning Guidance for Wiltshire 2015 (or latest iteration). In addition, a project level Habitat Regulations Assessment (HRA) may be required.**	
R26	42	Page 85, Paragraph 4.13.3	EXAMINER RECOMMENDATION: In paragraph 4.13.3 delete the final two sentences. REQUIRED MODIFICATION: • Amend the text in Paragraph 4.13.3 as follows: 4.13.3 Under the Environment Act 2021, all planning permissions granted in England (with a few exemptions) except for small sites, are required to deliver at least 10% Biodiversity Net Gain (BNG). ~~BNG will be required for small sites~~	For clarity.

APPENDIX 1

Modifications required to be made to the draft Joint Melksham Neighbourhood Plan 2 2020-2038 (submission version September 2024) in response to the Examiner's recommendations and to correct errors

Reference number	Page in examiner's report	Related draft JMNP2 page / section	Recommendation and proposed modification	Reason for modification
			~~from April 2024. The Wiltshire Council Emerging Local Plan Policy 89 (Biodiversity Net Gain) sets higher ambitions with a minimum of 20% BNG or higher.~~	
R27	42	Page 85, Paragraph 4.13.5	EXAMINER RECOMMENDATION: At the end of paragraph 4.13.5 add: 'Plainly the biodiversity metric may be updated in the Plan period. For the purposes of Policy 13 the most up-to-date version of the biodiversity metric should be used.' REQUIRED MODIFICATION: • Add text to the end of Paragraph 4.13.5 as follows: 4.13.5 The Biodiversity Metric 4.0[28], is the current version of the statutory biodiversity metric tool from the Government. Minor applications and small-scale proposals, where applicable, should use the small sites version of the Metric. BNG delivery should also be in accordance with established good practice principles within Biodiversity Net Gain: Good practice principles for development (CIEEM, CIRIA and IEMA) and BS 8683:2021 (and updates). **Plainly the biodiversity metric may be updated in the Plan period. For the purposes of Policy 13 the most up-to-date version of the biodiversity metric should be used.**	For clarity.
R28	42	Page 85, Paragraph 4.13.6	EXAMINER RECOMMENDATION: In paragraph 4.13.6 delete the final sentence.	For clarity.

APPENDIX 1

Modifications required to be made to the draft Joint Melksham Neighbourhood Plan 2 2020-2038 (submission version September 2024) in response to the Examiner's recommendations and to correct errors

Reference number	Page in examiner's report	Related draft JMNP2 page / section	Recommendation and proposed modification	Reason for modification
			REQUIRED MODIFICATION: • Amend the text in Paragraph 4.13.6 as follows: 4.13.6 This ambition for improved levels of biodiversity again links to Building with Nature accreditation (see previous policy). In new development we expect to see wildlife features incorporated into the design of new dwellings to increase biodiversity. ~~These include: swift bricks (though these are excluded from BNG calculations); bee bricks; bird and bat boxes; and hedgehog holes in rear garden fences.~~	
R29	42	Page 87, Policy 14: Open Spaces	EXAMINER RECOMMENDATION: Replace Policy 14 with: 'Development proposals that involve the whole or partial loss of an existing open space (other than the designated Local Green Spaces) should demonstrate through an assessment of open space provision, using the quantity and access standards for open space as set out by Wiltshire Council, that: • there is a surplus in the catchment area of the open space concerned beyond that required to meet both current and forecast need, and full consideration has been given to all functions that the open space performs; or • a replacement open space (or an enhancement of the remainder of the existing site) provides a net benefit to the community in terms of the quantity, quality and accessibility of the open space including by walking and wheeling.'	For clarity and to meet the Basic Conditions.

APPENDIX 1

Modifications required to be made to the draft Joint Melksham Neighbourhood Plan 2 2020-2038 (submission version September 2024) in response to the Examiner's recommendations and to correct errors

Reference number	Page in examiner's report	Related draft JMNP2 page / section	Recommendation and proposed modification	Reason for modification
			REQUIRED MODIFICATION: • Amend the text in 'Policy 14: Open Spaces', as follows: Policy 14: Open Spaces Development proposals that involve the whole or partial loss of an existing open space (other than **the** designated Local Green Spaces) ~~must~~ **should** demonstrate **through an assessment of open space provision, using the quantity and access standards for open space as set out by Wiltshire Council, that**: • ~~a. from an assessment of open space provision, using the quantity and access standards for open space as set out by Wiltshire Council, that there is a surplus in the catchment area of open space beyond that required to meet both current and forecast need, and full consideration has been given to all functions that the open space performs; or~~ **there is a surplus in the catchment area of the open space concerned beyond that required to meet both current and forecast need, and full consideration has been given to all functions that the open space performs; or** • ~~b. that a replacement open space (or enhancement of the remainder of the existing site) provides a net benefit to the community in terms of the quantity, quality and accessibility of the open space including by walking and wheeling.~~ **a replacement open space (or an enhancement of the remainder of the existing site) provides a net benefit to the community in terms of the quantity, quality and accessibility of the open space including by walking and wheeling.**	

APPENDIX 1

Modifications required to be made to the draft Joint Melksham Neighbourhood Plan 2 2020-2038 (submission version September 2024) in response to the Examiner's recommendations and to correct errors

Reference number	Page in examiner's report	Related draft JMNP2 page / section	Recommendation and proposed modification	Reason for modification
R30	44	Page 93, Policy 16: Local Green Spaces	EXAMINER RECOMMENDATION: Replace Policy 16 with: 'The sites shown on figure 15, and listed on page 95, are designated as Local Green Spaces. Development proposals within the identified LGSs will only be supported in very special circumstances.' REQUIRED MODIFICATION: • Amend the text in 'Policy 16: Designation of Local Green Spaces', as follows: Policy 16: Designation of Local Green Spaces The sites shown on figure 15, and listed on page 95, are designated as Local Green Spaces~~, and will be protected from inappropriate development in a manner consistent with the protection of land within the Green Belt~~. ~~As such, these spaces will be protected from built development, except in very special circumstances where proposals enhance the existing use of the space, and do not conflict with the reasons for designation that make it special to the community.~~ **Development proposals within the identified LGSs will only be supported in very special circumstances.**	For clarity and to meet the Basic Conditions.

APPENDIX 1

Modifications required to be made to the draft Joint Melksham Neighbourhood Plan 2 2020-2038 (submission version September 2024) in response to the Examiner's recommendations and to correct errors

Reference number	Page in examiner's report	Related draft JMNP2 page / section	Recommendation and proposed modification	Reason for modification
R31	44	Page 94, Figure 15: Proposed Local Green Spaces	EXAMINER RECOMMENDATION: Revise the boundary of LGS 20 so that it corresponds with that in the Evidence Base Report. REQUIRED MODIFICATIONS: • Amend the boundary of LGS 20 so it is the same as the boundary shown on page 45 of the Local Green Space Designations – Evidence Base Report.	For clarity and accuracy.
R32	45	Page 97, Policy 17: Trees and Hedgerows	EXAMINER RECOMMENDATION: Replace the third part of Policy 17 with: 'Wherever practicable, development proposals on sites outside of the town centre, and greater than 0.5 ha in size, should deliver an increase in site tree canopy cover. This should be demonstrated through a tree planting plan, and should be delivered through the retention of existing trees and /or the planting of new trees in public areas and in private gardens. Where this approach is not practicable, other green infrastructure features (such as green roofs) appropriate to the site should be provided.' REQUIRED MODIFICATION: • Amend the text in the third part of 'Policy 17: Trees and Hedgerows', as follows: 3. Increased Tree Canopy:	For clarity and to meet the Basic Conditions.

APPENDIX 1

Modifications required to be made to the draft Joint Melksham Neighbourhood Plan 2 2020-2038 (submission version September 2024) in response to the Examiner's recommendations and to correct errors

Reference number	Page in examiner's report	Related draft JMNP2 page / section	Recommendation and proposed modification	Reason for modification
			Wherever practicable, ~~New tree planting in~~ development proposals ~~and throughout the built and natural environments of the Plan area will be supported in principle. Development proposals~~ on sites outside of the town centre**,** and greater than 0.5 ha in size ~~that demonstrate~~ **, should deliver** an increase in site tree canopy cover ~~of at least 8% will be supported~~. This should be demonstrated through a tree planting plan, and ~~it is expected that this will~~ **should** be delivered through the retention of existing **trees** and / or the ~~establishment~~ **planting** of new trees in public areas ~~(for example on street, or in green spaces),~~ and in private gardens. Where this **approach** is not ~~possible~~ **practicable**, other green infrastructure features~~,~~ **(**such as green roofs**)**~~,~~ **appropriate to the site** should be provided.	
R33	46	Page 98, Paragraph 4.17.2	EXAMINER RECOMMENDATION: Replace paragraph 4.17.2 with: 'Overall tree canopy coverage in the area is estimated to be an average of just over 12% which has been mapped using the i-tree canopy tool. The Urban Forestry and Woodland Advisory Committee Network recommends a minimum standard for tree canopy cover is set for a local area. On this basis, Policy 17 comments that wherever practicable, development proposals on sites outside of the town centre, and greater than 0.5 ha in size, should deliver an increase in site tree canopy cover.' REQUIRED MODIFICATION: • Replace the text in Paragraph 4.17.2 as follows: 4.17.2 Overall tree canopy coverage in the area is estimated to be an average of just over 12% which has been mapped using the i-tree canopy	For clarity.

APPENDIX 1

Modifications required to be made to the draft Joint Melksham Neighbourhood Plan 2 2020-2038 (submission version September 2024) in response to the Examiner's recommendations and to correct errors

Reference number	Page in examiner's report	Related draft JMNP2 page / section	Recommendation and proposed modification	Reason for modification
			tool[31]. The Urban Forestry and Woodland Advisory Committee Network recommends ~~'~~a minimum standard for tree canopy cover is set for a local area~~, with evidence showing that 20% is a good aspiration'~~ [32]. ~~Therefore the policy aims for a minimum of 8% uplift in trees on a development site. A Tree Planting Plan should be prepared to show the location, species, and radius of the canopy of new trees. This can be used to calculate canopy cover, in square metres , post development, and calculate the percentage increase in canopy cover.~~ **On this basis, Policy 17 comments that wherever practicable, development proposals on sites outside of the town centre, and greater than 0.5 ha in size, should deliver an increase in site tree canopy cover.**	
R34	46	Page 101, Policy 18: Landscape Character	EXAMINER RECOMMENDATION: Replace the opening element of Policy 18 with: 'As appropriate to their scale, nature, and location, development proposals will be expected to:' REQUIRED MODIFICATION: • Amend the text in 'Policy 18: Landscape Character', as follows: Policy 18: Landscape Character **As appropriate to their scale, nature, and location, d**~~D~~evelopment proposals will be expected to: a. integrate natural features such as trees, hedgerows and the local river systems that contribute to both the landscape character and setting of the development;	For clarity and to meet the Basic Conditions.

APPENDIX 1

Modifications required to be made to the draft Joint Melksham Neighbourhood Plan 2 2020-2038 (submission version September 2024) in response to the Examiner's recommendations and to correct errors

Reference number	Page in examiner's report	Related draft JMNP2 page / section	Recommendation and proposed modification	Reason for modification
			b. demonstrate that the whole scheme, including hard landscape and planting proposals, draws on local landscape characteristics and features through reference to relevant existing landscape and historic landscape assessments, supplemented by any additional site specific assessments; and, c. respond sensitively to the settlement setting and transition between their edges and countryside and maintain the separate identity of settlements; and, d. conserve or enhance the character, openness, tranquillity and amenity of the open countryside.	
R35	49	Page 103, Policy 19: Green Wedges	<u>EXAMINER RECOMMENDATION:</u> Replace Policy 19 with: 'Separation of Settlements Development proposals should respect the separation between the following settlements: • Whitley and Shaw; • Shaw and Melksham; • Beanacre and Melksham; and • Berryfield and Semington. Proposals for development between the settlements listed above should: a. be in conformity with development plan policies;	For clarity and to meet the Basic Conditions.

APPENDIX 1

Modifications required to be made to the draft Joint Melksham Neighbourhood Plan 2 2020-2038 (submission version September 2024) in response to the Examiner's recommendations and to correct errors

Reference number	Page in examiner's report	Related draft JMNP2 page / section	Recommendation and proposed modification	Reason for modification
			b. demonstrate that they would deliver economic, community and/or environmental benefits which would outweigh any harm to the role and function of the area between the two settlements (individually or cumulatively) as set out in section 1 of this policy, and as detailed in the Green Gap and Wedge Study (2023); c. minimise and mitigate their urbanising effects, such as artificial lighting and traffic movements; and d. where practicable, retain trees and hedgerows and, as appropriate to their scale and nature, incorporate additional screening trees and hedgerows as edge features to minimise the impact of development on the separation of the settlements concerned. Development proposals which would result in the loss of, or an unacceptable reduction of the contribution which it makes to the separation of the settlements concerned will not be supported.' REQUIRED MODIFICATION: • Amend the text in 'Policy 19: Green Wedges', as follows: Policy 19: ~~Green Wedges~~ **Separation of Settlements** ~~1. The Green Wedges (mapped in figure 17) are identified in order to:~~ ~~a. provide long-term protection against coalescence;~~ ~~b. protect the setting and separate identity of settlements; and~~	

APPENDIX 1

Modifications required to be made to the draft Joint Melksham Neighbourhood Plan 2 2020-2038 (submission version September 2024) in response to the Examiner's recommendations and to correct errors

Reference number	Page in examiner's report	Related draft JMNP2 page / section	Recommendation and proposed modification	Reason for modification
			~~c. retain the existing settlement pattern by maintaining the openness of land.~~ **Development proposals should respect the separation between the following settlements:** **• Whitley and Shaw;** **• Shaw and Melksham;** **• Beanacre and Melksham; and** **• Berryfield and Semington.** **Proposals for development between the settlements listed above should:** ~~2. Any proposals for development in a Green Wedge will only be supported where they:~~ ~~a. are in conformity with adopted Development Plan Policies for development outside of the settlement boundaries;~~ ~~b. demonstrate delivery of economic, community and/ or environmental benefits which outweighs any harm to the role and function of the Green Wedge (individually or cumulatively) as set out in section 1 of this policy, and detailed in the Green Gap and Wedge Study (2023);~~ ~~c. minimise and mitigate urbanising effects, such as artificial lighting and traffic movements; and,~~ ~~d. retain (where possible) and add screening trees and hedgerows as edge features to minimise impact on the overall Green Wedge.~~	

APPENDIX 1

Modifications required to be made to the draft Joint Melksham Neighbourhood Plan 2 2020-2038 (submission version September 2024) in response to the Examiner's recommendations and to correct errors

Reference number	Page in examiner's report	Related draft JMNP2 page / section	Recommendation and proposed modification	Reason for modification
			a. be in conformity with development plan policies; **b. demonstrate that they would deliver economic, community and/or environmental benefits which would outweigh any harm to the role and function of the area between the two settlements (individually or cumulatively) as set out in section 1 of this policy, and as detailed in the Green Gap and Wedge Study (2023);** **c. minimise and mitigate their urbanising effects, such as artificial lighting and traffic movements; and** **d. where practicable, retain trees and hedgerows and, as appropriate to their scale and nature, incorporate additional screening trees and hedgerows as edge features to minimise the impact of development on the separation of the settlements concerned.** **Development proposals which would result in the loss of, or an unacceptable reduction of the contribution which it makes to the separation of the settlements concerned will not be supported.**	
R36	49	Page 105, Figure 17: Green Wedges	EXAMINER RECOMMENDATION: Delete Figure 17. REQUIRED MODIFICATION: • Delete Figure 17: Green Wedges from page 105	For clarity and accuracy.

APPENDIX 1

Modifications required to be made to the draft Joint Melksham Neighbourhood Plan 2 2020-2038 (submission version September 2024) in response to the Examiner's recommendations and to correct errors

Reference number	Page in examiner's report	Related draft JMNP2 page / section	Recommendation and proposed modification	Reason for modification
R37	N/A	Page 103, Paragraph 4.19.2	WILTSHIRE COUNCIL COMMENT: The reference to the Core Strategy should be amended to 'Wiltshire Core Strategy Core Policies' to reflect the correct name of the document. REQUIRED MODIFICATION: • Amend the text in Paragraph 4.19.2 as follows: 4.19.2 In recent years, extensive new housing development has been approved across the Neighbourhood Area. Some of this development has had the effect of increasing the perceived or actual coalescence between formerly free-standing settlements, each with their own history, character, and identity. Such development was in some cases permitted contrary to relevant policy in the Wiltshire Core Strategy because the Council was unable to demonstrate a five-year supply of deliverable housing sites, meaning the **Wiltshire** Core Strategy **Core P**~~p~~olicies carried less weight, in line with the presumption in favour of sustainable development in NPPF.	For clarity and accuracy.
R38	49	Page 104, Paragraph 4.19.4	EXAMINER RECOMMENDATION: Replace paragraph 4.19.4 with: 'As more development is accommodated in the neighbourhood area, the identification of areas of countryside outside settlement boundaries as areas of separation can help prevent (further) erosion of local character and identity arising from 'coalescence' or the merging together of places that were once separate. However, the need to balance appropriate sustainable land uses on the edge of settlements over the Plan period is acknowledged. For example, the emerging Local Plan allows for new community facilities (Policy 81) and employment development (Policy 64) adjacent to settlement boundaries where certain criteria are met.	For clarity.

APPENDIX 1

Modifications required to be made to the draft Joint Melksham Neighbourhood Plan 2 2020-2038 (submission version September 2024) in response to the Examiner's recommendations and to correct errors

Reference number	Page in examiner's report	Related draft JMNP2 page / section	Recommendation and proposed modification	Reason for modification
			In the neighbourhood area, the need to balance any development (along with the benefits it will provide) on the settlement edge, with the issue of ensuring the ongoing separation of settlements, should be balanced by decision makers.' REQUIRED MODIFICATION: • Amend the text in Paragraph 4.19.4 as follows: 4.19.4 As more development is accommodated in the **neighbourhood** ~~Plan~~ area, the identification of areas of countryside outside settlement boundaries as ~~'Green Wedges'~~ **areas of separation** can help prevent (further) erosion of local character and identity arising from 'coalescence' or the merging together of places that were once separate. However, the need to balance appropriate sustainable land uses on the edge of settlements over the **P**~~p~~lan period is acknowledged. For example, the emerging Local Plan allows for new community facilities (Policy 81) and employment development (Policy 64) adjacent to settlement boundaries where certain criteria are met. In the ~~N~~**n**eighbourhood ~~Plan~~ area, the need to balance any development (along with the benefits it will provide) on the settlement edge, with the issue of **ensuring the ongoing separation of settlements, should** ~~coalescence and impact on the role and function of the area of the Green Wedge, must~~ be balanced by decision makers ~~taking into acccount JMNP2 policy 19~~.	
R39	50	Page 104, First paragraph 4.19.6	EXAMINER RECOMMENDATION: Renumber the first paragraph 4.19 6 to read 4.19.5.	For clarity and accuracy.

APPENDIX 1

Modifications required to be made to the draft Joint Melksham Neighbourhood Plan 2 2020-2038 (submission version September 2024) in response to the Examiner's recommendations and to correct errors

Reference number	Page in examiner's report	Related draft JMNP2 page / section	Recommendation and proposed modification	Reason for modification
			REQUIRED MODIFICATION: • Renumber the first paragraph that is numbered as 4.19.6 as 4.19.5 and renumber subsequent paragraphs accordingly as follows: 4.19.**5**~~5~~**6** A Green Gap and Wedge Study[36] undertaken as part of the evidence base to JMNP2, sets out landscape evidence to illustrate that Shaw, Whitley, Beanacre, Bowerhill, Berryfield and Melksham town each retain a unique character, history and sense of place derived from their landscape settings as recognisably distinct builtup areas, distinguishable from other neighbouring settlements by intervening countryside. 4.19.~~5~~**6** 4.19.~~6~~**7** 4.19.~~7~~**8** 4.19.~~8~~**9**	
R40	50	Page 104, Paragraph 4.19.5	EXAMINER RECOMMENDATION: Replace paragraph 4.19.5 with: 'The Green Gap and Wedge Study illustrates that the areas between the settlement identified in Policy 19 have been assessed as meeting three separate criteria and found to provide physical and perceptual separation between settlements in the neighbourhood area area.' REQUIRED MODIFICATION: • Amend the text in paragraph 4.19.5 (now renumbered as per R38) as follows:	For clarity.

APPENDIX 1

Modifications required to be made to the draft Joint Melksham Neighbourhood Plan 2 2020-2038 (submission version September 2024) in response to the Examiner's recommendations and to correct errors

Reference number	Page in examiner's report	Related draft JMNP2 page / section	Recommendation and proposed modification	Reason for modification
			4.19.~~5~~**6** The Green Gap and Wedge Study illustrates that the areas **between the settlement identified in Policy 19** ~~designated as green wedges~~ have been assessed as meeting three separate criteria and found to provide physical and perceptual separation between settlements in the ~~Plan~~ **neighbourhood** area **area**.	
R41	50	Page 104, Second paragraph 4.19.6	EXAMINER RECOMMENDATION: Replace 4.19.6 with: 'An addendum to the Study has also been prepared with an update to information about a possible Green Wedge (Berryfield, Bowerhill and Melksham), that no longer fulfils designation criteria due to outline planning permission being granted at appeal, and amendment to another (Melksham and Berryfield), also as result of outline planning permission being granted at appeal. Following the examination of the Plan, the Melksham and Berryfield area is no longer identified in the policy.' REQUIRED MODIFICATION: • Amend the text in paragraph 4.19.6 (now renumbered as per R38) as follows: 4.19.~~6~~**7** An addendum[37] to the Study has also been prepared with an update to information about a possible Green Wedge (Berryfield, Bowerhill and Melksham), that no longer fulfil~~l~~s designation crit~~i~~eria due to outline planning permission being granted at appeal, and amendment to another (Melksham **a**nd Berryfield), also as result of outline planning permission being granted at appeal. **Following the examination of the Plan, the Melksham and Berryfield area is no longer identified in the policy.**	For clarity and accuracy.

APPENDIX 1

Modifications required to be made to the draft Joint Melksham Neighbourhood Plan 2 2020-2038 (submission version September 2024) in response to the Examiner's recommendations and to correct errors

Reference number	Page in examiner's report	Related draft JMNP2 page / section	Recommendation and proposed modification	Reason for modification
R42	50	Page 105, Paragraph 4.19.7	EXAMINER RECOMMENDATION: Replace paragraph 4.19.7 with: 'The separation between Berryfield and Semington satisfies criteria 1 and 2 of the Green Gap and Green Wedge Study albeit that it extends outside of the Plan boundary. The southern extent of the separation between the two settlements follows a clear landscape feature of high sensitivity – the Kennet and Avon Canal, which is also the parish boundary between Melksham Without and Semington. The policy applies only in the neighbourhood area, rather than the village of Semington. This acknowledges that a neighbourhood plan can only include land within the designated neighbourhood area.' REQUIRED MODIFICATION: • Amend the text in paragraph 4.19.7 (now renumbered as per R38) as follows: 4.19.~~7~~**8** The **separation between** Berryfield and Semington ~~Green Wedge to the south of the Plan area clearly~~ satisfies criteria 1 and 2 of the Green Gap and **Green** Wedge Study, **albeit that** it ~~is however included for designation as it is considered to provide the function of a Green Wedge, albeit one which~~ extends outside of the Plan boundary. The southern extent of the **separation between the two settlements** ~~boundary~~ follows a clear landscape feature of high sensitivity – the Kennet & Avon Canal, which is also the **p**~~P~~arish boundary between Melksham Without and Semington. The **policy applies only in the neighbourhood area** ~~boundary of the Green Wedge therefore is the canal~~, rather than the village of Semington~~, as this Neighbourhood Plan can only include land within the approved Plan (and Parish) boundary, rather than the full extent of the 'functional' green wedge, which extends into~~	For clarity and accuracy.

APPENDIX 1

Modifications required to be made to the draft Joint Melksham Neighbourhood Plan 2 2020-2038 (submission version September 2024) in response to the Examiner's recommendations and to correct errors

Reference number	Page in examiner's report	Related draft JMNP2 page / section	Recommendation and proposed modification	Reason for modification
			~~Semington Parish.~~ **This acknowledges that a neighbourhood plan can only include land within the designated neighbourhood area.**	
R43	50	Page 105, Paragraph 4.19.8	EXAMINER RECOMMENDATION: Replace paragraph 4.19.8 with: 'The Kennet and Avon Canal is an important landscape and physical feature of both Melksham Without and Semington Parish. Co-ordinated work between the Semington Neighbourhood Plan and this Plan has taken place given the overlapping nature of some of the two sets of policies.' REQUIRED MODIFICATION: • Amend the text in paragraph 4.19.7 (now renumbered as per R38) as follows: 4.19.~~8~~**9** The **Kennet and Avon Canal** canal~~, however, is not simply an administrative boundary, but also~~ **is** an important landscape and physical feature of both Melksham Without and Semington Parish. **Co-ordinated work between t**~~T~~he Semington Neighbourhood Plan **and this Plan has taken place given the overlapping nature of some of the two sets of policies.** ~~also includes evidence that illustrates that the land around the canal is of high landscape sensitivity25 that warrants protection and/or enhancement as it provides a distinctive rural edge character to the settlement and a strong sense of separation between the settlement boundary and parish boundary / canal. Co-ordinated work between Semington Neighbourhood Plan and the JMNP as neighbouring parishes has therefore taken place as both Plans include policies which relate to this area of landscape around the canal and between areas of built settlement.~~	For clarity and accuracy.

APPENDIX 1

Modifications required to be made to the draft Joint Melksham Neighbourhood Plan 2 2020-2038 (submission version September 2024) in response to the Examiner's recommendations and to correct errors

Reference number	Page in examiner's report	Related draft JMNP2 page / section	Recommendation and proposed modification	Reason for modification
R44	51	Page 106, Policy 20: Locally Distinctive, High-Quality Design	EXAMINER RECOMMENDATION: Replace the first part of Policy 20 with: 'Development proposals should contribute positively to the conservation, enhancement and extension of the quality and local distinctiveness of the neighbourhood area.' In the second part of Policy 20 replace 'Wiltshire Council design policy' with 'the Wiltshire Design Guide' In the third part of Policy 20 replace 'must' with 'should' REQUIRED MODIFICATION: • Amend the text in 'Policy 20: Locally Distinctive, High-Quality Design', as follows: Policy 20: Locally Distinctive, High-Quality Design Development proposals **should** ~~that~~ contribute positively to the conservation, enhancement and extension of the quality and local distinctiveness of **the neighbourhood area** ~~Melksham and Melksham Without will be supported~~. In addition to having regard to the National Design Guidance and **the** Wiltshire ~~Council~~ **D**~~d~~esign **Guide** ~~policy~~, development proposals must demonstrate how they have been informed by the adopted Melksham Design Guidelines and Codes, therefore how they have responded positively to the history and character of the area in which the site is located. Proposals for major development **should** ~~must~~ demonstrate through a Design and Access Statement how the proposed development layout, density,	For clarity and to meet the Basic Conditions.

APPENDIX 1

Modifications required to be made to the draft Joint Melksham Neighbourhood Plan 2 2020-2038 (submission version September 2024) in response to the Examiner's recommendations and to correct errors

Reference number	Page in examiner's report	Related draft JMNP2 page / section	Recommendation and proposed modification	Reason for modification
			access proposals and building design approach complement and extend the positive characteristics of Melksham and Melksham Without's settlements and landscape, both historic and topographic.	
R45	52	Page 15	<u>EXAMINER RECOMMENDATION:</u> Add a new paragraph (2.4.4) to read: 'The qualifying bodies acknowledge that the adoption of the Wiltshire Local Plan will alter the development plan in the county. In this context the need or otherwise for a further partial review of the Plan will be assessed within six months of the adoption of the Local Plan. The qualifying bodies already have robust measures in place to monitor the effectiveness of the neighbourhood plan. This process will continue throughout the Plan period. Specific attention will be given to the delivery of the five allocated sites. Melksham Town Council will continue to work with potential developers to secure the regeneration of the Coopers Tires site (Policy 7.1).' <u>REQUIRED MODIFICATION:</u> • Following paragraph 2.4.3, add a new paragraph numbered 2.4.4 as follows: **<u>2.4.4 The qualifying bodies acknowledge that the adoption of the Wiltshire Local Plan will alter the development plan in the county. In this context the need or otherwise for a further partial review of the Plan will be assessed within six months of the adoption of the Local Plan. The qualifying bodies already have robust measures in place to monitor the effectiveness of the neighbourhood plan. This process will continue throughout the Plan period. Specific attention will be given to the</u>**	For clarity and accuracy.

APPENDIX 1

Modifications required to be made to the draft Joint Melksham Neighbourhood Plan 2 2020-2038 (submission version September 2024) in response to the Examiner's recommendations and to correct errors

Reference number	Page in examiner's report	Related draft JMNP2 page / section	Recommendation and proposed modification	Reason for modification
			delivery of the five allocated sites. Melksham Town Council will continue to work with potential developers to secure the regeneration of the Coopers Tires site (Policy 7.1).	
R46	52	Whole of Plan	EXAMINER RECOMMENDATION: Modification of general text (where necessary) to achieve consistency with the modified policies and to accommodate any administrative and technical changes.	
R47	53	Whole of Plan References to NPPF paragraphs	WILTSHIRE COUNCIL COMMENT: Check consistency of NPPF referencing throughout the Plan. There are several instances where incorrect paragraph numbers are quoted. As this Plan was submitted to the local planning authority at Regulation 15 prior to 12th March 2025, the NPPF version dated December 2023 will apply. REQUIRED MODIFICATION: • Updates of references to NPPF to reflect the NPPF December 2023 version.	For clarity and accuracy.
R48	53	Whole of plan References to emerging Wiltshire Local Plan	WILTSHIRE COUNCIL COMMENT: Where referencing the Local Plan (Wiltshire Local Plan) Policies, please ensure to use the term *'emerging'* to make clear that these are not adopted policies. Local Plan policy numbers may change during the course of the Local Plan examination and the neighbourhood plan is likely to be examined against Wiltshire Core Strategy core policies (depending on when the neighbourhood plan examination takes place).	For clarity and accuracy.

APPENDIX 1

Modifications required to be made to the draft Joint Melksham Neighbourhood Plan 2 2020-2038 (submission version September 2024) in response to the Examiner's recommendations and to correct errors

Reference number	Page in examiner's report	Related draft JMNP2 page / section	Recommendation and proposed modification	Reason for modification
			REQUIRED MODIFICATION: • Update all references to the Local Plan (Wiltshire Local Plan) to be '**emerging**'.	
R49	53	Page 15, Paragraph 2.5.2 – final sentence	WILTSHIRE COUNCIL COMMENT: For clarity, officers suggest the final sentence is amended as follows: *'Together the **emerging** overall housing requirement…'* REQUIRED MODIFICATION: • Amend the text in Paragraph 2.5.2 as follows: 2.5.2 For the purposes of Neighbourhood Planning, Wiltshire Council are also required to provide housing requirements that reflect the overall strategy for pattern and scale of development. At Melksham the emerging Local Plan suggests a requirement of around 200 dwellings. In planning terms, the villages of Shaw and Whitley are considered together as a 'large village' which is subject to a separate housing requirement of around 70. Together the ***emerging*** overall housing requirement figure for the JMNP plan area is therefore approximately 270[6].	For clarity and accuracy.
R50	53	Page 17, Figure 4: Major planning permissions granted during the current	WILTSHIRE COUNCIL COMMENT: Figure 4 would benefit from being updated to reflect the current position e.g. recent planning permissions such as PL/2022/08155 for 53 dwellings to the west of Melksham.	For clarity and accuracy.

APPENDIX 1

Modifications required to be made to the draft Joint Melksham Neighbourhood Plan 2 2020-2038 (submission version September 2024) in response to the Examiner's recommendations and to correct errors

Reference number	Page in examiner's report	Related draft JMNP2 page / section	Recommendation and proposed modification	Reason for modification
		Wiltshire Core Strategy (Adopted 2015) period (at August 2024)	REQUIRED MODIFICATION: • Add to Figure 4 recent planning permissions such as PL/2022/08155 for 53 dwellings to the west of Melksham. • Update the date in the title of Figure 4 to January 2025 as follows: Figure 4: Major planning permissions granted during the current Wiltshire Core Strategy (Adopted 2015) period (at ~~August~~ **January** 202~~4~~**5**)	
R51	53	Page 53, Figure 6: Cooper Tires Plan (approximate area / not to scale)	WILTSHIRE COUNCIL COMMENT: Officers recommend that this plan shows the anticipated developable area for housing development given that the majority of the site is in Flood Zone 3 and therefore not developable for housing. REQUIRED MODIFICATION: • Add to Figure 6 the anticipated developable area for housing taking into account Flood Zone 3.	For clarity and accuracy.
R52	53	Page 57, Missing paragraph 4.8.34	WILTSHIRE COUNCIL COMMENT: Plan is missing paragraph 4.8.34 – paragraph numbers jump from 4.8.33 to 4.8.35. REQUIRED MODIFICATION: • Renumber Paragraph 4.8.35 as 4.8.34 and renumber subsequent paragraphs taking account of this change as follows:	For clarity and accuracy.

APPENDIX 1

Modifications required to be made to the draft Joint Melksham Neighbourhood Plan 2 2020-2038 (submission version September 2024) in response to the Examiner's recommendations and to correct errors

Reference number	Page in examiner's report	Related draft JMNP2 page / section	Recommendation and proposed modification	Reason for modification
			4.8.3~~5~~**4** 4.8.3~~6~~**5** 4.8.3~~7~~**6** 4.8.3~~8~~**7** Etc…	
R53	53	Page 76, Paragraph 4.10.6	WILTSHIRE COUNCIL COMMENT: For clarity, officers suggest this is amended as follows: '**Emerging Local Plan** Policy ~~63~~ **65** (existing Employment Land) seeks ongoing retention of…'. The reference to the Core Strategy should be amended to 'Wiltshire Core Strategy Core Policies' to reflect the correct name of the document. REQUIRED MODIFICATION: • Amend the text in Paragraph 4.10.6 as follows: 4.10.6 The creation of use class E and MA has affected the delivery of **Wiltshire** Core Strategy **Core** Policies 34 and 35. The emerging Local Plan seeks to reinforce and increase employment land at Melksham in conformity with new legislation and the NPPF. **Emerging Local Plan** Policy 6~~3~~**5** (existing Employment Land) seeks ongoing retention of employment land at Bowerhill, south of Berryfield, adjacent to Melksham Station and Avonside Enterprise Park. But it enables the potential for some sites to change use. This may include consideration of new uses at the Cooper Tires site.	For clarity and accuracy.
R54	53	Page 78, Figure 11: Key Routes for	WILTSHIRE COUNCIL COMMENT: It is suggested that this figure includes the link at the end of Locking Close which is a very important link to the bridleway down to the Canal (the	For clarity and accuracy.

APPENDIX 1

Modifications required to be made to the draft Joint Melksham Neighbourhood Plan 2 2020-2038 (submission version September 2024) in response to the Examiner's recommendations and to correct errors

Reference number	Page in examiner's report	Related draft JMNP2 page / section	Recommendation and proposed modification	Reason for modification
		Walking and Wheeling	bridleway is outside of the parish boundary, but the Locking Close link is within the parish). REQUIRED MODIFICATION: • Add the link at the end of the Locking Close that links the bridleway down to the Canal	
R55	53	Page 83, Figure 12: Diagrammatic Illustration of the Potential for Green (and Blue) Infrastructure	WILTSHIRE COUNCIL COMMENT: Remove brackets from either side of '*and Blue'* from the Figure 12 title *'Diagrammatic Illustration of the Potential for Green (and Blue) Infrastructure'.* REQUIRED MODIFICATION: • Amend the title of Figure 12 as follows: Figure 12: Diagrammatic Illustration of the Potential for Green ~~(~~and Blue~~)~~ Infrastructure	For clarity and accuracy.
R56	53	Page 92, Figure 14c: Bowerhill and Berryfield Community Facilities	WILTSHIRE COUNCIL COMMENT: This plan shows a 'forthcoming new primary school'. This new school does have planning consent, but we are not intending to start building it at this stage. Officers are hoping to secure an alternative site through one of the larger local plan developments. Therefore, officers would prefer the wording to say, *'potential new primary school site'.* REQUIRED MODIFICATION:	For clarity and accuracy.

APPENDIX 1

Modifications required to be made to the draft Joint Melksham Neighbourhood Plan 2 2020-2038 (submission version September 2024) in response to the Examiner's recommendations and to correct errors

Reference number	Page in examiner's report	Related draft JMNP2 page / section	Recommendation and proposed modification	Reason for modification
			• Amend the annotation in Figure 14c in relation to the primary school on the map as follows: **potential** ~~forthcoming~~ new primary school	
R57	53	Page 95, Local Green Space no. 47	WILTSHIRE COUNCIL COMMENT: Officers request that LGS no. 47 *'Dog Walking Area to the Rear of The Spa'* is renamed as *'Woolmore Farm Fields'* as this is the name of this Wiltshire Council Countryside Site. Dog Walking Area rather does it a disservice as it may become a Local Nature Reserve in the future. REQUIRED MODIFICATION: • Amend the name of LGS 47 as follows: 47. ~~Dog Walking Area to the Rear of The Spa~~ **Woolmore Farm Fields**	For clarity and accuracy.
R58	N/A	Throughout the Plan	WILTSHIRE COUNCIL COMMENT: Check and amend as necessary the page numbering, section/sub-section headings, source information, figures, maps, appendices and any supporting text referring to any amendments made to the draft plan.	Consequential amendments.

DRAFT COMMS TEXT MAY 2025 – prepared by Place Studio for the JMNP2 Steering Group and MWPC and MTC

Joint Melksham Neighbourhood Plan 2 - Examination Milestone

Working together with the community, Melksham Town and Melksham Without Parish Councils have updated the Joint Melksham Neighbourhood Plan (JMNP) to look ahead to 2038. The. second edition of our Plan has successfully completed its independent examination, a major milestone on its road to coming into force and giving local voices more legal clout in the planning system.

The JMNP2 independent Examiner, Andrew Ashcroft said;

"The Plan is an excellent example of a neighbourhood plan review. It seeks to bring the Plan up-to-date. It includes a variety of policies and identifies positive and sustainable development."

The updated plan, builds upon the first edition of the JMNP, which was voted in and adopted in July 2021. The second edition addresses the community's prioritised and updated issues including the regenerating the Cooper Tires site and supporting town centre businesses, delivering more affordable housing choice protecting our countryside and local green spaces and stepping towards a zero carbon Melksham.

You spoke. We listened.

JMNP2 has been developed through thorough and extensive community involvement and consultations in 2023 and 2024. The valuable feedback gathered from residents and stakeholders has been thoughtfully integrated to ensure the plan genuinely reflects local needs and aspirations. The plan is robustly supported by a comprehensive evidence base that includes a comprehensive record of how JMNP2 has responded.

Independently examined and evidence based.

In total, your Neighbourhood Plan sets out 21 bespoke local policies on design quality, sustainability, affordable housing, green space provision, and infrastructure contributions for Melksham town and the surrounding rural areas. They are evidence backed, tested through independent examination, and shown to be a positive way to directly shape the future of our town, villages and countryside.

Your Plan conserves and protects 🌳

✅**Green spaces:** 49 important local green areas are given the highest possible level of protection. It means that, like protected green belts, it's very difficult to build on them, ensuring they stay green and open for everyone to enjoy, for nature, or for their special character.

✅**Countryside between villages and the town:** Our plan identifies and gives additional local protection to important areas of countryside to protect the setting of our town and villages and ensure they don't merge into one big built-up area. We want to make sure you can still tell where one place ends and the next begins.

✅**Local heritage:** The plan includes a 'local list' that provides increased protection to historic features which, while not statutorily listed, are considered significant to the local heritage of the area.

✅**Natural environment:** Bespoke targets for increased tree coverage for the area are introduced alongside policies to protect the various elements of our natural environment. Sustainable design and construction, renewable energy, [and] flood risk management policies contribute to the long-term conservation of the environment and resilience against environmental and climate change impacts.

Your Plan helps deliver plan-led, sustainable development 🏡

✅**Brownfield first:** A core objective of the plan is prioritisation of maximising the use of brownfield land.. It allocates nearly 14 hectares (c17 football pitches) of vacant land at Cooper Tires and the Old Library, to promote the creation of homes, jobs, and a vibrant town centre.

✅**Managed growth on green fields**: Outside of the town, the plan aims to preserve the distinct identities of Shaw and Whitley villages whilst facilitating the delivery of much needed smaller and more affordable homes, including bungalows

✅**Reduced risk of speculative development:** This is a significant advantage. Having an adopted Neighbourhood Plan with allocated sites gives the community and the Local Planning Authority more control over where development happens for the next 5 years.

Your Plan. Your vote. It’s Important for Melksham’s Future!.

Having successfully navigated the independent examination, the Joint Melksham Neighbourhood Plan 2 is now poised to proceed to a local referendum. Only upon a successful referendum, will the plan be officially adopted, superseding the first edition and providing an updated clear framework, with the same legal status as the Wiltshire Local Plan, for future development in the area.

"The Neighbourhood Plan is by the community, for the community. It provides the foundations for Melksham to grow sustainably for the benefit of those that live and work here."



Joint Melksham Neighbourhood Plan 2

MINI GUIDE

MELKSHAM NEIGHBOURHOOD PLAN

June 2025

What is the Neighbourhood Plan?

The Joint Melksham Neighbourhood Plan covers both Melksham Town and Melksham Without.



This second edition of the Joint Melksham Neighbourhood Plan is bold and forward-looking, aiming to achieve the best possible outcomes from development and create a legacy for future generations.

It prioritises the regeneration of brownfield sites, specifically the Cooper Tires and Old Library sites, to deliver homes, jobs, and a vibrant town centre.

It also protects the separate identities of Shaw and Whitley villages, whilst allocating sites for needed houses. The Plan even ensures that developments approved through appeals, like land South of Western Way, still meet local priorities.

This mini guide outlines the 21 planning policies that give our community a strong influence on planning decisions.

Read the full plan:
melkshamneighbourhoodplan.org



Policy Section 1: Sustainable Development and Climate Change

"The Neighbourhood Plan should encourage renewable energy production in ways that will deliver community benefits"

1. **Sustainable Design and Construction**
2. **Local Renewable and Low Carbon Energy Generation**
3. **Flood Risk and Natural Flood Management**
4. **Ultra Low Emission Vehicle Charging**

The first four policies of the Neighbourhood Plan set the context for developments that proactively address the challenges of climate change - a key challenge for us locally is an increased risk of flooding and this is a significant issue in Whitley and Shaw.



Policy Section 2: Housing and Infrastructure

"It's vital that the Neighbourhood Plan supports diverse development that suits the needs of the community...which delivers real benefits for the local area"

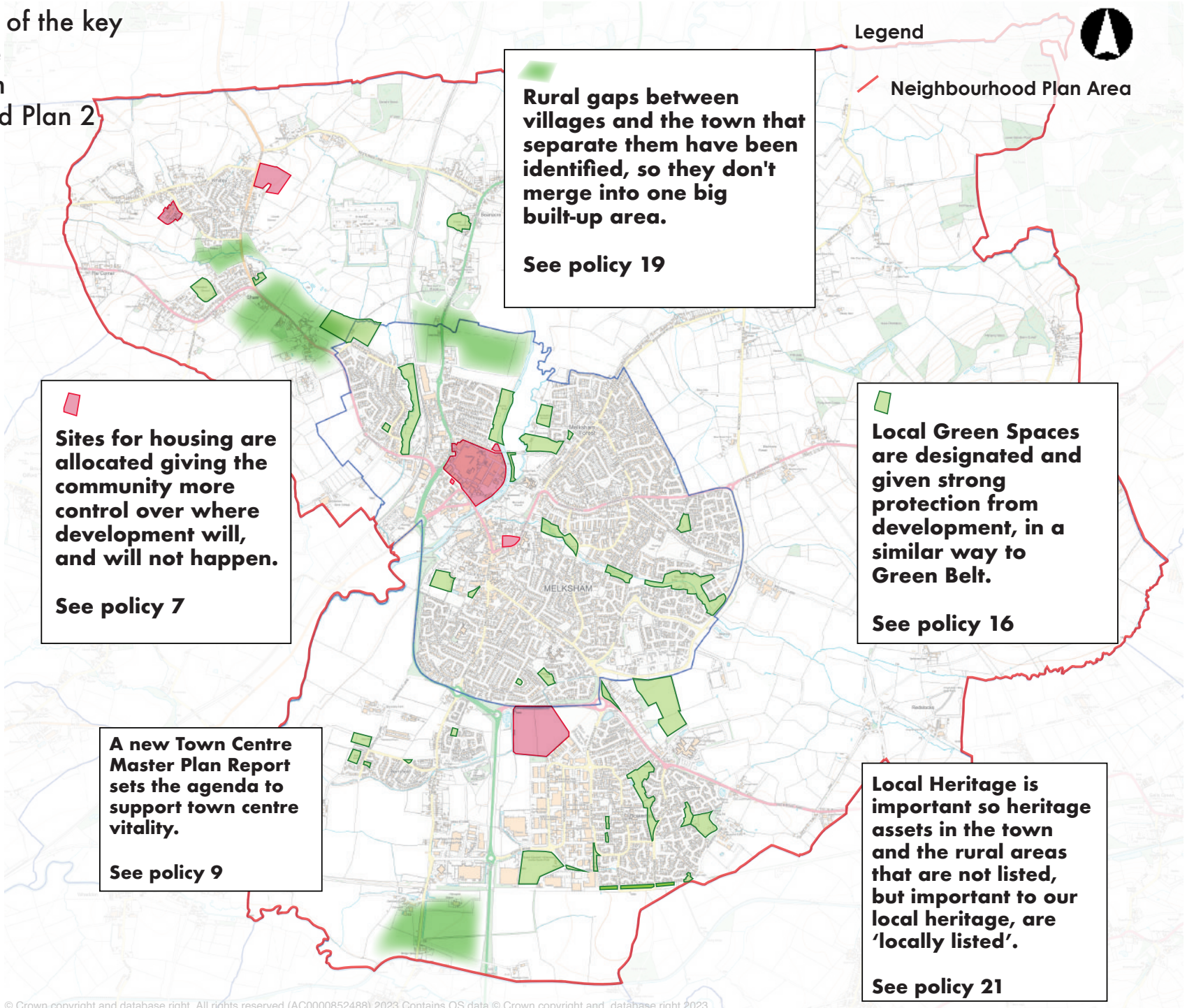
5. **Community Engagement**
6. **Housing in Defined Settlements**
7. **Housing Allocations (Cooper Tires / Former Melksham Library / Land South of Western Way, Bowerhill / Land at Whitley Farm & Land at Middle Farm Whitley)**
8. **Infrastructure Phasing and Priorities**

This section reinforces the role of local people in future development.

The Neighbourhood Plan sets out clear policies that deliver a cohesive vision and approach to development and infrastructure.

AGENDA ITEM 13aiv JMNP2 Miniguide Draft for SG JUNE_compressed

Overview map of the key elements of the Joint Melksham Neighbourhood Plan 2



Rural gaps between villages and the town that separate them have been identified, so they don't merge into one big built-up area.

See policy 19

Sites for housing are allocated giving the community more control over where development will, and will not happen.

See policy 7

Local Green Spaces are designated and given strong protection from development, in a similar way to Green Belt.

See policy 16

A new Town Centre Master Plan Report sets the agenda to support town centre vitality.

See policy 9

Local Heritage is important so heritage assets in the town and the rural areas that are not listed, but important to our local heritage, are 'locally listed'.

See policy 21

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Policy Section 3: Shopping, working and getting around

"The Neighbourhood Plan aims to create a positive environment to encourage retail investment into Melksham delivering diversity and choice and making the town more self reliant"

9. Town Centre
10. Employment Sites
11. Sustainable Transport and Active Travel

Our town centres are changing fast, and we want Melksham to adapt positively to new challenges and chances. This plan focuses on boosting local jobs by protecting key employment sites.

We also want to make it much easier and safer to get around without a car, so people can walk, cycle, or use public transport to reach everything our town offers.



Policy Section 4: Community Well-being and Nature

"I like wild areas - they are great for playing hide and seek in. I also enjoy playing with my brother and friends since none of us have big enough gardens to play in"

12. Green and Blue Infrastructure
13. Biodiversity
14. Open Spaces
15. Community Facilities
16. Local Green Space

We believe that nature and open spaces, along with our community buildings and services, are crucial for a healthy and happy community.

That's why this section has policies specifically designed to protect and enhance these important local assets.



Policy Section 5: Natural and Built Environment

"We have the beautiful river Avon, meandering through the town with its riverside walks, stretching along fields through King George V Park and onto the wildlife reserve at Conigre Mead"

17. Trees and Hedgerows
18. Landscape Character
19. Seperation of Settlements
20. Locally Distinctive, High Quality Design
21. Local Heritage

We have much to be proud of in terms of our heritage and natural environments both within the town and in our rural areas.

Policies in this section identify key features and set out clear criteria for respecting and enhancing the role of our built and natural heritage and environment.



AGENDA ITEM 13aiv JMNP2 Miniguide Draft for SG JUNE_compressed

Melksham Neighbourhood Plan - Mini Guide

The Neighbourhood Plan has been prepared by the Joint Melksham Neighbourhood Plan Steering Group.

Photographs by Linda DeSantiz. Aerial Photograph by Catherine Fallon Operations

Related information and the Plan evidence base can be found on the website: melkshamneighbourhoodplan.org

Questions and further information can also be directed at Melksham Without Parish Council or Melksham Town Council

Melksham Without Parish Council
clerk@melkshamwithout.co.uk | Telephone: 01225 705700

Melksham Town Council
townhall@melksham-tc.gov.uk | Telephone: 01225 704187

The qualifying body has received government grant funding and technical support during the preparation of the Neighbourhood Plan.

Place Studio, a Bristol based planning and design consultancy that specialises in engagement and community led planning, were the main plan consultants.

MELKSHAM
NEIGHBOURHOOD
PLAN

Joint Melksham Neighbourhood Development Plan 2
2020-2038

A report to Wiltshire Council on the Joint Melksham Neighbourhood Development Plan 2

Andrew Ashcroft
Independent Examiner
BA (Hons) MA, DMS, MRTPI

Director – Andrew Ashcroft Planning Limited

Executive Summary

1 I was appointed by Wiltshire Council in February 2025 to carry out the independent examination of the Joint Melksham Neighbourhood Development Plan 2. It is a review of the made Plan.

2 The examination was undertaken by written representations. I visited the neighbourhood area on 17 February 2025.

3 The Plan is an excellent example of a neighbourhood plan review. It seeks to bring the Plan up-to-date. It includes a variety of policies and identifies positive and sustainable development. It addresses housing delivery in the Plan period.

4 The Plan has been underpinned by community support and engagement. All sections of the community have been engaged in its preparation.

5 Subject to a series of recommended modifications set out in this report, I have concluded that the Joint Melksham Neighbourhood Development Plan 2 meets all the necessary legal requirements and should proceed to referendum.

6 I recommend that the referendum area should coincide with the neighbourhood area.

Andrew Ashcroft
Independent Examiner
2 May 2025

1 Introduction

1.1 This report sets out the findings of the independent examination of the Joint Melksham Neighbourhood Development Plan 2 2020-2038 ('the Plan').

1.2 The Plan was submitted to Wiltshire Council (WC) by Melksham Town Council and Melksham Without Parish Council in their capacity as the qualifying bodies (the QBs) responsible for preparing the neighbourhood plan.

1.3 Neighbourhood plans were introduced into the planning process by the Localism Act 2011. They aim to allow local communities to take responsibility for guiding development in their area. This approach was subsequently embedded in the National Planning Policy Framework (NPPF) in 2012, 2018, 2019, 2021, 2023 and 2024. The NPPF continues to be the principal element of national planning policy.

1.4 The role of an independent examiner is clearly defined in the legislation. I have been appointed to examine whether the submitted Plan meets the basic conditions and Convention Rights and other statutory requirements. It is not within my remit to examine or to propose an alternative plan, or a potentially more sustainable plan except where this arises because of my recommended modifications to ensure that the plan meets the basic conditions and the other relevant requirements.

1.5 A neighbourhood plan (and a review of a plan) can be narrow or broad in scope and can include whatever range of policies it sees as appropriate to its designated neighbourhood area. The submitted Plan has been designed to be distinctive in general terms, and to be complementary to the existing development plan and to the emerging Local Plan. It seeks to provide a context in which the neighbourhood area can maintain its character and setting in the wider landscape and deliver new homes in the Plan period.

1.6 Within the context set out above, this report assesses whether the Plan is legally compliant and meets the basic conditions that apply to neighbourhood plans. It also considers the content of the Plan and, where necessary, recommends changes to its policies and supporting text.

2 The Role of the Independent Examiner

2.1 The examiner's role is to ensure that any submitted neighbourhood plan meets the relevant legislative and procedural requirements.

2.2 I was appointed by WC, with the consent of the QBs, to conduct the examination of the Plan and to prepare this report. I am independent of both WC and the QBs. I do not have any interest in any land that may be affected by the Plan.

2.3 I possess the appropriate qualifications and experience to undertake this role. I am a Director of Andrew Ashcroft Planning Limited. I have 42 years' experience in various local authorities at either Head of Planning or Service Director level and more recently as an independent examiner. I have significant experience of undertaking other neighbourhood plan examinations. I am a member of the Royal Town Planning Institute and the Neighbourhood Planning Independent Examiner Referral System.

Examination Outcomes

2.4 The examination process for the review of a 'made' neighbourhood plan is set out in Section 3 of this report.

2.5 The outcome of the examination is set out in Section 8 of this report.

Other examination matters

2.6 In examining the Plan, I am required to check whether:

- the policies relate to the development and use of land for a designated neighbourhood plan area; and
- the Plan meets the requirements of Section 38B of the Planning and Compulsory Purchase Act 2004 (the Plan must specify the period to which it has effect, must not include provision about development that is excluded development, and must not relate to more than one neighbourhood area); and
- the Plan has been prepared for an area that has been designated under Section 61G of the Localism Act and has been developed and submitted for examination by a qualifying body.

2.7 I have addressed the matters identified in paragraph 2.6 of this report and am satisfied that they have been met.

3. Procedural Matters

3.1 In undertaking this examination I have considered the following documents:

- the submitted Plan.
- the Basic Conditions Statement.
- the Consultation Statement and its various appendices.
- the WC SEA/HRA screening reports.
- the Environmental Report and its Addendum
- the Design Guidelines and Codes
- the Melksham Town Centre Masterplan
- the Local Green Spaces Evidence Report
- the Green Gap and Green Wedge Assessment
- the Green Gap and Green Wedge Assessment Addendum
- the Community Facilities Evidence Report
- the Green and Blue Infrastructure Evidence Report (and its update)
- the Locally Valued Heritage Assets Reports
- the Housing Needs Assessment
- the Site Options and Assessment Report
- the QBs' Modification Statement.
- the WC Modification Statement.
- the representations made to the Plan.
- the QB's responses to the clarification note.
- the adopted Wiltshire Core Strategy.
- the adopted Wiltshire Housing Allocations Local Plan
- the submitted Wiltshire Local Plan
- the National Planning Policy Framework (December 2023 and December 2024).
- Planning Practice Guidance.
- relevant Ministerial Statements.

3.2 I visited the neighbourhood area on 17 February 2025. I looked at its overall character and appearance and at those areas affected by policies in the Plan in particular.

3.3 It is a general rule that neighbourhood plan examinations should be held by written representations only. Having considered all the information before me, including the representations made to the submitted plan, I concluded that the Plan could be examined by written representations. I was assisted in this process by the comprehensive nature of the representations and the professional way in which the Plan has been developed.

The examination process for the review of a neighbourhood plan

3.4 The Neighbourhood Planning Act 2017 identifies the circumstances that might arise as and when qualifying bodies seek to review 'made' neighbourhood plans and introduces a proportionate process to do so based on the changes proposed.

3.5 There are three types of modification which can be made to a neighbourhood plan or order. The process will depend on the degree of change which the modification involves and as follows:

- minor (non-material) modifications to a neighbourhood plan or order which would not materially affect the policies in the plan or permission granted by the order. These may include correcting errors, such as a reference to a supporting document, and would not require examination or a referendum; or
- material modifications which do not change the nature of the plan or order and which would require examination but not a referendum. This might, for example, entail the addition of a design code that builds on a pre-existing design policy, or the addition of a site or sites which, subject to the decision of the independent examiner, are not so significant or substantial as to change the nature of the plan; or
- material modifications which do change the nature of the plan or order would require examination and a referendum. This might, for example, involve allocating significant new sites for development.

3.6 The QBs have considered this issue. The Modifications Statement comments that the modifications are material and significant, and therefore change the nature of the Plan.

3.7 WC has also undertaken a separate assessment of the issue. It takes the same view as the QBs on the scale and nature of the modifications to the policies in the 'made' Plan.

3.8 I have considered these assessments very carefully. I agree with the two conclusions, and the examination of the Plan will proceed on this basis

The December 2024 update of the NPPF

3.9 The NPPF was updated on 12 December 2024. Paragraph 239 of the NPPF 2024 sets out transitional arrangements for plan-making. It comments that the policies in the Framework will apply for the purpose of preparing neighbourhood plans from 12 March 2025 unless a neighbourhood plan proposal has been submitted to the local planning authority under Regulation 15 of the Neighbourhood Planning (General) Regulations 2012 (as amended) on or before the 12 March 2025.

3.10 On this basis, the examination of the Plan against the basic condition that it should have regard to national policies and advice contained in guidance issued by the Secretary of State is based on the 2023 version of the NPPF. Plainly the Plan was submitted earlier in the year in that context. Where NPPF paragraph numbers are used in this report, they refer to those in the December 2023 version.

3.11 Paragraph 6.2 of this report sets out the full extent of the basic conditions against which a neighbourhood plan is examined.

4 Consultation

Consultation Process

4.1 Policies in made neighbourhood plans become the basis for local planning and development control decisions. As such neighbourhood plans need to be supported and underpinned by public consultation.

4.2 In accordance with the Neighbourhood Planning (General) Regulations 2012 (as amended), the QBs prepared a Consultation Statement. It is proportionate to the neighbourhood area and its policies. It is an excellent example of a Statement of this type. It sets out key findings and underpinned with a series of more detailed tables and appendices.

4.3 Section 2 of the Statement records the various activities that were held to engage the local community. This process reflects the nature of the review of a 'made' Plan. Table 1 helpfully summarises the key steps and activities

4.4 Section 3 of the Statement also provides specific details on the consultation processes that took place on the pre-submission version of the Plan (October to November 2023).

4.5 Section 4 advises about the comments received on the pre-submission Plan and the way in which the QBs revised the Plan because of this exercise. Further information is provided in Appendix 6 of the Statement. In the round this wider package of information helps to explain the way in which the Plan has evolved.

4.6 I am satisfied that consultation has been an important element of the Plan's production. Advice on the neighbourhood planning process has been made available to the community in a positive and direct way by those responsible for the Plan's preparation. From all the evidence provided to me as part of the examination, I can see that the Plan has promoted an inclusive approach to seeking the opinions of all concerned throughout the process. WC has carried out its own assessment that the consultation process has complied with the requirements of the Regulations.

Consultation Responses

4.7 Consultation on the submitted plan was undertaken by WC. It ended on 22 January 2025. This exercise generated representations from the following organisations:

- Wiltshire Council
- Robert Hitchins Limited
- Environment Agency
- Swift Bricks
- Hannick Homes and Developments Limited
- Maypool Estates Limited/Waddeton Park Limited
- National Grid
- NHS Property Services Limited

- Historic England
- Neston Park Estate
- BXB Limited
- Catesby Estates Limited
- Waddeton Park Limited
- Gladman Developments Limited
- Ministry of Defence
- Natural England
- Martin Grant Homes
- Mr Peter Richards (as a landowner)

4.8 Representations were also received from residents of the neighbourhood area.

4.9 I have taken account of all the representations in preparing this report. Where it is appropriate to do so, this report refers to representations on a policy-by-policy basis.

5 The Neighbourhood Area and the Development Plan Context

The Neighbourhood Area

5.1 The neighbourhood area consists of the parishes of Melksham and Melksham Without. The market town of Melksham is about 4.5 miles northeast of Trowbridge and 6 miles south of Chippenham. It is Wiltshire's fourth-largest settlement after Salisbury, Chippenham, and Trowbridge. It occupies a strategic location on the north-south A350 road. The population of the neighbourhood area in 2021 was approximately 25,300 people. The neighbourhood area was designated on 14 July 2014 and amended on 8 November 2017.

5.2 Melksham is an attractive market town based on the River Avon. A series of arterial roads converge in the Market Place which hosts a series of historic and civic buildings. The town centre hosts a series of national and independent retail and commercial services. The railway station is located to the west of the A350. In recent years modern residential development has taken place to the south and east of the town off Western Way and Eastern Way which connect the A350 with the A3102 (which leads to Calne).

5.3 Melksham Without is the traditional hinterland of the town. It surrounds Melksham on its northern, eastern, and southern sides. It includes the three villages of Beanacre, Shaw and Whitley. In the round the neighbourhood area is a very interesting place in which to prepare a neighbourhood plan. It provides a sound basis for a proper assessment of the future development needs of the town and its immediate hinterland.

Development Plan Context

5.4 The Wiltshire Core Strategy was adopted in January 2015. It defines the spatial vision for the whole of the administrative area of Wiltshire Council and sets out a development strategy to meet its objectives. It includes strategic planning policies to guide and control the overall scale, type and location of development including the allocation of strategic sites.

5.5 The neighbourhood area is in the Melksham Community Area. The Wiltshire Core Strategy comments that a high level of residential development was already proposed in Melksham (at that time), including a planned urban extension to the east of the town on land identified in the West Wiltshire District Plan (2004), and that this planned development will go some way towards addressing the future affordable housing need in the town. It advises that the strategy for Melksham will be to ensure an appropriate and balanced mix of housing and employment growth is managed to provide contributions to town centre improvement and delivery of enhanced services in the town. Core Policy 15 identifies a settlement strategy as follows:

- Market Town: Melksham and Bowerhill Village
- Large Villages: Shaw/Whitley
- Smaller Villages: Benacre, Berryfield

5.6 WC adopted the Wiltshire Housing Site Allocations Plan in February 2020. Whilst that Plan allocated several housing allocations across Wiltshire, it did not allocate sites in the neighbourhood area.

5.7 The Wiltshire Local Plan (2020-2038) was submitted for examination in November 2024. It includes the following policies for Melksham:

- Policy 17 Melksham Market Town - this is a general policy which establishes a strategic context for the town. It also identifies the following three housing allocations;
- Policy 18 Land East of Melksham – land is allocated for approximately 425 dwellings, 5ha of employment uses, a local centre, and a 2ha site for a 2-form entry primary school to include 60 early years places;
- Policy 19 Land off Bath Road – land is allocated to provide approximately 135 dwellings and 2ha of land secured for the expansion of Melksham Oak Academy; and
- Policy 20 Land north of the A3102 – land is allocated for approximately 285 dwellings and 0.4ha of land for a 100-place nursery.

The relationship between the submitted neighbourhood plan and the emerging Local Plan is addressed in several of the representations received to the neighbourhood plan. I address this matter in Section 7 of this report.

5.8 The submitted Plan has been prepared within its up-to-date development plan context. In doing so, it has relied on up-to-date information and research that has underpinned existing planning policy documents. This is good practice and reflects key elements in Planning Practice Guidance on this matter.

Visit to the neighbourhood area

5.9 I visited the neighbourhood area on 17 February 2025. I approached it from the A350 from the north. This helped me to understand its position in the wider landscape in general and its accessibility to the strategic road network.

5.10 I looked initially at Beanacre. I saw its layout along the A350, its proximity to the River Avon, and its relationship with Melksham. I then looked at the Cooper Tires site. I noted its size, current condition, and its location both in relation to the town centre and the River Avon. I also took the opportunity to look at the various commercial uses on the western side of the A350 and the railway station. I saw the challenges involved in accessing the railway station from the town centre and vice versa.

5.11 I then looked at the town centre. I saw its range of national and independent retail and commercial services. I saw the significance of the River Avon, and the importance of the Market Place in the wide townscape. During this part of the visit, I looked at the housing allocation at the former Library site, and at the King George V Recreation Ground.

5.12 I then looked at Bowerhill. I saw its relationship with Melksham and its range of commercial services. I looked at the proposed housing allocation at Land South of Western Way. I then looked at the separation between Berryfield and Semington (to the immediate south of the neighbourhood area) and between Berryfield and Melksham.

5.13 I then drove back towards the town centre and followed the Bath Road to Shaw. I saw the significance of Christ Church in the village environment and the obvious importance of the Village Hall and the School to the local community.

5.14 Then drove to Whitley. I saw the range of commercial uses on Top Lane including the popular Sprocketts Coffee/Spindles Bikes. I looked at the proposed housing allocations at Whitley Farm, Whitley and at Middle Farm. In the case of the former, I noted the range of historic buildings on the site.

5.15 Throughout the part of the visit in Shaw and Whitley I looked very carefully at the proposed Green Wedges as proposed in Policy 19 of the Plan. I noted the way in which they related to the natural and agricultural landscapes and South Brook.

5.16 I returned to the A350 along Westlands Lane. This highlighted the relationship of Melksham to the surrounding countryside. I also saw the significance of the National Grid substation.

6 The Neighbourhood Plan and the Basic Conditions

6.1 This section of the report deals with the submitted neighbourhood plan as a whole and the extent to which it meets the basic conditions. The submitted Basic Conditions Statement has helped in the preparation of this section of the report. It is an informative and well-presented document.

6.2 As part of this process, I must consider whether the submitted Plan meets the basic conditions as set out in paragraph 8(2) of Schedule 4B of the Town and Country Planning Act 1990. To comply with the basic conditions, the Plan must:

- have regard to national policies and advice contained in guidance issued by the Secretary of State;
- contribute to the achievement of sustainable development;
- be in general conformity with the strategic policies of the development plan in the area;
- not breach, and otherwise be compatible with, the assimilated obligations of EU legislation (as consolidated in the Retained EU Law (Revocation and Reform) Act 2023 (Consequential Amendment) Regulations 2023; and
- not breach the requirements of Chapter 8 of Part 6 of the Conservation of Habitats and Species Regulations 2017.

I assess the Plan against the basic conditions under the following headings.

National Planning Policies and Guidance

6.3 For the purposes of this examination the key elements of national policy relating to planning matters are set out in the National Planning Policy Framework December 2023 (NPPF).

6.4 The NPPF sets out a range of land-use planning principles to underpin both plan-making and decision-taking. The following are particularly relevant to the Joint Melksham Neighbourhood Development Plan 2:

- a plan-led system - in this case the relationship between the neighbourhood plan, the Wiltshire Core Strategy, and the Wiltshire Housing Site Allocations Local Plan;
- building a strong, competitive economy;
- recognising the intrinsic character and beauty of the countryside and supporting thriving local communities;
- taking account of the different roles and characters of different areas;
- highlighting the importance of high-quality design and good standards of amenity for all future occupants of land and buildings; and
- conserving heritage assets in a manner appropriate to their significance.

6.5 Neighbourhood plans sit within this wider context both generally, and within the more specific presumption in favour of sustainable development. Paragraph 13 of the NPPF

indicates that neighbourhoods should both develop plans that support the strategic needs set out in local plans and plan positively to support local development that is outside the strategic elements of the development plan.

6.6 In addition to the NPPF I have also taken account of other elements of national planning policy including Planning Practice Guidance and the recent ministerial statements.

6.7 Having considered all the evidence and representations available as part of the examination I am satisfied that the submitted Plan has had regard to national planning policies and guidance subject to the recommended modifications in this report. It sets out a positive vision for the future of the neighbourhood area. It updates the Plan to take account of changes in national policy and emerging local policies.

6.8 At a more practical level, the NPPF indicates that plans should provide a clear framework within which decisions on planning applications can be made and that they should give a clear indication of how a decision-maker should react to a development proposal (paragraph 16d). This was reinforced with the publication of Planning Practice Guidance. Paragraph ID: 41-041-20140306 indicates that policies in neighbourhood plans should be drafted with sufficient clarity so that a decision-maker can apply them consistently and with confidence when determining planning applications. Policies should also be concise, precise, and supported by appropriate evidence.

6.9 As submitted the Plan does not fully accord with this range of practical issues. Most of my recommended modifications in Section 7 relate to matters of clarity and precision. They are designed to ensure that the Plan fully accords with national policy.

Contributing to sustainable development

6.10 There are clear overlaps between national policy and the contribution that the submitted Plan makes to achieving sustainable development. Sustainable development has three principal dimensions – economic, social, and environmental. I am satisfied that the submitted Plan has set out to achieve sustainable development in the neighbourhood area. In the economic dimension, the Plan includes policies for housing in defined settlements (Policy 6), for five housing allocations (Policies 7.1-7.5), for the town centre (Policy 9), and for employment uses (Policy 10). In the social dimension, it includes policies on community facilities (Policy 15), and on local green spaces (Policy 16). In the environmental dimension, the Plan positively seeks to protect its natural, built, and historic environment. It has policies on a series of issues relating to the natural environment, proposed Green Wedges, and design. This assessment overlaps with the details on this matter in the submitted Basic Conditions Statement.

General conformity with the strategic policies in the development plan

6.11 I have already commented in detail on the development plan context in Wiltshire in paragraphs 5.4 to 5.8 of this report.

6.12 I consider that the submitted Plan delivers a local dimension to this strategic context and supplements the detail already included in the adopted development plan. Subject

to the recommended modifications in this report, I am satisfied that the submitted Plan is in general conformity with the strategic policies in the development plan.

Strategic Environmental Assessment

6.13 The Neighbourhood Plan General Regulations 2015 require a qualifying body either to submit an environmental report prepared in accordance with the Environmental Assessment of Plans and Programmes Regulations 2004 or a statement of reasons why an environmental report is not required.

6.14 In order to comply with this requirement, WC undertook a screening exercise on the need or otherwise for a Strategic Environmental Assessment (SEA) to be prepared for the Plan. The report (July 2022) is thorough and well-constructed. It concludes that it is likely to have significant environmental effects and that a Strategic Environmental Assessment is required.

6.15 The QBs commissioned the preparation of an Environmental Report. The resulting report was initially published in October 2023. It was then updated in October 2024 to take account of changes which had been made to the Plan as it had evolved since that time.

6.16 The two reports are thorough and comprehensive. Section 5 of the October 2023 report makes the following conclusions:

'The Plan is likely to have long-term positive effects in relation to the 'Community Wellbeing' SEA theme. This primarily links to the Neighbourhood Plan's support for high-quality development proposals which would deliver suitable and appropriate housing for the local community (via a range of types, tenures, and affordability), safeguard and improve the availability of services, facilities and amenities, and support opportunities for town centre regeneration.

The Plan will also deliver long-term positive effects in relation to the 'Landscape' and 'Historic Environment' SEA themes. These benefits largely relate to the Neighbourhood Plan's emphasis on protecting and enhancing the relationship between natural and built environment, protecting important landscape and heritage features, and facilitating improvements to the quality of the public realm. While the proposed site allocations are sensitive from a landscape and heritage perspective, it is considered that the neighbourhood plan policies provide a detailed overview of the proposed mitigation and enhancement measures which pro-actively and positively address the sensitivities.

Additionally, the Neighbourhood Plan will bring minor long-term positive effects in relation to the 'Biodiversity and Geodiversity' SEA theme by encouraging proposals to protect existing and establish new habitats, enhance ecological networks (including through green infrastructure enhancements), and deliver net gains.

Uncertain effects are considered likely in respect to climate change and flood risk. The Plan has the potential to lead to positive effects through supporting proposals that promote the inclusion of low carbon technologies and the use of local and traditional building materials, encourage sustainable and active travel, and proactively respond

to the potential impacts of climate change through the implementation of appropriate drainage solutions. However, is it recognised that new development would lead to inevitable increases in greenhouse gas emissions due to an increase in the built footprint of the neighbourhood area.

The Plan also makes provision for transportation and air quality; encouraging proposals which would deliver new and enhanced public rights of way and improvements to the local transport network. This will allow for safe and active transportation around the neighbourhood area and better access to locations further afield. As such, minor long term positive effects are anticipated for transportation and air quality through the implementation of the (Plan).

It is expected the Plan will bring forward minor long term positive effects for land, soil, and water resources in the neighbourhood area by incorporating several provisions will help support the capacity of the landscape to regulate soil and water quality. The allocations within Melksham support a brownfield-first approach to development, encouraging the most efficient use of previously developed land.'

6.17 Section 4 of the October 2023 report considers reasonable alternatives for the Plan. Paragraphs 4.6 to 4.8 comment about the strategic requirements for the Melksham area and the way in which the Plan has been prepared to be complementary to the emerging Local Plan.

6.18 Paragraph 4.10 of the Report advises that the QBs (and the Neighbourhood Plan Steering Group), with support from an independent planning consultancy, completed assessments of the various sites in terms of their suitability, availability, and achievability for the purposes of potential allocations in the Plan.

6.19 Paragraph 4.13 of the Report advises that two overall options were assessed. Option A would meet housing needs through brownfield site allocations and Option B would meet housing needs through greenfield site allocations. Table 4.1 to Table 4.8 present the findings of the appraisal of the options for each of the SEA themes. The Report advises that Option A performs more favourably than Option B, and is ranked the most favourable option with respect to each SEA theme.

6.20 Paragraphs 4.29 to 4.39 of the Report then comment about the outcomes of this process which reflects the allocations included in the submitted Plan.

6.21 In general terms I am satisfied that the Environmental Report has addressed the various matters in a comprehensive way. In addition, it has sought to ensure that the Plan has a proper functional relationship with the emerging Local Plan. Several of the representations comment about the site-selection process. I comment on this matter in Section 7 of this report.

Habitats Regulations Assessment

6.22 WC prepared a Habitats Regulations Assessment (HRA) of the Plan in December 2024. It assesses the potential impact of the Plan's policies on a series of protected sites. The report is commendably detailed.

6.23 The Assessment notes that there are five policies within the Plan that would lead directly to development (Policies 7.1-7.5) and they allocate approximately 415 dwellings and a 70-bed care home. The Assessment advises that development at these allocated sites would not result in likely significant effects on any European sites, either alone or in-combination with other plans or projects. Furthermore, the Assessment advises that none of the other policies within the Plan would lead directly to development, nor would they result in a likely significant effect on any European sites, either alone or in-combination with other plans or projects. The Assessment advises that this conclusion is due to the nature, scope and scale of the proposals set out in the Plan, and on account of the distance of the neighbourhood area from any European sites and the absence of a potential pathway for effect.

6.24 On this basis, the Assessment concludes that the Plan will not result in a likely significant effect on any European sites or their qualifying features either alone or in-combination with other plans and projects. It also advises that, it has not been necessary for the Plan to be subject to an appropriate assessment under the Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019.

Human Rights

6.25 In a similar fashion, I am satisfied that the submitted Plan has had regard to the fundamental rights and freedoms guaranteed under the European Convention on Human Rights (ECHR) and that it complies with the Human Rights Act. There is no evidence that has been submitted to me to suggest otherwise. There has been full and adequate opportunity for all interested parties to take part in the preparation of the Plan and to make their comments known. On this basis, I conclude that the submitted Plan does not breach, nor is in any way incompatible with the ECHR.

Summary

6.26 On the basis of my assessment of the Plan in this section of my report I am satisfied that it meets the basic conditions subject to the incorporation of the recommended modifications contained in this report.

7 The Neighbourhood Plan policies

7.1 This section of the report comments on the policies in the Plan. It makes a series of recommended modifications to ensure that the various policies have the necessary precision to meet the basic conditions.

7.2 The recommendations focus on the policies in the Plan given that the basic conditions relate primarily to this aspect of neighbourhood plans. In some cases, I have also recommended changes to the associated supporting text.

7.3 I am satisfied that the content and the form of the Plan is fit for purpose. It is distinctive and proportionate to the neighbourhood area. The wider community and the QBs have spent time and energy in identifying the issues and objectives that they wish to be included in the review of the Plan. This sits at the heart of the localism agenda.

7.4 The Plan has been designed to reflect Planning Practice Guidance (ID:41-004-20190509) which indicates that neighbourhood plans should address the development and use of land.

7.5 I have addressed the policies in the order that they appear in the submitted Plan.

7.6 For clarity, this section of the report comments on all the policies in the Plan. It highlights the policies which remain unchanged, those which are updated from the made Plan and those which are new.

7.7 Where modifications are recommended to policies they are highlighted in bold print. Any associated or free-standing changes to the text of the Plan are set out in italic print.

The initial parts of the Plan (Sections 1-3)

7.8 The Plan is very well-organised and presented. It makes an appropriate distinction between the policies and their supporting text. The initial elements of the Plan set the scene for the policies. They are proportionate to the neighbourhood area and the subsequent policies. In addition, the Plan is arranged in an attractive way. It makes good use of maps, photographs, and colour.

7.9 The Introduction (Section 1) sets the scene for the Plan. It identifies the Plan period (in paragraph 1.4.3) and the neighbourhood area (in Figure 1). It also comments about:

- the changes proposed to the Plan;
- the preparation of the Plan; and
- how it represents the views of local people.

7.10 Section 2 sets the agenda for the Plan. It comments about:

- the reasoning behind a joint Plan;
- key issues and evidence;
- national policy;
- the emerging Wiltshire Local Plan;
- an introduction to Melksham Town and Melksham Without;

- the concept of Sustainable Development; and
- Climate Change.

7.11 Section 3 set outs the Plan's vision and objectives. The vision is as follows:

'The vision of the Neighbourhood Plan is to make the town of Melksham and the parish of Melksham Without great places to live, to work, to play and to visit; attractive, healthy, convenient and environmentally sustainable, with access to employment, education, shops and services via walking, wheeling and public transport.'

7.12 The five objectives of the Plan are as follows:

- A 21st century community … meeting the challenges of sustainable development and climate change;
- Great places to live … where our housing and infrastructure needs are balanced with global and regional issues;
- Great places for shopping, working, and getting around;
- Places where community well-being and open spaces are protected and enhanced; and
- A locally distinctive and high quality built and natural environment.

7.13 The remainder of this section of the report addresses each policy in turn in the context set out in paragraphs 7.5 to 7.7 of this report.

General comments on the Plan and the format of its policies

7.14 The Plan is an excellent example of a review of a neighbourhood plan. It helpfully consolidates the review of the Plan into the structure of the 'made' Plan. This results in a series of new policies and the retention of existing policies in the 'made' Plan.

7.15 The Plan is simple to use. The policies are presented in five colour coded sections which relate to the Plan's objectives. In addition, each policy highlights the objectives it seeks to address. Finally, the supporting text for each policy is both comprehensive and helpful. In the round, the approach taken is best practice.

7.16 The Modifications Statement helpfully distinguishes between the policies which remain unchanged, those which have been modified, and those which are new. The focus of this report is on the new policies. I do not comment in significant detail on the retained policies other than where they may have been affected by updates in national planning policy. In some cases, I have recommended modifications to the wording of the retained policies to reflect the approach and language now taken in neighbourhood plans (and which has matured since the Plan was made).

Policy 1: Sustainable Design and Construction

7.17 This is a modified policy. The Plan advises that the proposed modifications add greater detail and clarity, rather than changing the principles of the policy in the made Plan.

7.18 The Plan advises that the context for the policy has quickly changed and that the Wiltshire 2022-2027 Climate Strategy sets out the next five years of the council's

journey to becoming a carbon neutral county, contributing towards the legally binding target of net zero carbon for the UK by 2050. The Plan also advises that the emerging Local Plan updates how the local level of planning policy addresses the challenge of climate change looking ahead to 2038 and this sets the context for ambitious policies in the Plan to address adaptation and mitigation of climate change through local level planning policies as well as through community action.

7.19 The Plan advises that whilst the policy is ambitious, it has been written to support compliant development and will need to be applied flexibly where the applicant can demonstrate that meeting the higher standards is not technically feasible. It also comments that the policy reflects the requirements of the Written Ministerial Statement on Local Energy Efficiency Standards

7.20 The resulting policy is comprehensive. It includes a series of general elements and other elements which refer to specific technical guidelines.

7.21 Martin Grant Homes comments that:

'this policy is both detailed and onerous. It goes well beyond national (including Building Regulations) and local plan requirements, without any justification as to why Melksham faces particular issues in this respect that require a distinct local approach. Much of the policy is merely an unnecessary repeat of the Local Plan policies (e.g. Policy 85 'Sustainable and local carbon energy', Policy 86 'Renewable energy', Policy 87 'embodied carbon', Policy 93 'Green and blue infrastructure). However, the singular JMNP2 policy is cluttered and because it is not an exact duplicate of the Local Plan policies (to be tested though examination), it creates a messy and confusing development management platform, from which to consider planning applications. There is also reference to viability within the JMNP2 policy, which is a different approach to that taken in the Local Plan.'

7.22 Robert Hitchins Ltd comment that:

'Policy 1 will become part of the adopted development plan once JMNP2 is 'made' therefore it needs to be sufficiently clear in order to be applied by decision makers. However, the policy refers to matters that are the subject of Building Regulations (e.g. thermal capacity and insulation, energy consumption, and renewable energy generation). These matters should not be the subject of planning policy but should be applied by qualified Building Inspectors through the Building Regulations process.

The Written Ministerial Statement published on 13th December 2023 was clear that in order to prevent a situation where a multiplicity of local standards exist across the country, LPAs should seek to align with the nationally set Building Regulations. Where any proposed energy efficiency standard in a planning policy seeks to go beyond existing or planned Building Regulations, the WMS states this should be rejected at examination if it is not supported by a well-reasoned and robustly costed rationale. The JMNP2 is not supported by any such rational in support of Policy 1 and therefore, in accordance with the WMS it is clear that the policy should be rejected at examination.'

7.23 I have considered these comments carefully. On the one hand, the intentions of the policy are positive and it has regard to Section 14 of the NPPF. However, on the other

hand, it is much more detailed than the policy in the made Plan and includes either general commentary (such as the energy hierarchy) or requires that development proposals comply with other standards/measures (such as BREAM and CEEQUAL). In this context the policy overlaps with the Building Regulations and does not have regard to the Written Ministerial Statement (Planning-Local Energy Efficiency Standards Update) of December 2023.

7.24 In order to remedy these matters I recommend that the policy is recast so that it has a general rather than a specific focus. This will ensure that it has regard to national policy which now has a focus on addressing energy efficiency through the Building Regulations. I also recommend that the policy is worded so that it can be applied in a proportionate way. I have considered the need for consequential modifications to the supporting text. However, as submitted I am satisfied that it takes an appropriate approach to the wider issue, and properly explains the context to the policy. In this context I am satisfied that paragraphs 4.2.5 and 4.2.6 which comment about net carbon tool box and the UK Housing: Fit for the Future report respectively provide general advice for development proposals which may wish to incorporate such technologies within their design.

7.25 I recommend consequential modifications to the 'Towards New Zero' advisory box. The effect of the modification is to signpost the various measures included as techniques which may help to demonstrate that buildings are built to high environmental standards, rather than as a direct requirement of the policy.

7.26 I recommend the deletion of advisory box 'What is Major Development'. It is factual in nature, and has no direct relevance to the policy.

7.27 Otherwise, the policy meets the basic conditions. It will contribute to the delivery of the social and the environmental dimensions of sustainable development.

Replace the policy with:

'As appropriate to their scale, nature and location, development proposals should demonstrate how they have mitigated and been designed to adapt to the impacts of climate change. This includes:

- **the submission of a Sustainable Energy Strategy to demonstrate how carbon emissions are minimised, with the target of zero carbon in operation (regulated and unregulated energy);**
- **embedding the Energy Hierarchy within the design of buildings by prioritising fabric first, orientation, design, and landscaping, to minimise energy demand for heating, lighting, and cooling, as well as maximising renewable energy generation. Proposals should respond positively to opportunities to improve space heating and energy consumption by considering a range of low-carbon and renewable technologies;**
- **demonstrating good connections to existing services and facilities, and/or a mix of uses that minimises the need to travel by private vehicle;**
- **using carbon sequestration and other sustainable approaches such as shade; and**

- **the retention of existing buildings where practicable, and the incorporation of associated retrofitting measures to improve the energy performance of existing buildings.'**

Delete the advisory box 'What is Major Development'

In the Towards Net Zero advisory box replace 'Policy 1 also references the use of standards to demonstrate that buildings are built to high environmental standards:' with 'the use of the following standards may help to demonstrate that buildings are built to high environmental standards:'

Policy 2: Local Renewable and Low Carbon Energy and Associated Infrastructure

7.28 This is a modified policy. The Plan advises that it has been updated to expand its scope beyond energy generation schemes that are led by, or benefit the local community.

7.29 As part of moving towards the net zero target in a changing climate, the Plan advises that it supports generation of zero or low carbon energy, particularly where it enables communities to take a more active role in, and get direct benefit from, the production of renewable and low carbon local energy.

7.30 The policy refers to protection of local amenity and safety. This includes issues such as noise from battery energy storage systems, and glare/glint from solar panels which can be a problem experienced locally.

7.31 Martin Grant Homes considers that the policy takes an unnecessary strategic approach. I have considered this matter carefully. On the balance of the evidence, I am satisfied that the policy meets the basic conditions. A neighbourhood plan is a natural place for community issues on the planning process to be expressed. In addition, there are community energy generation projects elsewhere in Wiltshire which may provide a template for such schemes in the neighbourhood area.

7.32 WC expresses disappointment that the support for energy storage facilities (in the pre-submission Plan) has been removed. It comments that the QB's approach previously was positive and set criteria to manage proposals. I note these comments. Nevertheless, neighbourhood plan legislation gives considerable flexibility to qualifying bodies on the contents of their plans. In this context, I am satisfied that the Plan does not need to address energy storage facilities to meet the basic conditions.

7.33 In general terms, I am satisfied that the policy takes a positive approach to such proposals and has regard to Section 14 of the NPPF. In this broader context, I recommend that the second and third parts of the policy are combined to reduce duplication. I also recommend that the revised wording clarifies that the conditions to be met are the criteria in the first part of the policy. I also recommend the deletion of the fourth part of the policy. Whilst its emphasis on the use of brownfield land is very positive, a preference is not a land use policy. In addition, it would be unlikely that a developer would have access to multiple parcels of land to be able to exercise the QB's preference. Nevertheless, I recommend that the matter is addressed in the supporting text.

7.34 Otherwise, the policy meets the basic conditions. It will contribute to the delivery of the social and the environmental dimensions of sustainable development.

Replace second and third parts of the policy with:

'Schemes which result in direct benefits to the local community such as energy supplied directly, or financial benefits, will be supported. Proposals for community energy generation projects (with full or partial ownership and/or control by a local community) will be strongly supported. In addition, schemes where the energy produced can be used on or near the generation site or where energy storage is incorporated will be supported. In both cases, proposals should comply with the criteria in the first part of this policy.'

Delete the fourth part of the policy.

At the end of paragraph 4.3.3 add: 'Wherever practicable, proposals that harness existing buildings and structures and/or that are located on brownfield land, should be selected as a preference to the use of greenfield land for renewable energy generation or associated infrastructure.'

Policy 3: Flood Risk and Natural Flood Management

7.35 This is a modified policy. The Plan advises that it has been updated with minor details to reflect feedback from WC and other statutory consultees as the Plan was prepared.

7.36 The supporting text comments that community consultations have highlighted ongoing strong concerns over development in high flood risk areas, and the importance of protecting homes from flood damage. The Plan advises that one of the major impacts of a changing climate is an increased risk of flooding and this is a significant issue for parts of the north west and south east of Melksham.

7.37 In general terms, the policy takes a positive approach to this matter and has regard to Section 14 of the NPPF. The Environment Agency suggests that the scope of the policy is expanded to address other forms of flooding to reflect the scope of the NPPF. Whilst such an approach would have merit, it is not required to ensure that the Plan meets the basic conditions. This conclusion recognises that a neighbourhood plan does not need to repeat or restate national policy.

7.38 Martin Grant Homes considers that the policy takes an unnecessary strategic approach. I have considered this matter carefully. On the balance of the evidence, I am satisfied that the policy meets the basic conditions. Paragraphs 4.4.2 and 4.4.6 of the Plan identify specific circumstances in the neighbourhood area which have resulted in the preparation of the policy. In addition, a neighbourhood plan is a natural place for community issues on the planning process to be expressed.

7.39 In this broad context I recommend that the first and second parts of the policy are modified. In relation to the former, the recommended modifications simplify the policy. In relation to the latter, the modification introduces a proportionate element (to acknowledge that minor and domestic proposals will have limited effects on the approach taken) and simplifies the policy.

7.40 I also recommend that the third and fourth parts of the policy are deleted and relocated to the supporting text. This acknowledges that they are process matters rather than land use planning policies. Otherwise, the policy meets the basic conditions. It will contribute to the delivery of the social and the environmental dimensions of sustainable development.

Replace the policy with:

'Natural flood management works to conserve and enhance the ecological flood storage value of the water environment, including watercourse corridors and catchments, will be supported. Development proposals in locations with known flooding issues should include appropriate mitigation and construction methods, and, where appropriate, contributions towards wider catchment projects.

As appropriate to their scale, nature and location, development proposals should demonstrate how flood risk is mitigated. This approach should include measures to reduce the amount of rainwater run-off and incorporate Sustainable Drainage Systems.'

At the end of paragraph 4.4.3 add: 'Where required, flood risk and ground water assessments should be undertaken and surface water drainage strategy must be developed and delivered. The drainage strategy must ensure that flood risk is addressed to 1 in 100-year storm event plus climate change in line with Environment Agency Guidance. This is particularly relevant to the South Brook catchment area which has been identified as a priority flood risk area due to surface water flooding.'

Policy 4: Ultra Low Emission Vehicle Charging

7.41 This is a modified policy. The Plan advises that the policy has been updated with minor details to reflect feedback from WC.

7.42 The Plan comments that it is important that all new homes enable people to safely and conveniently access ultra-low energy vehicle (EV) infrastructure. In addition, the Melksham Design Guidelines and Codes (2023) includes a checklist that includes consideration of how charging points are integrated into proposals.

7.43 I recommend that the first and second parts of the policy are deleted. As paragraph 4.5.2 comments, the requirement for EV facilities within new developments is now addressed national in the Building Regulations. I also recommend modifications to the third part of the policy to bring the clarity required by the NPPF and to allow WC to be able to apply the policy through the development management process.

7.44 Otherwise, the policy meets the basic conditions. It will contribute to the delivery of the social and the environmental dimensions of sustainable development.

Replace the policy with:

'Insofar as planning permission is required, proposals for the installation of public on-street electric charging facilities will be supported subject to heritage and other related design matters.'

Policy 5: Community Engagement

7.45 This policy remains unchanged from the made Plan. The supporting text comments that the importance and benefit of community engagement is strongly endorsed in national planning policy and guidance as key to shaping high quality places to live. It also advises that early discussion between applicants and the local community, as well as with the Local Planning Authority enables a more collaborative approach to the process of preparing a development proposal that will need to balance many factors as the design evolves. The supporting text makes direct references to national policy in the NPPF (paragraphs 39 to 46 on the general importance of pre-application advice, and paragraph 137 on the implications for proposals where the community has been engaged on their design).

7.46 The approach taken in the policy is underpinned by the Melksham Community Engagement Protocol.

7.47 Robert Hitchins Ltd comment that:

'all planning applications should be determined on their own merits. This is a longstanding and central planning doctrine, which the policy as currently drafted would violate. Regardless of whether there has been any pre-application engagement, a development which is acceptable in planning terms should be granted permission, in accordance with S38(6) of the Planning and Compulsory Purchase Act 2004, S70(2) of the Town and Country Planning Act 1990, and Paragraph 2 of the NPPF. The policy as currently drafted would perilously introduce a system which prioritises process over substance and as such, Pegasus Group object in the strongest terms. The policy must be re-worded to encourage pre-application engagement but not introduce penalties for non-compliance.'

7.48 Catesby comment that:

'the policy has been misinterpreted from the NPPF and would result in bias by anyone using the policy in application determination. It should be deleted.'

7.49 I have considered these comments and the QB's overall approach to this matter very carefully. On the one hand, the policy seeks to provide a degree of local distinctiveness to the approach taken in the NPPF. The Melksham Community Engagement Protocol is a very good example of a local approach. In addition, I note the QBs comments about the success of the approach in its response to the clarification note. However, on the other hand, the first part of the policy partly repeats national policy in the NPPF, and partly misapplies that approach to the wider development management process rather than to the design process (as set out in paragraph 137 of the NPPF). It also includes process advice (that pre-application community engagement is also expected for reserved matters applications as well as outline or full planning applications).

7.50 On the balance of the evidence, I recommend that the policy is recast to bring the clarity required by the NPPF and to address the following matters:

- the deletion of the element of the policy which repeats the approach taken nationally in the NPPF; and

- the relocation of the process element of the policy into the supporting text.

7.51 Otherwise, the policy meets the basic conditions. It will contribute to the delivery of the social and the environmental dimensions of sustainable development.

Replace the policy with:

'Development proposals should be prepared with early, proactive, proportionate, and effective engagement. Developers are therefore encouraged to follow the approach set out in the Melksham Community Engagement Protocol and the Wiltshire Council Statement of Community Involvement.'

At the end of paragraph 4.6.5 add: 'Pre-application community engagement can also be equally beneficial for reserved matters applications.'

Policy 6: Housing at Defined Settlements

7.52 This is a modified policy. The supporting text advises that this policy has been updated to refer to updated evidence base material and draws on specific aspects to set updated policy parameters for housing types, sizes, and tenures. The submitted Housing Needs Assessment (HNA) is a very detailed and interesting document. The supporting text also comments that the Wiltshire Core Strategy (and emerging Local Plan) classifies and establishes settlement boundaries which generally delineate the extent of urban areas.

7.53 In this context, the supporting text comments that Melksham is defined as a Market Town, with the ability to support sustainable patterns of living and potential for significant development that will increase jobs and homes to help sustain and enhance services and facilities and promote better levels of self-containment. It also advises that Shaw and Whitley together are identified as a single large village, where development will help to ensure its communities thrive, by meeting local housing needs and supporting employment services and facilities.

7.54 In general terms I am satisfied that the policy takes a positive approach to this matter. It will ensure that new residential development is in a sustainable location with ready access to community and commercial facilities. In this context, it has regard to Sections 5 and 8 of the NPPF. Within this overall context I recommend that the opening element of the third part of the policy is modified so that it identifies requirements for new housing developments rather than commenting that they will be supported. This acknowledges that WC will consider all relevant development plan policies in determining development proposals. I also recommend that the connection between the opening element of the policy and its detailed components is applied in a proportionate way. This acknowledges that development proposals will not necessarily impact on all the criteria in the policy.

7.55 Robert Hitchins Ltd comment about the extent to which the policy's criteria for affordable housing delivery goes further than the emerging Local Plan strategic Affordable Housing Policy 76. I have considered this matter very carefully. On the balance of the evidence, I am satisfied that the third part of the policy takes a balanced and evidence-based approach and underpinned by the HNA. In addition, other than

the element on First Homes, the policy is general rather than specific in its nature. Furthermore, a neighbourhood plan is assessed against the strategic policies in the adopted development plan rather than in an emerging Local Plan. Nevertheless, I recommend that part 3c of the policy is modified so that it comments about a 40% discount for First Homes where it is commercially viable to do so. This approach would reflect the findings in the HNA.

7.56 Martin Grant Homes comments that the settlements of Melksham and Berryfield are joined in physical and visual terms, and the settlement boundary of Melksham should be updated to reflect the settlement boundary on the ground. I have noted these comments. However, they relate more to Policy 19 Green Wedges than to this policy (and which relies on the settlement boundaries in other plans). I address the relationship between Melksham and Berryfield in paragraphs 7.171-7.175 of this report.

7.57 Finally I recommend a modification to the second part of the policy to reflect WC's comments. The recommended modification will bring the clarity required by the NPPF and simplify its approach. Otherwise, the policy meets the basic conditions. It will contribute to the delivery of each of the three dimensions of sustainable development.

Replace the second part of the policy with: 'Housing outside settlement boundaries will be managed in accordance with the adopted Development Plan and should meet evidenced local housing need.'

Replace the opening element of the third part of the policy with

'Development proposals for new housing should demonstrate how their housing types and tenures respond positively to meeting local needs, informed by the Melksham Neighbourhood Plan Area Housing Needs Assessment (2023), the Wiltshire Local Housing Needs Assessment, or any updates of these Assessments. As appropriate to their scale, nature and location, development proposals should respond positively to the following matters:'

Replace part 3 c of the policy with:

'addressing local issues of affordability and demand for affordable homes for first time buyers and local households on below average incomes, including providing First Homes housing through developer contribution at up to a 40% discount of the open market value (where it is commercially viable to do so);'

General comments on the site allocations

7.58 The Plan proposes the allocation of five sites for housing (Policies 7.1 to 7.5). The approach taken is underpinned by the Site Options and Assessment Report. Paragraphs 4.8.3 to 4.8.5 of the Plan advise that:

'Combining the information on available sites from the Wiltshire Council Strategic Housing and Economic Land Availability Assessment (SHELAA) and responses to a local call for sites undertaken created a long list of 109 potential site options. These were independently assessed by consultant AECOM employing a robust, logical two

stage methodology based on the Government's National Planning Practice Guidance) and the Locality Site Assessment Toolkit. This produced a list of 35 brownfield and greenfield sites at Melksham, Shaw and Whitley, Beanacre and Berryfield that they considered 'potentially suitable and feasible' for possible allocation in the (Plan).

The site selection process also included dialogue with landowners; had regard to locally specific circumstances; and considered how each site could address the housing requirements and the Neighbourhood Plan objectives. In addition, (the) site selections had to avoid conflict or duplication with greenfield sites being proposed for allocation by the emerging Wiltshire Local Plan.

Wiltshire Council, together with Melksham Town Council and Melksham Without Parish Council, have agreed a collaborative approach to coordinate Local Plan strategic allocation of greenfield sites with the sustainable brownfield-led approach to site allocations in the town (in the Plan).'

7.59 The Site Options and Assessment Report was published in June 2023. Paragraph 1.6 of the Report comments that its purpose is to produce a clear and evidence-based assessment as to whether the identified sites are suitable, available, and likely to be viable for the proposed use, and therefore appropriate for allocation in the Plan. It also advises that it includes a review of sites identified through the WC SHELAA to ensure all possible site options have been considered. The Report assesses the potential of 109 sites for residential development across the neighbourhood area.

7.60 The Report is based around three key stages of the assessment process as follows:

- Stage 1: Site Identification;
- Stage 2: Site Assessment Initial Sieving; and
- Stage 3: Site Assessment

Table 4-1 provides a Site Assessment summary. The final column of the table provides a 'traffic light rating' for each site, indicating whether the site is appropriate for allocation for housing (or solar farm) in the Plan. Red indicates the site is not appropriate for allocation through the Neighbourhood Plan and Green indicates the site is appropriate for allocation. Amber indicates the site is less suitable or may be appropriate for allocation through the Neighbourhood Plan if certain issues can be resolved or constraints mitigated.

7.61 The Report identifies a series of next steps for the QBs. It highlights the need for engagement with WC and the community to select sites for allocation in the Plan which best meet community needs and plan objectives from the shortlist of suitable and potentially suitable sites. It also comments that the site selection process should consider the findings from all evidence base studies, including the emerging Green Gap and Green Wedge assessment and the Melksham Design Guideline, to direct future development to the most appropriate, sustainable locations.

7.62 This approach is complemented by the findings of the Environmental Report. It continues the agreed approach of the emerging Local Plan considering strategic green field sites, and the emerging neighbourhood plan considering brownfield sites (and existing commitments on smaller greenfield sites).

7.63 In overlapping ways, developers and landowners raise a series of issues in relation to the site selection process as follows:

- WC cannot and will not in the immediate future be able to demonstrate that it can evidence a 5 Year Housing Land Supply consistent with the NPPF December 2024 due to the significant increases in housing delivery required;
- the Plan relies on extant planning permissions to deliver 270 homes;
- the Plan does not identify the location of the proposed allocations in the emerging Local Plan nor does it refer to the need for Melksham to provide future long-term growth beyond those allocations stated in the submitted Local Plan Policy 17;
- the housing requirement figure for the Melksham neighbourhood area of 270 dwellings is yet to be subject to formal scrutiny during the examination of the emerging Local Plan and remains untested at the current time. This is also true of the housing requirement of the emerging Local Plan in general;
- the December 2024 version of the NPPF brought about several substantial changes. These revisions have significant implications for the long-term strategic policy landscape within Wiltshire. Whilst the onus is on Wiltshire Council to coordinate an effective strategic plan for the county, the recent changes to the NPPF will have implications for the Plan;
- while the allocation of vacant brownfield sites in the Plan within Melksham is laudable, brownfield sites are inherently difficult to deliver, and their regeneration requires specialist expertise and funding. A range and mix of sites including brownfield and greenfield sites would ensure the delivery of a range and mix of housing products, including the delivery of affordable housing for Melksham;
- progression of the Plan should immediately be put on hold to ensure firstly that a fair and reasonable assessment of sites can be undertaken and secondly to ensure that the Plan contributes to the objectives of the 2024 NPPF and in particular to deliver more housing rather than being expedited in order to rely on contributing towards outdated minimum housing targets across Wiltshire that the Councils have significantly under delivered against to such an extent that Wiltshire now has a land supply of slightly over 2 years (Wiltshire Council Briefing Note 17.12.24 identifying a land supply of 2.03 years); and
- progress on the Plan has now advanced quicker than progress on the Local Plan Review and the QBs working towards the Plan being ‘made’ ahead of the adoption of the Local Plan and the consequent ‘fixing’ of its policies.

7.64 I have considered these matters very carefully. On the balance of the evidence, I am satisfied in general terms that the matter has been carefully managed in accordance with Planning practice guidance (ID:41-009-20190509) which advises that where a neighbourhood plan is brought forward before an up-to-date local plan is in place the qualifying body and the local planning authority should discuss and aim to agree the relationship between policies in the emerging neighbourhood plan, the emerging local plan, and the adopted development plan with appropriate regard to national policy and guidance. In this context, the agreed approach between WC and the QBs is best

practice. In addition, the Site Selection Report is comprehensive and addresses 109 sites. The Environmental Report is similarly comprehensive.

7.65 I have also considered carefully the various comments about the current positions of the submitted Local Plan and the submitted Neighbourhood Plan. I have also noted the overlapping comments about the December 2024 update to the NPPF. Plainly the examination of the neighbourhood plan is taking place at a time when both national and local planning policy is changing. Whilst this produces challenges on the one hand, it does not prevent development plans from coming forward and being examined. The transitional arrangements in the 2024 version of the NPPF provide the context for the examination of development plans, and in the case of the examination of the neighbourhood plan as addressed in Section 3 of this report. In this context there is no reason to delay the examination of the Plan.

7.66 Nevertheless I recommend in paragraphs 7.186 and 7.187 of this report that the QBs assess the need or otherwise for a further review of the Plan within six months of the adoption of the emerging Local Plan. This reflects the order in which the two plans will have been examined rather than a criticism of the wider process.

7.67 I have also noted the various comments about the Plan period. However, given the complementary approaches which have been taken for the Local Plan and the Neighbourhood Plan, and with the safeguard of the potential for a further review of the neighbourhood plan, I am satisfied that a Plan period of 2038 is entirely appropriate. Indeed, having a much more limited Plan period which relates to the adopted Wiltshire Core Strategy would not respond positively to the general principle in Planning practice guidance (ID:41-001-20190509) that 'neighbourhood planning provides a powerful set of tools for local people to plan for the types of development to meet their community's needs and where the ambition of the neighbourhood is aligned with the strategic needs and priorities of the wider local area.' Plainly the strategic needs and priorities of the wider local area are now captured in the submitted Local Plan.

7.68 I note the comments made on the supply of housing land in the County. However, this is an issue which WC is seeking to address both generally and in the emerging Local Plan. The recommended mechanism in this report for the potential for a further review of the Neighbourhood Plan will address any need for a revision on the housing requirement for the neighbourhood area should this arise as an outcome of the examination of the Local Plan.

7.69 I sought WC's comments on the extent to which it is satisfied that it appropriate for the homes allocated in Policies 7.3 and 7.5 of the submitted Plan can be counted against the strategic requirement for the neighbourhood plan to deliver 270 homes. In its response to the clarification note, it advised that it is satisfied that it is appropriate for the homes allocated in Policies 7.3 and 7.5 of the submitted Plan to be counted against the strategic requirement. It also comments that Policy 7.3 has not been carried forward from the made Plan and is a new policy. It also advises that the Policy 7.5 site allocation has been increased from 18 dwellings to 55 dwellings and that there is a current planning application awaiting decision on part of this site for up to 22 dwellings.

7.70 In this overall context I comment on the five allocated sites (Policies 7.1 to 7.5) in turn in the following sections of this report.

Policy 7.1: Land at Cooper Tires

7.71 This is a new policy. The supporting text advises that the 12.8-hectare Cooper Tires main factory site is immediately to the west of the town centre and bank of the River Avon, and is bordered by Bath Road, Scotland Road and the A350. The allocation includes the small "Bakers Yard" car park to the west side of Bath Road and the car park to the north of Scotland Road. The Plan advises that the site has a long industrial heritage and produced tyres from the 1890s, and was one of Melksham's most important employers until it closed at the end of 2023. The whole site is now vacant.

7.72 The Plan advises that community engagement has demonstrated that allocation of the site for regeneration is supported by the community, its owners and by WC and that it has adopted a proactive and positive approach to planning for the future of the site through its allocation.

7.73 The Plan advises that the owners of the site have made it available for allocation within the Plan period, have confirmed site availability, and have provided a suite of assessment evidence. In addition, the intentions of a potential new owner to progress master planning and applications for the redevelopment of the site are captured in a representation to the Plan.

7.74 The supporting text comments that the site is highly sustainable brownfield land, within easy walking and cycling reach of the town centre, convenience stores, King George V Recreation Ground and the Campus leisure and library facilities. It is also well connected to Melksham railway station and regular bus services to surrounding towns. The Plan also advises that the regeneration of the site delivers on nearly all the Neighbourhood Plan's sustainable development, environmental, housing, economic and wellbeing objectives. It also comments that it can renew its vitality in a distinct urban neighbourhood of high-quality homes, mixed commercial, recreational, cultural and some retail uses.

7.75 Due to the complexity associated with this allocation, the evidence base report provides both greater detail on how the Plan's objectives and policies will be realised in the site regeneration and additional details that underpin the allocation. The package of documents includes:

- a viability report (and an addendum);
- a Capacity Assessment; and
- a series of due diligence documents.

7.76 The supporting text acknowledges the potential challenges associated with the redevelopment of the site. Paragraph 4.8.22 advises that the site is significantly constrained by flood risk (Zones 2 and 3) and contamination and that this restricts the land readily available for residential development to about 25% of the site and increases remediation costs that challenge the viable regeneration of the site. In this context, paragraph 4.8.23 advises that development of the site must address site-wide

flood issues and mitigation measures, de-contamination, and infrastructure provision, and in accordance with a comprehensive master plan and delivery strategy.

7.77 Paragraph 4.8.24 then advises that the regeneration of the site is likely to commence later in the Plan period and extend beyond 2038. Initial residential-led phases, generating value on less constrained parts of the site are considered feasible and viable for delivery by 2038. The allocation therefore advises about an expectation for development of approximately 100 dwellings on land within Flood Zone 1 up to 2038. In addition, it supports further residential development where this enables delivery of viable mixed-use regeneration on the site.

7.78 BXB Limited (in its capacity as a prospective purchaser of the site) comments on the policy as follows:

'In progressing the proposed acquisition of the Cooper Tires site, BXB continue to carefully consider the nature of the Site and its potential and are ambitious for its future and the contribution it can make to Melksham and its community.

At this stage, BXB, broadly concur with the vision for the Site set out in the draft Neighbourhood Plan of a mixed scheme reflecting the heritage assets on the site and its attractive, riverside location. BXB would also expect to bring the site forward within a flexible masterplan framework.

However, given the complexities and costs that will be associated with bringing forward development on this key Site it is important to match ambition with pragmatism, to ensure viability and deliverability. It is increasingly clear to BXB that the master planning strategy, prepared in consultation with stakeholders and in the context of the Neighbourhood Plan, the Wiltshire Local Plan and the recently updated NPPF (December 2024) will be key vehicle to consider the most appropriate, viable options for the site and that it may be premature to be definitive on the mix of uses proposed.

As noted previously, BXB currently envisage submitting a hybrid application for the Site (i.e. outline, with detail for the heritage and some other elements) within the context of a masterplan framework and illustrative masterplan prepared in consultation with stakeholders and in the light of public consultation. A pre-application submission will be made to Wiltshire Council and we would hope that the Town Council would be open to direct engagement in the development of the master planning strategy. This approach will establish the mix and capacity of the site and development costs and viability as well as the approach to access, flood management, green infrastructure, and biodiversity. It will also establish the key design principles. BXB Ltd consider that policy supporting the redevelopment of the Cooper Tires site should reflect this approach.'

7.79 WC comment that the Plan's recognition of the importance of securing the comprehensive regeneration of this complex and important riverside site and the ongoing dialogue is welcomed. It also suggests a series of detailed revisions to the policy.

7.80 Robert Hitchins Ltd comments on the policy as follows:

'the site has flood risk, contamination, and heritage constraints, plus the emerging policy seeks to deliver new high quality public realm including access to the riverside plus the retention of two existing buildings for community purposes. All these factors will impact on the viability of a scheme for the site and the likelihood of a viable scheme for a scheme that only delivers 'at least 150 dwellings', including both open market and affordable homes being delivered.'

7.81 The Environment Agency comments that:

'It appears that a sequential test has been undertaken in the Site Allocations Topic Paper, however we note that the proposed 100 dwellings according to the supporting text are to be located within Flood Zone 1. We ask that the policy wording itself is updated to state that the allocated dwellings will be located within Flood Zone 1 for clarity.'

7.82 Historic England notes that there is now a more detailed proposal for the Cooper Tires site with specific quanta of development being promoted. It also comments about the relationship of housing development to Flood Zone 1.

7.83 Overlapping comments have been made on the policy by Robert Hitchins Limited, Catesby Estates Limited, and Waddeton Park Limited about the deliverability and viability of the site on the following matters:

- the site's availability for development;
- flood risk constraints; and
- viability issues (both generally and given the policy's expectations for developer contributions as set out in criterion 20).

7.84 I have noted the comments from BXB Limited and from other organisations. I also note that the supporting text comments openly about the constraints on the development of the site. In this context I sought advice from the QBs about the availability of the site and progress on a planning application. In its response the QBs advised that:

'In progressing the allocation of land at Cooper Tires, the qualifying bodies have listened to and acknowledged the challenges delivering the re-use and regeneration of this site present. But in listening to the community at informal and formal stages of engagement, it recognises the expressed wishes of local people for the JMNP to take a positive role in enabling it, especially where Wiltshire Council's Local Plan has not.

The depth of analysis and evidence obtained through engagement with the owners of the site and through analysis undertaken by JMNP2, together with an informed and proportionate commitment to housing delivery on flood zone 1 land provides Wiltshire Council and statutory consultees with the evidence to support the allocation.

The ongoing dialogue with and positive responses to dialogue and representations made by owners' agents has maintained their support of the allocation and its criteria through a marketing process that is now close to securing a new owner who maintains support for JMNP2. It is known there remains much further work to be done, but the

qualifying bodies have justified confidence that BXB will be progressing development proposals that have a realistic and viable likelihood of delivering the allocated land uses by 2038.

In addition to its supportive Regulation16 representation and update, BXB's agent Nexus Planning have given this update on 07/03/25 - BXB are continuing discussions with the landowner of the site and subject to those, intend to submit a planning application, of course following engagement with the local planning authority, the Town Council, the local community, and others at the earliest opportunity.'

7.85 I have considered the policy, the various technical appendices and the comments received very carefully. In general terms the QBs have addressed the redevelopment of the site in a very comprehensive way which recognises both its opportunities and the challenges. As the Plan comments, the site is very accessible and sustainable. Within the context of a sustainable masterplan which addresses flood risk issues and commercial viability it has the potential to contribute to the local delivery of sustainable development. In addition, I note that neither WC nor the Environment Agency raise any in principle objections to the proposed allocation.

7.86 In addition I am satisfied that the approach taken has regard to national policy on the use of brownfield land as set out in paragraphs123-125 of the NPPF. Furthermore, the government is now consulting on the Brownfield Passport (13 February 2025) and inviting views on further action that could be taken through the planning system to support the development of brownfield land in urban areas.

7.87 I have noted the comments raised by the development industry about the technical and viability issues associated with the site. Plainly its development will be more complicated than the development of greenfield sites in general, those proposed by WC in its submitted LP and those highlighted in the representations received to the Plan. Nevertheless, such challenges should not necessarily be used to prevent the site from being allocated in the Plan. In addition, I have given appropriate weight to the detailed assessments undertaken by the QBs and the support for the policy approach offered by BXB (as a potential purchaser of the site). In any event the allocation of the site is part of a wider proposed package of growth in the neighbourhood area as set out in the submitted Plan and in the submitted Local Plan.

7.88 I am also satisfied that the policy is appropriately detailed and structured. It advises about the need for a single comprehensive masterplan, phasing and delivery strategy for the development, and its opening element comments about the anticipated mix of uses. Thereafter the detailed criteria provide an appropriate level of detail on a range of matters. Criterion 20 comments about the potential need for developer contributions. However, it properly advises that the level of contribution sought will be considered in the context of site viability and other relevant considerations, including deliverability.

7.89 The first part of the policy comments about the delivery of a mix of uses incorporating approximately 100 dwellings to include affordable housing subject to viability to be provided within the Plan period. Whilst the supporting text advises that housing should be delivered in the part of the site which is within Zone 1, I recommend that the policy also provides this clarity. This will ensure that the policy responds positively to the

comments made by the Environment Agency, and has regard to Section 14 of the NPPF.

7.90 BXB Limited suggest a series of revisions to the policy. In essence, the revisions seek to retain a degree of flexibility about the overall package of development proposals on the site. This approach has merit, and I recommend modifications to the second part of the policy (on the masterplan) so that it will play a part in defining the exact mix of uses on the site. Nevertheless, I am satisfied that the package of uses set out in the opening part of the policy is both justified and appropriate. It provides both a context to the overall policy and clarity to the development industry and to persons living around the site.

7.91 I also recommend modifications to the ninth and tenth criteria based on the comments from WC. In both cases they will bring the clarity required by the NPPF and will allow WC to implement the detailed elements through the development management process. The recommended modification to the ninth criterion acknowledges that the development of the site may span over several years, and that technical guidelines and best practice may change.

7.92 In the context of the challenges involved in the delivery of the site I recommend that it is highlighted in a new section in the Plan on monitoring and review (as addressed in paragraphs 7.186 and 7.187 of this report).

7.93 Otherwise the policy meets the basic conditions. It will contribute to the delivery of each of the three dimensions of sustainable development.

In the first part of the policy replace a) with:

'approximately 100 dwellings in the part of the overall site which is within Flood Zone 1 (and to include affordable housing subject to commercial viability) within the Plan period. Further housing will be supported in the context of a comprehensive masterplan for the site which addresses key policies and constraints, including flood risk.'

Replace the second part of the policy with:

'A single comprehensive masterplan, phasing and delivery strategy for the development should be prepared, and approved by the local planning authority, as part of, or in advance of any planning application being submitted for the whole or part of the allocated site. Detailed planning applications should be in accordance with the approved masterplan. The masterplan and planning proposals should be prepared in the context of this Plan, the Wiltshire Local Plan and national planning policy, and with early pre-application consultation with the local community. The masterplan should define the appropriate mix of uses on the site.'

Replace the third criterion with: 'Investigate the presence and significance of archaeological remains in line with an initial desk based archaeological assessment.'

In the ninth criterion replace 'Buildings for a Healthy Life (Homes England)' with 'Buildings for a Healthy Life (Homes England), or any subsequent revision'

Replace the tenth criterion with: 'Address climate change through mitigation and adaptation and contribute to Wiltshire Council's carbon neutrality ambitions by including a significant use of low-carbon and renewable energy technologies, the re-use of the existing built fabric, and the application of the energy hierarchy.'

Policy 7.2: Land at the Former Melksham Library Site

7.94 This is a new policy. The supporting text advises that the site is around 0.65 hectares and is previously developed land located on the eastern edge of the town centre. The whole site is owned by Wiltshire Council and comprises the site of the former and vacant library and attached restaurant building, the vacant Further Education building, Lowbourne House, and the associated 66 space Lowbourne public car park to the east.

7.95 The Plan also advises that the site is within Melksham Conservation Area. However, it advises that the remaining building, Lowbourne House, is not listed or identified as a non-designated heritage asset. The supporting text also comments that the mature trees which line the eastern boundary of the car park site contribute to the character of the conservation area and are protected.

7.96 Furthermore the Plan comments that the existing public car park has been declared surplus to requirements by WC. A car parking study commissioned by the QBs observed the 66-space car park to have a 19% occupancy during surveys, the lowest in the town centre. The parking survey and future parking demand analysis showed a surplus of parking within Melksham town centre overall. On this basis the Plan concludes that the loss of the Lowbourne Car Park will not adversely impact on the vitality of the town centre.

7.97 I looked carefully at the proposed site during the visit. I saw its condition, the remaining building, and its proximity to the town centre. I am satisfied that a sensitive development can be accommodated on the site. I am also satisfied that the policy takes a comprehensive and robust approach to setting a context within which development can proceed.

7.98 WC comments on the wording of the tenth criterion of the policy. I recommend modifications to bring the clarity required by the NPPF and allow the policy to be appropriately applied through the development management process. Historic England comments about the need for the development to proceed based on advice from WC's Heritage Team. In the absence of any comments from WC on this matter, I am satisfied that the policy has been appropriately prepared, and can be sensitively implemented through the development management process.

7.99 Robert Hitchins Ltd comments on the policy as follows:

'it is...unclear whether the allocation… is deliverable and whether there is any market interest in delivering the site for extra care or a residential care home as stated in the

policy. This is particularly the case following the grant of outline planning permission at appeal in November 2023 for development including a 70-bed care home at Site 1025; Land South of Western Way.'

7.100 I have noted this comment very carefully. However, I saw during the visit that most of the site had been cleared. I note the commentary in the supporting text about the viability of the development of the site. I also note in the QB's response to this representation that it has received a letter from WC advising that it has entered a contract with EG Carter Ltd to design and build this development and that EG Carter have started work on the project and intend to submit a planning application in late summer 2025 with a view to starting construction in April 2026 (with an estimated completion date of October 2027).

7.101 In the round, I am satisfied that the redevelopment of the site will contribute to the local delivery of sustainable development in Melksham. It is centrally located adjacent to the town centre. The criteria in the policy provide a sensitive and robust context within which the site can be developed.

7.102 With the revision to the tenth criterion, and to the wording which precedes the various criteria, I am satisfied that the policy meets the basic conditions. It will contribute to the delivery of each of the three dimensions of sustainable development.

Replace 'Development proposals for the site will:' with 'Development proposals for the site should:'

Replace criterion 10 with: 'Address climate change through mitigation and adaptation and contribute to Wiltshire Council's carbon neutrality ambitions by including a significant use of low-carbon and renewable energy technologies, the re-use of the existing built fabric, and the application of the energy hierarchy.'

Policy 7.3: Land South of Western Way, Bowerhill

7.103 This is a new policy. The Plan comments that the 10.25-hectare greenfield site located to the south of Melksham, north-west of Bowerhill and east of Berryfield has been made available for allocation in the Plan. It advises that in 2023 outline planning permission was granted on appeal and established the principle for development of 210 dwellings and a 70-bed care home, with vehicle access from Maitland Place. It also comments that further reserved matters planning consents will be required to establish the precise layout, housing mix and design of the development.

7.104 The Plan advises that the allocation addresses these new circumstances to ensure the development of the site is both managed to protect the amenity of neighbouring residents and employers, and to secure optimum benefits for the community.

7.105 In the round, I am satisfied that the development of the site will contribute to the local delivery of sustainable development in Melksham. Whilst outline planning permission has been granted, the development has yet to begin. Furthermore, the criteria in the policy provide a sensitive and robust context within which the site can be developed.

7.106 WC makes detailed comment on the policy which I recommend as a modification. It will bring the clarity required by the NPPF and allow the policy to be appropriately applied through the development management process. It will also ensure consistency across the allocation policies. I also recommend that the element on the policy on pre-application discussions is deleted. The matter is already adequately addressed in Policy 5 of the Plan. This approach will also ensure that the Plan is internally consistent. Otherwise, the policy meets the basic conditions. It will contribute to the delivery of each of the three dimensions of sustainable development.

Delete 'Proposals should be prepared with early pre-application consultation.'

Replace the seventh criterion with: 'Address climate change through mitigation and adaptation and contribute to Wiltshire Council's carbon neutrality ambitions by including a significant use of low-carbon and renewable energy technologies, the re-use of the existing built fabric, and the application of the energy hierarchy.'

Policy 7.4: Land at Whitley Farm, Whitley

7.107 This is a new policy. The Plan comments that the 1.6-hectare site is located off First Lane, adjacent to the built-up area and settlement boundary of Whitley and near local services. The site includes the listed Whitley Farmhouse and barn adjacent to a farmyard with twentieth-century agricultural structures in poor condition that extend back into the neighbouring field.

7.108 The Plan advises that the site owners have stated that changes in farming operations within its estate have resulted in Whitley Farm, and its buildings and structures, becoming obsolete in some cases and under-used in terms of a working farm.

7.109 I looked carefully at the proposed site during the visit. I saw its condition, its historic buildings, and its proximity to the remainder of Whitley. I am satisfied that a sensitive development can be accommodated on the site. I am also satisfied that the policy takes a comprehensive and robust approach to setting a context within which development on the site can proceed.

7.110 WC make a series of detailed comments on the policy which I recommend as modifications. They will bring the clarity required by the NPPF and allow the policy to be appropriately applied through the development management process. I also recommend a modification to the supporting text to acknowledge that the development of the site may include several uses. Otherwise, the policy meets the basic conditions. It will contribute to the delivery of each of the three dimensions of sustainable development.

Replace the ninth criterion with: 'With regard to any residential development which may be proposed, provide a high standard of residential amenity and wellbeing by achieving design principles contained within recognised design guidance including ''Buildings for a Healthy Life'' (Homes England)'

Replace the tenth criterion with: 'Address climate change through mitigation and adaptation and contribute to Wiltshire Council's carbon neutrality ambitions by

including a significant use of low-carbon and renewable energy technologies, the re-use of the existing built fabric, and the application of the energy hierarchy.'

In paragraph 4.8.43 delete 'residential'

Policy 7.5: Land at Middle Farm

7.111 This is a modified policy. The Plan advises that it updates and extends an existing allocation in the made Plan and proposes more houses over a larger area. The made Plan allocated 1.6 hectares of land at Middle Farm (Plot A) for development of about 18 dwellings immediately to the north east of Whitley settlement boundary. That allocation is proposed to be updated with a new allocation site of around 3 hectares. This incorporates all the previously allocated 1.6 hectares of land (Plot A) and adds approximately 1.5-hectare area to its east (western part of Plot B). The allocation provides capacity for approximately 55 dwellings and 1 hectare of buffer landscape and open space.

7.112 The supporting text comments that the overall allocated area has been defined to minimise landscape and visual impacts and that a third of the site is to be retained as green infrastructure and buffer landscape. It goes on to advise that this approach will significantly reduce the extent of housing development and soften views from the countryside, also strengthening the visual separation between Whitley and the nearby electricity sub-station and provide enhanced biodiversity and amenity for residents.

7.113 The Plan advises that the site is well-located to enable walking and cycling to local facilities and public transport stops and will utilise a single access point onto Corsham Road, together with providing new pedestrian facilities on the busy road as part of the allocation requirements.

7.114 I looked carefully at the proposed site during the visit. I saw its position in relation to the wider village and to the agricultural land to the east. I am satisfied that a sensitive development can be accommodated on the site. As with the previous policy, I am also satisfied that the policy takes a comprehensive and robust approach to setting a context within which development can proceed.

7.115 WC make a series of detailed comments on the policy which I recommend as modifications. They will bring the clarity required by the NPPF and allow the policy to be appropriately applied through the development management process. I also recommend that the element on the policy on pre-application discussions is deleted. The matter is already adequately addressed in Policy 5 of the Plan. This approach will also ensure that the Plan is internally consistent.

7.116 Otherwise, the policy meets the basic conditions. It will contribute to the delivery of each of the three dimensions of sustainable development.

Replace the first part of the policy with: 'The 3-hectare plot of land at Middle Farm, Corsham Road, Whitley as identified in figure 9a is allocated for development of about 55 dwellings including affordable and accessible housing and bungalows, and 1 hectare of buffer landscape and open space.'

Delete 'Proposals should be prepared with early pre-application consultation.'

Replace the tenth criterion with: 'Address climate change through mitigation and adaptation and contribute to Wiltshire Council's carbon neutrality ambitions by including a significant use of low-carbon and renewable energy technologies, the re-use of the existing built fabric, and the application of the energy hierarchy.'

Policy 8: Infrastructure Phasing and Priorities

7.117 This policy remains unchanged. The Plan advises that residents made it clear that they felt it important that new housing developments should be delivered in Melksham alongside the necessary services and facilities, such as healthcare, education, green spaces, and transport infrastructure. The policy acknowledges the importance of housing proposals providing appropriate and timely infrastructure and the views of the community.

7.118 I recommend that the first part of the policy is recast so that it more closely sets out its ambitions and removes unnecessary supporting commentary.

7.119 I also recommend the deletion of the second part of the policy on the mechanisms which will be used to generate infrastructure. It is a statement of fact rather than a land use planning policy. In addition, the matter is already comprehensively addressed in the supporting text. Otherwise, the policy meets the basic conditions. It will contribute to the delivery of each of the three dimensions of sustainable development.

Replace the policy with:

'Development proposals for housing development should consider, assess, and address their necessary infrastructure requirements and, insofar as they relate to matters within the applicant's control, schedule any related programmes of work in co-ordination with the housing development to deliver infrastructure in a timely fashion.'

Policy 9: Town Centre

7.120 This is a modified policy. The Plan advises that the policy has been updated to refer to the evidence base material (Town Centre Master Plan Report 2023) and to introduce a new clause that references that document and its priority aims. A final paragraph has also been added and it references an updated map.

7.121 The Melksham Town 2020-2036 Scoping Report reviewed the opportunities, challenges and drivers facing Melksham Town over the period of the next Local Plan. This report highlights that though the climate for retail and customer-facing business in the town is seen as relatively good, and there has been improvement to the area in front of the Town Hall, no other recent improvement works have taken place.

7.122 As part of the commitment to maintaining and enhancing the town centre, the Town Council has prepared a master plan for the town centre, including areas for potential expansion that will inform future development opportunities. The Plan advises that

Melksham's priority must be to hold onto, and maintain, the core town centre offer to retain an important sense of place and arrival.

7.123 I looked at the Town Centre carefully during the visit. I am satisfied that the policy takes a positive and flexible approach towards its future and has regard to Section 7 of the NPPF. The supporting text helpfully describes the local circumstances which have underpinned the approach taken. Within this broader context I recommend the following series of modifications to bring the clarity required by the NPPF and to allow WC to be able to apply the policy through the development management process:

- revisions to criterion e to clarify its intentions in relation to other criteria and to define the area within which it will operate;
- revisions to criterion f so that it flows more naturally from the opening element of the policy; and
- revisions to criterion g so that the commentary about the uses of upper floors applies where relevant, and that it refers to 'productive use' rather than 'greater use'

7.124 Otherwise, the policy meets the basic conditions. It will contribute to the delivery of each of the three dimensions of sustainable development.

In criterion e replace 'the above' with 'criteria a-d' and 'Commercial Area' with the 'town centre area'

In criterion f delete 'where they'

In g replace 'greater use' with 'where relevant, productive use'

Policy 10: Employment Sites

7.125 This is a modified policy. The Plan advises that the policy has been updated to remove the final sentence of the first paragraph. The Plan comments that the level of out-commuting to neighbouring towns and to jobs along the M4 corridor is high, and community engagement confirms that people want to work closer to their homes.

7.126 The Plan also advises that emerging Local Plan Policy 64 (Additional Employment Land) sets out the updated employment land strategy to balance employment and economic growth and that it proposes five hectares of new employment land within the strategic allocation on land east of Melksham. It also comments that Policy 64 is also supportive of employment development on unallocated sites adjacent to Melksham as a Market Town where they are appropriate to the role and function of the settlement and certain criteria are met.

7.127 In general terms I am satisfied that this is a good policy. It has regard to Sections 6 and 11 of the NPPF in general, and recognises the importance of recycling brownfield land. Within this broader context I recommend that the policy is replaced so that it has the clarity required by the NPPF and to allow WC to implement its contents through the development management system and address the following matters:

- the removal of the unnecessary use of 'in principle' in the first part of the policy. Any such proposals will be assessed against other relevant development plan policies; and
- an acknowledgement that the approach for the replacement of jobs (and/or their status) may not always be practicable.

7.128 I also recommend consequential additions to the supporting text. Otherwise, the policy meets the basic conditions. It will contribute to the delivery of each of the three dimensions of sustainable development.

Replace the policy with:

'Proposals for the retention, intensification and reuse of previously developed employment land will be supported, particularly where they provide space for start-up and small businesses and introduce a range of new employment opportunities.

Except where sites are allocated for alternative uses by this Plan, development proposals should generate the same number, or more, permanent full time equivalent jobs as the existing or former use wherever this approach is practicable.'

At the end of paragraph 4.10.8 add: 'Policy 10 seeks to address these various matters and recycle brownfield land for employment development. It advises that proposals should generate the same number, or more, permanent full time equivalent jobs as the existing or former use wherever this approach is practicable. Nevertheless, the Plan recognises that a flexible approach will be necessary on this matter throughout the Plan period. This acknowledges that proposals for high-value employment uses with different employment levels than the former uses may make an equal or greater contribution to the well-being of the neighbourhood area.'

Policy 11: Sustainable Transport and Active Travel

7.129 This is a modified policy. The Plan advises that it has been updated slightly to remove reference to the Wiltshire Core Strategy policy.

7.130 The Plan comments that the QBs want to see more opportunities to get around the town and the parish without using a private vehicle. It also advises that accessible, safe, and attractive infrastructure that promotes and enables walking, various wheeling modes such as bicycles and scooters and public transport choices for local journeys through the town and parish to key locations such as schools, health and community facilities, green spaces and employment are important.

7.131 The policy has two related parts. The first comments that developments must be planned in line with the Sustainable Transport Hierarchy, including provision for ultra-low emission vehicles. The second offers support for proposals would achieve further improvements to the accessibility and quality of the links between the wider town and Melksham railway station. I noted the relationship between the town centre and the railway station during the visit.

7.132 In general terms the policy takes a positive and flexible approach to this matter and has regard to Sections 8 and 9 of the NPPF. I recommend that the first part of the policy is slightly recast so that the wording used more clearly sets out its intentions. I also recommend that the recasting incorporates a proportionate element. This will avoid it having an unnecessary and disproportionate impact on minor and domestic proposals.

7.133 I am satisfied that the second part of the policy meets the basic conditions.

7.134 Otherwise, the policy meets the basic conditions. It will contribute to the delivery of the social and the environmental dimensions of sustainable development.

Replace the first part of the policy with:

'As appropriate to their scale, nature and location, development proposals should complement the Sustainable Transport Hierarchy, including provision for ultra-low emission vehicles. Proposals for major development should demonstrate through a proportionate Travel Plan how sustainable transport modes are maximised and that safe and suitable movement can be achieved for all people.'

Policy 12: Green and Blue Infrastructure

7.135 This is a modified policy. The Plan advises that it has been updated to refer to blue as well as green infrastructure. A diagrammatic representation of green and blue infrastructure assets and their connectivity potential is shown in figure 12 and is detailed in the Evidence Base Report. The report identifies local elements of green and blue infrastructure with the aim of linking local sites and delivering connectivity of assets between and within different parts of the neighbourhood area.

7.136 The Environment Agency welcome the inclusion of blue infrastructure within the policy.

7.137 Martin Grant Homes comments that it is unclear as to why the Melksham Canal Link Project features in Figure 12 in relation to this policy and that the scheme is not deliverable, as demonstrated by the historic planning application (from 2012), which has not been progressed and remains subject to major objections from statutory consultees. Further it is not viable and does not have the support of the landowner. There is no information with respect to how this scheme can be delivered and it should be deleted from the Plan.

7.138 The Plan advises that the Canal Link Project is:

'a key priority for the Plan area GBI is the Melksham Link Project. The Wiltshire Core Strategy safeguards the route of the Melksham Link Canal in Core Policy 16. This policy safeguards the identified route (see Figure 12) for developing a canal link to the south west of the town between the Kennet & Avon Canal and the River Avon, and to the north east of the town between the River Avon and the historic alignment of the Wilts & Berks Canal. The project is an opportunity to improve the GBI network both within the Plan area and the wider Melksham Community Area, with associated benefits such as increased walking and cycling routes and linked to this is the

opportunity to promote tourism within the town, and to generate renewable energy, harnessing energy from the river.'

7.139 I have considered the policy and the information about the Canal Link Project very carefully. On the balance of the evidence, I am satisfied that there is no direct conflict between the two matters. It is perfectly appropriate for a neighbourhood plan to identify potentially important projects which impact on the neighbourhood area. In addition, the Project is being managed by a third party (the Wilts & Berks Canal Trust) and will find its own level within the Plan period. Nevertheless, I recommend that the second part of the policy is modified to include a proportionate element. This will acknowledge that individual proposals will have different impacts on the policy. Otherwise, the policy meets the basic conditions. It will contribute to the delivery of the social and the environmental dimensions of sustainable development.

Replace the opening element of the second part of the policy with: 'As appropriate to their scale, nature and location, development proposals for major developments must:'

Policy 13: Biodiversity

7.140 This is a modified policy. The Plan advises that it has been updated in addition to the required 10% supporting a 20% uplift in Biodiversity Net Gain. The Plan comments that the neighbourhood area is host to a range of wildlife sites and features which support the overall wildlife network and contribute to the well-being of wildlife and residents alike. The resulting policy is wide-ranging and captures the national requirement for development proposals to deliver biodiversity net gain.

7.141 The policy takes a positive approach to this important matter. It also comments about the interface between development proposals and statutory and non-statutory nature conservation sites. In general terms I am satisfied that it has regard to Section 15 of the NPPF. Within this broad context I recommend the following modifications to bring the clarity required by the NPPF and to allow WC to be able to apply its contents through the development management process:

- a simplification of the first part of the policy;
- the deletion of the second part of the policy on the Biodiversity Metric. The issue is a process matter rather than a land use planning policy and is already adequately addressed in the supporting text. Nevertheless, I recommend a detailed modification to the wording of the supporting text;
- a simplification of the third part of the policy; and
- detailed technical revisions to the supporting text as suggested by WC.

7.142 Otherwise, the policy meets the basic conditions. It will contribute to the delivery of the social and the environmental dimensions of sustainable development.

Replace the policy with:

'Development proposals, including those for field based solar farms, should deliver at least a 10% improvement in biodiversity value within and, where appropriate, beyond the site to deliver tangible benefits for biodiversity,

including specific attention for protected species. Proposals which deliver a higher Biodiversity Net Gain will be particularly supported.

Where appropriate, development proposals should demonstrate sensitive responses to statutory and non-statutory nature conservation sites (as shown on Figure 13) such as accommodating a buffer zone.'

At the end of paragraph 4.13.2 add: 'Any development proposed within the 2km lesser horseshoe core area in the south eastern part of the neighbourhood area will need to comply with the Conservation of Habitats and Species Regulations 2017, as amended, through compliance with the Bat SAC Planning Guidance for Wiltshire 2015 (or latest iteration). In addition, a project level Habitat Regulations Assessment (HRA) may be required.'

In paragraph 4.13.3 delete the final two sentences.

At the end of paragraph 4.13.5 add: 'Plainly the biodiversity metric may be updated in the Plan period. For the purposes of Policy 13 the most up-to-date version of the biodiversity metric should be used.'

In paragraph 4.13.6 delete the final sentence.

Policy 14: Open Spaces

7.143 This policy remains unchanged from the made Plan. The Plan advises that the distinctive characteristic of the town is the open spaces which punctuate the built environment, meaning that most residents are within walking distance of some open space. This key positive feature contributes to community well-being. The policy seeks to retain open spaces and identifies two circumstances where their full or partial loss would be justified.

7.144 In general terms the policy takes a positive and flexible approach to this matter and has regard to Section 8 of the NPPF. I recommend that the policy is slightly recast so that the wording used more clearly sets out its intentions. Otherwise, the policy meets the basic conditions. It will contribute to the delivery of the social and the environmental dimensions of sustainable development.

Replace the policy with:

'Development proposals that involve the whole or partial loss of an existing open space (other than the designated Local Green Spaces) should demonstrate through an assessment of open space provision, using the quantity and access standards for open space as set out by Wiltshire Council, that:

- **there is a surplus in the catchment area of the open space concerned beyond that required to meet both current and forecast need, and full consideration has been given to all functions that the open space performs; or**
- **a replacement open space (or an enhancement of the remainder of the existing site) provides a net benefit to the community in terms of the**

quantity, quality and accessibility of the open space including by walking and wheeling.'

Policy 15: Community Facilities

7.145 This policy remains unchanged from the made Plan. The Plan advises that the community facilities in the neighbourhood area are detailed in the Community Facilities Report. They are wide-ranging and include community centres, public houses, cultural centres and venues, places of worship, education establishments and training centres and childcare facilities, health and social care facilities, sport and recreation facilities and civic and administrative facilities.

7.146 The Plan advises that the policy supplements the Local Plan by identifying the key local facilities and services (as identified in the Community Facilities Report) with the aim of retaining them unless it can be demonstrated that there is no longer a need or where alternative provision is made.

7.147 The policy is commendably comprehensive and includes the following three key elements:

- a policy context to safeguard the identified community facilities in the Community Facilities Report;
- offering support for new community facilities; and
- guidance on the location of new or replacement facilities.

7.148 The policy properly captures the importance of community facilities in the neighbourhood area. It properly acknowledges that it may not be economically viable, feasible or practicable to retain the identified community facilities throughout the Plan period. In this overall context, I am satisfied that the policy has regard to Section 8 of the NPPF and meets the basic conditions. It will contribute to the delivery of the social and the environmental dimensions of sustainable development.

Policy 16: Local Green Spaces

7.149 This is a new policy. The Plan advises that interactive online community outreach to identify potential Local Green Spaces (LGS) nominations was undertaken during May and June 2022. This was supplemented by an opportunity to validate or add nominations at community drop-in events and online consultation during February and March 2023. From around 150 suggestions from the first community consultation, a working group assessed potential sites to determine which sites were considered to meet the criteria. It also comments that the package of proposed LGSs is informed by community input and landowner feedback.

7.150 The Plan proposes the designation of 49 LGSs. A full explanation of the methodology, evidence, and justification to support the designations, along with maps of each LGS is provided in the Local Green Spaces Evidence Base Report.

7.151 I looked at a selection of the proposed LGSs during the visit. I saw their different uses and sizes and the contributions which they made to the wider environment of the neighbourhood area.

7.152 Martin Grant Homes suggests that the number of LGSs is excessive for the neighbourhood area and that the approach taken by the QBs is negative and designed to prevent development from coming forward in the Plan period. I have considered this matter very carefully. On the one hand, the proposed schedule of LGSs is extensive. However, on the other hand, the neighbourhood area includes a town and several rural villages all of which include a variety of green spaces. In addition, the LGS Evidence Report shows due diligence in assessing each proposed LGS against the relevant criteria in the NPPF. Finally, the NPPF and relevant sections of Planning practice guidance require that any proposed LGS is assessed in turn rather than specifying that their overall number is controlled or managed. In these circumstances I have assessed the LGSs on their merits.

7.153 Gladman Developments Limited suggest that LGS 27 Brabazon Way does not meet the criteria for LGS designation in the NPPF. I looked at the proposed LGS carefully and am satisfied that it meets the criteria in paragraphs 105 and 106 of the NPPF.

7.154 NHS Property Services Limited comment about the proposed LGS at the Old Sports pitch off Campion Drive (LGS20). In their response to the clarification note, the QBs acknowledged that the extent of the LGS needs to be revised to that now shown in the LGS Evidence Base Report (September 2024). I recommend accordingly.

7.155 The policy element seeks to provide a local iteration of paragraph 107 of the NPPF. However, it does so in a confusing way. I recommend that this matter is remedied by a modification to the policy so that it takes the matter-of-fact approach as used in the NPPF. Otherwise, the policy meets the basic conditions. It will contribute to the delivery of the social and the environmental dimensions of sustainable development.

Replace the policy with:

‘The sites shown on figure 15, and listed on page 95, are designated as Local Green Spaces.

Development proposals within the identified LGSs will only be supported in very special circumstances.’

Revise the boundary of LGS 20 so that it corresponds with that in the Evidence Base Report.

Policy 17: Trees and Hedgerows

7.156 This is a modified policy. The first two parts are unchanged. The Plan advises that the third part of the policy has been updated to reflect best practice and guidance updated for tree canopy coverage targets in relation to current levels in the neighbourhood area.

7.157 The supporting text comments that both greenfield and previously developed sites are likely to contain trees and hedgerows that, if retained, can make a positive contribution to the character of new development. The text also advises that the retention of key trees can influence both the design and layout of the development, and arrangements for their protection should be made during the construction phase.

7.158 The resulting policy is comprehensive in its nature.

7.159 Robert Hitchins Ltd comments that the requirements of the third part of the policy on tree canopy are unreasonable and the Plan should focus on appropriate tree planting for biodiversity net gain in suitable public open space and amenity area locations on a site rather than seeking a higher tree canopy coverage across a site including in gardens and on streets.

7.160 Martin Grant Homes also comments on the same matter. It advises that the policy may restrict making efficient use of land for new homes, and provides a notable risk to housing delivery within Wiltshire if the 8% target cannot be achieved and could act as a barrier to entry for many small and medium sized housebuilders. It concludes that the requirement is unjustified and unreasonable.

7.161 I have considered the third part of the policy and the comments received very carefully. On the one hand, the Plan's ambition to increase tree canopy cover on larger sites outside the town centre will have important environmental benefits. However, on the other hand, the mathematical approach taken is unsophisticated and is not directly underpinned by any detailed evidence about either the practicality of the proposed approach or its impact of the delivery of strategic housing requirement for the neighbourhood area. On the balance of the evidence, I recommend that the third part of the policy is modified so that it has a more general approach which can be applied where it is practicable to do so. I also recommend consequential modifications to the supporting text.

7.162 Otherwise, the policy meets the basic conditions. It will contribute to the delivery of the social and the environmental dimensions of sustainable development.

Replace the third part of the policy with:

'Wherever practicable, development proposals on sites outside of the town centre, and greater than 0.5 ha in size, should deliver an increase in site tree canopy cover. This should be demonstrated through a tree planting plan, and should be delivered through the retention of existing trees and /or the planting of new trees in public areas and in private gardens. Where this approach is not practicable, other green infrastructure features (such as green roofs) appropriate to the site should be provided.'

Replace paragraph 4.17.2 with:

'Overall tree canopy coverage in the area is estimated to be an average of just over 12% which has been mapped using the i-tree canopy tool. The Urban Forestry and Woodland Advisory Committee Network recommends a minimum standard for tree canopy cover is set for a local area. On this basis, Policy 17 comments that wherever practicable, development proposals on sites outside of the town centre, and greater than 0.5 ha in size, should deliver an increase in site tree canopy cover.'

Policy 18: Landscape Character

7.163 This is a modified policy. The Plan advises that it has been updated to include a further criterion with the aim of covering elements of landscape such as openness, tranquillity and amenity that have been raised through consultation responses. Key

characteristics of the landscape of the Plan area are set out in the Green Infrastructure Report and the Local Landscape Character Evidence Base Report which supplements the Landscape Character Assessment work undertaken by WC with local detail.

7.164 Martin Grant Homes comments that the third part of the policy could conflict with the approach taken in the emerging Local Plan. Whilst I note this comment, a neighbourhood plan is assessed against the strategic policies in the development plan and not against those in an emerging local plan.

7.165 In general terms, I am satisfied that the overall policy and the new criterion d respond positively to these matters and have regard to Section 15 of the NPPF. However, I recommend that the opening element of the policy is modified to include a proportionate element. This will acknowledge that individual proposals will have different impacts on the elements of the policy. This approach was agreed by the QBs in their response to the clarification note. Otherwise, the policy meets the basic conditions. It will contribute to the delivery of the social and the environmental dimensions of sustainable development.

Replace the opening element of the policy with: 'As appropriate to their scale, nature, and location, development proposals will be expected to:'

Policy 19: Green Wedges

7.166 This is a new policy. The Plan comments that the Green Gap and Wedge Study provides landscape evidence to illustrate that Shaw, Whitley, Beanacre, Bowerhill, Berryfield and Melksham town each retain a unique character, history, and sense of place derived from their landscape settings as recognisably distinct built-up areas, distinguishable from other neighbouring settlements by intervening countryside. The Plan advises that the Study illustrates that the areas proposed to be designated as green wedges have been assessed as meeting three separate criteria and found to provide physical and perceptual separation between settlements in the neighbourhood area.

7.167 An addendum to the Study has been prepared to update information about a possible Green Wedge (Berryfield, Bowerhill and Melksham), that no longer fulfils designation criteria due to outline planning permission being granted at appeal, and amendment to another (Melksham and Berryfield), also as result of outline planning permission being granted at appeal.

7.168 I looked carefully at the proposed Green Wedges during the visit and noted their various land uses and relationship with built development. The range and type of Green Wedges reflects the character and size of the neighbourhood area – some relate to the relationship between Melksham and the historic villages in its hinterland (in Melksham Without parish), some relate to the relationship between Melksham and recent development in Berryfield and Bowerhill, some relate to the relationship between the separate historic villages, and one relates to the relationship between Berryfield and the adjoining parish of Semington (to the south).

7.169 WC comment that:

'The Green Wedge policy includes extensive areas of land next to defined settlement boundaries. This is a restrictive policy that could undermine the ability to bring forward appropriate sustainable land uses on the edge of settlements over the plan period. For example, the emerging Local Plan allows for new community facilities (Policy 81) and employment development (Policy 64) adjacent to settlement boundaries.

The proposed Green Wedges include land adjacent to Hampton Business Park Principal Employment Area – the 'Berryfield and Semington' Green Wedge. WCS Core Policy 34 'Additional employment land' allows for additional employment land to come forward adjacent to settlement boundaries to help retain or expand businesses. There is currently a shortage of land to meet the needs of local employers and as such these policies could restrict the sustainable expansion of established employment areas. As such there is particular concern about this area. This proposed Green Wedge also includes the headquarters and heliport of the Wiltshire and Bath Air Ambulance charity and these proposals could thwart any possible future expansion plans of this organisation.'

7.170 Martin Grant Homes comments:

'There is no justification for the introduction of a policy which, by intent, seeks to frustrate sustainable development opportunities from coming forward. This is clearly apparent from paragraphs 4.19.2 and 4.19.3. Sustainable development opportunities have come forward around the settlement of Melksham, either through the plan led approach or development management approach, as a consequence of a housing land supply shortfall. All proposals are judged under the presumption in favour of sustainable development, as set out in the NPPF. Seeking to add layers of policy designation to frustrate further opportunities for sustainable development, to help meet identified needs is contrary to the NPPF and to the basic conditions with respect to sustainable development.

….a green wedge is proposed to the south of Melksham, which has already merged and which has no particular local character, being of the same character as many parts of Melksham as confirmed at Figure 19 of the NP. It is non-sensical for the Green Wedge Study (page 73) to form the view that the A350 defines the southern edge of Melksham. It did in the past, but no longer does. Clearly, there is development extending southwards from Melksham, beyond the A350, both to the east and west of Semington Road.'

7.171 I have considered the policy, the Green Gap and Wedge Study, and the comments received very carefully. On the balance of the evidence, I am satisfied that it is a parish-based policy rather than a strategic policy (and which should therefore be addressed in the Local Plan). It is based on detailed research in the Green Wedges Study which comments both about the general concept of green wedges in neighbourhood plans elsewhere, and the proposed locations for such an approach locally. In addition, it has been prepared so that it is consistent with the housing allocations elsewhere in the Plan and in the submitted Local Plan.

7.172 The wording of the opening parts of the policy gives very clear guidance about its three overlapping purposes to provide long-term protection against coalescence, to protect the setting and separate identity of settlements, and to retain the existing settlement pattern by maintaining the openness of land. In general terms I am satisfied that the approach taken is appropriate to the neighbourhood area and reflects the relationship between the various settlements. Nevertheless, the identification of specific geographic areas is prescriptive in general, and in some cases results in the identification of substantial parcels of land which are larger than would be required either to provide long-term protection against coalescence or to protect the setting and separate identity of settlements. This matter is reinforced given that the Local Plan has not yet been examined and, as WC comment, the submitted policy could undermine the delivery of appropriate sustainable land uses on the edge of settlements over the Plan period.

7.173 In all the circumstances, I recommend that the first part of the policy is recast so that it identifies general rather than specific locations in the neighbourhood area where development proposals will be carefully managed to ensure the separation of the settlements concerned. In this broad context, the second part of the submitted policy forms an important element of the modified policy. In addition, the modified policy includes a final element that comments advising that development proposals which would result in the loss of or an unacceptable reduction of their openness and/or the contribution which the site concerned makes to the separation of the settlements concerned will not be supported.

7.174 I have also considered carefully the proposed Green Wedges in the submitted policy and the extent to which they should be more generally included in the modified policy. Based on all the evidence, I am satisfied that the proposed approach to the separation of settlements is appropriate between Whitley and Shaw, between Shaw and Melksham, between Beanacre and Melksham; and between Berryfield and Semington.

7.175 However I am not satisfied that the proposed approach to the separation of settlements is appropriate between Melksham and Berryfield, and between Bowerhill and Melksham. In coming to this judgement, I have concluded that the areas concerned are different in character and appearance from those listed in the previous paragraph of the report. They are parcels of land on the edge of the settlements concerned which have already coalesced elsewhere. In addition, they do not display the type of relationship which characterises the other separation of settlements areas which are based on the historic relationship between Melksham and the villages concerned, or between two villages. As such, I recommend that the two areas are not included in the modified policy. For clarity, this conclusion should be considered only in relation to the assessment of this policy against the basic conditions. It does not make any commentary on the potential for the development of these two parts of the neighbourhood area. Plainly any such proposals would be determined against relevant development plan policies, including Policy 6 of this Plan.

7.176 I recommend a series of consequential modifications to the supporting text and the deletion of Figure 17. I also recommend that the title of the policy is replaced with more generic wording which better describes the nature of the modified policy.

7.177 Otherwise, the policy meets the basic conditions. It will contribute to the delivery of the social and the environmental dimensions of sustainable development.

Replace the policy with:

'Separation of Settlements

Development proposals should respect the separation between the following settlements:

- **Whitley and Shaw;**
- **Shaw and Melksham;**
- **Beanacre and Melksham; and**
- **Berryfield and Semington.**

Proposals for development between the settlements listed above should:

a. be in conformity with development plan policies;

b. demonstrate that they would deliver economic, community and/or environmental benefits which would outweigh any harm to the role and function of the area between the two settlements (individually or cumulatively) as set out in section 1 of this policy, and as detailed in the Green Gap and Wedge Study (2023);

c. minimise and mitigate their urbanising effects, such as artificial lighting and traffic movements; and

d. where practicable, retain trees and hedgerows and, as appropriate to their scale and nature, incorporate additional screening trees and hedgerows as edge features to minimise the impact of development on the separation of the settlements concerned.

Development proposals which would result in the loss of, or an unacceptable reduction of the contribution which it makes to the separation of the settlements concerned will not be supported.'

Delete Figure 17.

Replace paragraph 4.19.4 with: 'As more development is accommodated in the neighbourhood area, the identification of areas of countryside outside settlement boundaries as areas of separation can help prevent (further) erosion of local character and identity arising from 'coalescence' or the merging together of places that were once separate. However, the need to balance appropriate sustainable land uses on the edge of settlements over the Plan period is acknowledged. For example, the emerging Local Plan allows for new community facilities (Policy 81) and employment development (Policy 64) adjacent to settlement boundaries where certain criteria are met. In the neighbourhood area, the need to balance any development (along with the benefits it will provide) on the settlement edge, with the issue of ensuring the ongoing separation of settlements, should be balanced by decision makers.'

Renumber the first paragraph 4.19 6 to read 4.19.5.

Replace paragraph 4.19.5 with: 'The Green Gap and Wedge Study illustrates that the areas between the settlement identified in Policy 19 have been assessed as meeting three separate criteria and found to provide physical and perceptual separation between settlements in the neighbourhood area area.'

Replace 4.19.6 with: 'An addendum to the Study has also been prepared with an update to information about a possible Green Wedge (Berryfield, Bowerhill and Melksham), that no longer fulfils designation criteria due to outline planning permission being granted at appeal, and amendment to another (Melksham and Berryfield), also as result of outline planning permission being granted at appeal. Following the examination of the Plan, the Melksham and Berryfield area is no longer identified in the policy.'

Replace paragraph 4.19.7 with: 'The separation between Berryfield and Semington satisfies criteria 1 and 2 of the Green Gap and Green Wedge Study albeit that it extends outside of the Plan boundary. The southern extent of the separation between the two settlements follows a clear landscape feature of high sensitivity – the Kennet and Avon Canal, which is also the parish boundary between Melksham Without and Semington. The policy applies only in the neighbourhood area, rather than the village of Semington. This acknowledges that a neighbourhood plan can only include land within the designated neighbourhood area.'

Replace paragraph 4.19.8 with: 'The Kennet and Avon Canal is an important landscape and physical feature of both Melksham Without and Semington Parish. Co-ordinated work between the Semington Neighbourhood Plan and this Plan has taken place given the overlapping nature of some of the two sets of policies.'

Policy 20: Locally Distinctive, High-Quality Design

7.178 This is a modified policy. The Plan comments that the QBs recognise the importance of design quality to local distinctiveness and quality of life. In this context the Plan aims to ensure development is designed to complement and strengthen local quality of place, character, and distinctiveness. As such the Plan is supported by the Melksham Design Guidelines and Codes. Figure 19 illustrates the different character areas found in the neighbourhood area, and as detailed in the Design Guidelines and Codes.

7.179 Robert Hitchins Ltd comments on the policy as follows:

'The aspiration of the AECOM Melksham Design Code and Guidelines (2023) is that it should be adopted as the Design guide for Melksham, however it should not be so overly prescriptive that it prevents the use of future innovative materials and design solutions for new residential development, nor should it go beyond national policy in the National Design Guide (2021)11 or the adopted policies of the development plan. Moreover, design codes that are too onerous risk affecting the viability of schemes, especially on brownfield sites, and will prejudice the delivery of identified housing targets for Melksham up to 2038.'

7.180 I note these comments. However, I am satisfied that the document has been produced in good faith and to influence the design and quality of built development rather than to influence its scale and location. Plainly the latter is the broader remit of the submitted Plan and the now-submitted Local Plan.

7.181 The policy takes a very positive approach to design and has regard to Section 12 of the NPPF. The Melksham Design Guidelines and Codes is a very impressive document. Within this broader context I recommend the following modifications to bring the clarity required by the NPPF:

- the recasting of the first part of the policy so that it sets out a general requirement for development proposals rather than commenting that they will be supported. This acknowledges that WC will determine planning applications based on all relevant development plan policies;
- an update of the second part of the policy so that it reflects the adoption of the Wiltshire Design Guide; and
- a revision to the wording used in the third part of the policy to acknowledge the role of a neighbourhood plan in the planning process.

7.182 Otherwise, the policy meets the basic conditions. It will contribute to the delivery of the social and the environmental dimensions of sustainable development.

Replace the first part of the policy with: 'Development proposals should contribute positively to the conservation, enhancement and extension of the quality and local distinctiveness of the neighbourhood area.'

In the second part of the policy replace 'Wiltshire Council design policy' with 'the Wiltshire Design Guide'

In the third part of the policy replace 'must' with 'should'

Policy 21: Local Heritage

7.183 This is a modified policy. The Plan advises that it now refers to non-designated heritage assets which have been identified as the Plan was prepared.

7.184 The Plan comments generally about the number of listed buildings in the neighbourhood area and advises that there are over 150 such buildings in Melksham, most of which are in the Conservation Area. However, it goes on to advise that there is no Conservation Area Assessment or Management Plan to guide and inform conservation, future development, and investment. Nevertheless, Town Centre Masterplanning work has identified important heritage features, including 'noteworthy' buildings (historic buildings that contribute to the character of the area). The supporting text also advises about the Locally Valued Non-Designated Heritage Assets.

7.185 The policy provides a general context for proposals which would affect the Conservation Area, listed buildings or the Locally Valued Non-Designated Heritage Assets. The second part of the policy helpfully sets out a series of criteria with which development proposal should comply. I am satisfied that the policy has regard to Section 16 of the NPPF. In addition, the policy is distinctive to the neighbourhood area

and adds value to national and local planning policies on built heritage. In this context the policy meets the basic conditions. It will contribute to the delivery of the social and the environmental dimensions of sustainable development.

Monitoring and Review

7.186 The submitted Plan is a review of the made Plan. However, Section 2 comments about the review of the Local Plan (which has now been submitted for its own examination). Given the current lack of certainty on the final content of the Local Plan it is not possible at this stage to assess the extent to which the neighbourhood plan will be in general conformity with the strategic policies in the Local Plan. In addition, it will be important that the delivery of the policies in the Plan (particularly the housing allocations) is closely monitored. The Plan acknowledges that the development of the Coopers Tires site (Policy 7.1) will be particularly challenging.

7.187 In this context, I recommend that the Plan includes an additional paragraph on monitoring and review to address these matters.

Add a new paragraph (2.4.4) to read:

'The qualifying bodies acknowledge that the adoption of the Wiltshire Local Plan will alter the development plan in the county. In this context the need or otherwise for a further partial review of the Plan will be assessed within six months of the adoption of the Local Plan. The qualifying bodies already have robust measures in place to monitor the effectiveness of the neighbourhood plan. This process will continue throughout the Plan period. Specific attention will be given to the delivery of the five allocated sites. Melksham Town Council will continue to work with potential developers to secure the regeneration of the Coopers Tires site (Policy 7.1).'

Other Matters - General

7.188 This report has recommended a series of modifications both to the policies and to the supporting text in the submitted Plan. Where consequential changes to the text are required directly because of my recommended modification to the policy concerned, I have highlighted them in this report. However other changes to the general text may be required elsewhere in the Plan because of the recommended modifications to the policies. Similarly, changes may be necessary to paragraph numbers in the Plan or to accommodate other administrative matters. It will be appropriate for WC and the QBs to have the flexibility to make any necessary consequential changes to the general text. I recommend accordingly.

Modification of general text (where necessary) to achieve consistency with the modified policies and to accommodate any administrative and technical changes.

Other Matters – Specific

7.189 WC has made a series of helpful comments on the Plan. I have included them in the recommended modifications on a policy-by-policy basis where they are required to ensure that the Plan meets the basic conditions.

7.190 I also recommend the following other modifications to the general text of the Plan based on WC's comments insofar as they are necessary to ensure that the Plan meets the basic conditions. In the main they bring the Plan up-to-date or correct errors. For convenience I use the referencing system in WC's representation

- NPPF paragraph numbers (use the numbering in the December 2023 version);
- The use of consistent references to the emerging Local Plan;
- Paragraph 2.5.2;
- Figure 4;
- Figure 6;
- Paragraph 4.8.34;
- Paragraph 4.10.6;
- Figure 11;
- Figure 12;
- Figure 14c; and
- The title of proposed LGS 47.

8 Summary and Conclusions

Summary

8.1 The Review of the 'made' Plan sets out a range of policies to guide and direct development proposals in the period up to 2038. It has been carefully prepared to refresh the Plan and to address changes in national and local planning policy which have arisen since the Plan was made. It is a first-class example of a local community refreshing its neighbourhood plan.

Conclusion

8.2 Following my independent examination of the Plan I have concluded that the Joint Melksham Neighbourhood Development Plan 2 meets the basic conditions for the preparation of a neighbourhood plan subject to a series of recommended modifications.

8.3 On the basis of the findings in this report, I recommend to Wiltshire Council that subject to the incorporation of the modifications set out in this report that the Joint Melksham Neighbourhood Development Plan 2 should proceed to referendum.

Other Matters

8.4 I am required to consider whether the referendum area should be extended beyond the neighbourhood area. In my view, the neighbourhood area is entirely appropriate for this purpose and no evidence has been submitted to suggest that this is not the case. I therefore recommend that the Plan should proceed to referendum based on the neighbourhood area as initially approved by Wiltshire Council on 14 July 2014 and as amended on 8 November 2017.

. 8.5 I am grateful to everyone who has contributed to the examination of the Plan. The qualifying bodies' responses to the clarification note were both comprehensive and helpful.

Andrew Ashcroft
Independent Examiner
2 May 2025

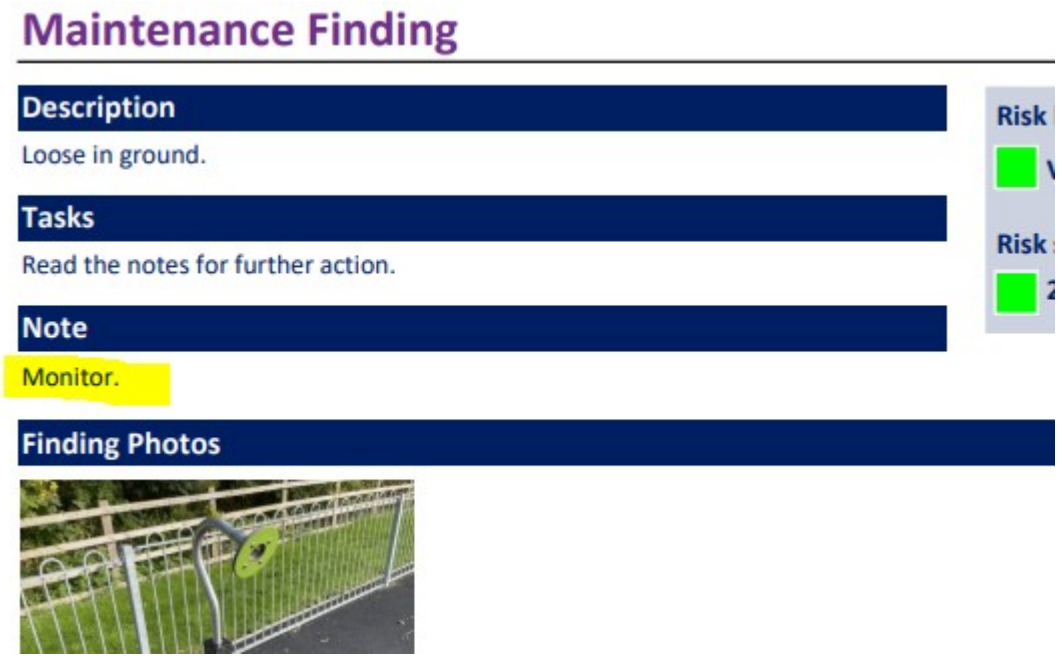
Teresa Strange

From: Susan Beaton - TW Bristol <Susan.Beaton@taylorwimpey.com>
Sent: 28 May 2025 17:28
To: Teresa Strange
Subject: RE: Pathfinder Place, Pathfinder Way, Melksham SN12 6QN - Handover / Transfer of remaining POS (Planning App Ref -16/01123/OUT)

Good Afternoon,

Based on the report our contractor has advised the following, are you happy to proceed on the below basis?

1. Talk Tube: The ground around talk tube has settled leading to very minor movement around foundation. This was "Very Low" risk on last ROSPA report with a suggestion to monitor. The solution would be to cut back the rubber wetpour to re-secure the foundation and repair with a patch. This would create an additional seam in the rubber, be susceptible to shrinkage and likely to become a higher maintenance issue in the future. The item is non load bearing and on the last inspection was still secure in the foundation despite the slight movement. I would agree with ROSPA that monitoring at this stage would be the best course of action



Secondly, just to advise that with regards to the POD Swing Caps: We had Caps replaced on 21st Jan – these will periodically need replacing as part of standard maintenance requirements. We will of course fit replacements now.

The bench will be addressed

Kind regards

Susan

Susan Beaton| Customer Director | Taylor Wimpey Bristol

Teresa Strange

From: Mark Harris
Sent: 30 May 2025 16:05
To: Fiona Dey
Cc: Teresa Strange; nick.holder@wiltshire.gov.uk
Subject: Maitland Place

On my weekly tour of the Bowerhill noticeboards I observed the following at Maitland Place:-

No fencing around the public open space.
No signage to say it's not open to the public.
Several of the 'newly-planted' trees are dead.
One tree support is broken and in need of repair.
A lot of the smaller whips in the densely-planted areas are dead.
The timber boards edging the hoggin path are deteriorating rapidly.
No safety fencing where the hoggin path meets the A365 at the crossing point. It needs a staggered barrier.
The young beech trees outside the block of flats need better/stronger supports. Many of the canes which were supporting the whips are missing and the young trees are growing at various angles not in line with their neighbours.
The post-holes of the black 'school site' fencing still require filling in.
The 'site compound' has yet to be cleared completely.

On a separate issue the speed of the traffic on Pathfinder Way is terrifying. It's only a matter of time before there is a serious incident on that stretch of road.

Cllr Mark Harris
Bowerhill Ward
MWPC

The Parish Council would like to see the following provided:

- Adherence to Melksham Neighbourhood Plan policies and emerging Neighbourhood Plan and evidence documents.
- Circular pedestrian routes around the site.
- The Parish Council seek the provision of play equipment above that required by the West Wiltshire District Council saved Policy in the Core Strategy and wish to enter into discussions being the nominated party for any proposed LEAPs (Local Equipped Area of Play)/Play area and seek the following:
    - A maintenance sum in the s106 agreement
    - 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 hoggin.
    - No wooden equipment provided.
    - Dark Green Metal bow top fencing provided.
    - Clean margins around the edges, no planting.
    - Bins provided outside the play area.
    - 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.
- Equipment installed for teenagers such as a teen shelter/MUGA and somewhere to kick a ball around
- Contribution towards playing fields.
- 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 so not isolated.
- There are practical art contributions Parish Council are involved in public art discussions
- Contribution towards improved bus services, which serve the area.
- Any bus shelters provided should include seats rather than perches, as well as sides and are suitable in providing Real Time Information (RTI) ie access to an electricity supply, WiFi connectivity and are an appropriate height.
- Speed limit within the site is 20mph and self enforcing.
- Proposed trees are not planted on boundaries of new/existing housing, but further into public open spaces.
- The development is tenant blind.
- If adjacent to existing dwellings the design is such that the layout is garden to existing garden.

- The road layout 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 so they are easily identifiable.
- The provision of bird, bat and bee bricks, reptile refugia and hibernacula within the development, in order to increase biodiversity.
- Improvements to Rights of Way.
- Provision of allotments with access to parking and water supply.
- Provision of convenience store with free access cash point.
- Ground source heat pumps to be included in proposals.
- To include capacity for hydrogen heating in the future within proposals.
- Provision of solar panels and storage batteries for every house or group of houses/block of flats.
- Inclusion of lifebuoys, noticeboards, and defibrillators. The maintenance of these items to be undertaken by the management company, unless the council decides that they would like to take on the asset.

Teresa Strange

From: [redacted]
Sent: 13 May 2025 08:22
To: Teresa Strange
Subject: New Street Names for Bowerhill

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Teresa

Some ideas for street names for new estates

Station Commanders During WW2

Group Captain REG Fulljames
Group Captain JB Lynch
Group Captain RJM de St Leger
Group Captain TV Lister

Their are plenty of other names of officers further down the chain

Places

Hinaidi (Types of Hangar used - named after RAF Hinaidi in India where the lightweight hangars first used)

Areas of Camp

Dining
NAAFI
Station Headquarters
Guard Room
Sergeants/Officers Mess
Hospital
Cookery Instruction
Dental Care
School

These are probable better suited to geographically accurate areas and so have already been named

Hope these help

Paul
Sent from my iPhone

Melksham Without Parish Council's post



See insights and ads

Boost post

2

3 comments 2 shares

Like Comment Share

Most relevant

Howard Wilson
It's sad and disappointing to see that there is no mention in the Objectives and Priorities of the Parish Council in providing any support to the Wilts & Berks Canal Trust in their continuing work to bring the canal from Kennet & Avon Canal at Semington, through Berryfield and on to the Avon and through Melksham.

1w **Like** Reply Hide

Author
Melksham Without Parish Council
Howard Wilson it has a priority statement in tbe Joint Melksham Neighbourhood Plan, but is not in the gift of the parish council.

1w **Like** Reply

Howard Wilson
Melksham Without Parish Council thank you for clarifying.

1w **Like** Reply Hide

Reply to Melksham Without Parish Council

Fiona Dey

From: Teresa Strange
Sent: 27 May 2025 08:10
To: Fiona Dey
Subject: Fw: Melksham Link Update
Attachments: EA Comms 12 to 25 -1a[1].docx

Categories: Planning Lists

For next planning mtg please

From: paul lenaerts <paul.lenaerts@wbct.org.uk>
Sent: Monday, May 26, 2025 22:49
To: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Subject: Melksham Link Update

Hi Teresa,
We're still making slow progress with our planning application and want to update MWPC.
On 18th February we sent off our latest report (The Amendment Report) to Kenny Green (WC Planning) for forwarding to the Environment Agency before circulating it more widely.
The Report amends our 2016 Environmental Statement to take account of our decision to remove the new weir from the plans. It also proposes improvements to the banks of the River Avon at Challymead to achieve a 10%+ Biodiversity net Gain – something that the EA and WC Ecology felt was necessary.
On 12th March, we had a request from the EA via Kenny to reformat one section of the report to make it easier to follow. This we did.
On 2nd April the EA asked Kenny to grant an Extension of Time for their response until 9th May. This he did.
On 12th May the EA asked Kenny to grant a further Extension of Time until 10th June. This he did.

Needless to say, we are very frustrated by the slow response from the EA and want to reassure councils that WBCT is doing everything it can to bring this long-standing application to a successful conclusion.
To illustrate the time-line since our application was submitted, I attach a summary of communications between WBCT and the EA from 2012 to date.

Cheers,
Paul

Paul Lenaerts Project Manager
m: 07855 887547
h: 01380 870186
e: paul.lenaerts@wbct.org.uk
w: www.wbct.org.uk

Restoring 70 miles of canal and towpath for the benefit of local communities, wildlife and leisure.
The Wilts & Berks Canal Trust. Registered Charity No 299595, Limited Company No 2267719
Dauntsey Lock Canal Centre, Dauntsey Lock, Chippenham SN15 4HD

THE OCCUPIER
«ADDRESS1»
«ADDRESS2»
«ADDRESS3»
«ADDRESS4»
«ADDRESS5»
«POSTCODE»

22 May 2025

Dear Customer

Sewer upgrades in Bath Road, Shaw, Melksham

Wessex Water is planning essential upgrades to the sewer network in Bath Road, Shaw, as part of our investment programme to prevent flooding.

This project, an investment of more than £1 million, will involve constructing additional offline storage for storm events within a private field at 4 Coach House, Bath Road.

This storage, capable of holding 300,000 litres, will allow storm flows to be held back and returned to the sewer once the storm recedes, helping to reduce the frequency of flooding events and protect local properties.

Construction is expected to start on **Monday 9 June 2025** and continue for approximately three months**.**

How will the work affect you?
This work is taking place within private land, but you may notice occasional increased traffic in the area as our site team move to and from the work site.

Access will be maintained for residents and for emergency services throughout. Please speak to our on-site team with regards to any specific access requirements.

There may be some noise disruption while this work is carried out, but every effort will be made to keep this to a minimum.

You can continue to use your water supply and sewerage services as usual unless we tell you otherwise.

What should you do?
You don’t need to do anything. If you have any questions about our work, please call **0345 600 4 600** or visit **wessexwater.co.uk/contact-us**

If you are a **business or other non-household property** you will need to contact your water retailer with any enquiries. You can find their contact details on your most recent water bill.

Anything else you need to know?
To help keep sewers in good condition, we advise you to only flush the three Ps – paper, poo and pee – to prevent causing a sewer blockage. Cooking fat and waste should be wiped from pots, pans and plates before washing and disposed of in the bin or solidified in the fridge and scraped into your food waste recycling. See **wessexwater.co.uk/stoptheblock**

You can read more about the work we’re carrying out to protect the environment at **wessexwater.co.uk/overflows**

Need some extra support?

We know that some customers need extra help due to age, ill health, a disability, mental illness or additional needs. This may include easy access to water during a leak or outage, help reading your meter, or setting up a password for when we visit. You can register for Priority Services on our website at **wessexwater.co.uk/prioritysservices** or call us on **0345 600 4 600**.

We’re sorry for any disruption or inconvenience caused by our work.

Yours faithfully

Rhaiza Ebel
Wessex Water

Fiona Dey

From: Teresa Strange
Sent: 02 June 2025 16:15
To: Fiona Dey
Subject: FW: C00749 Bath Road, Shaw flood alleviation scheme
Attachments: C00749 - Bath Road Construction Letter May 2025.docx

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From: Nikolay Keray <Nikolay.Keray@ytlgroup.co.uk>
Sent: 27 May 2025 11:43
To: John Glover <john.glover@melkshamwithout-pc.gov.uk>; Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Cc: Rhaiza Lima Ebel <Rhaiza.LimaEbel@ytlgroup.co.uk>; Andre Laranjeira <Andre.Laranjeira@ytlgroup.co.uk>
Subject: C00749 Bath Road, Shaw flood alleviation scheme

Dear John and Teresa

Sewer upgrades in Bath Road, Shaw, Melksham

Wessex Water is planning essential upgrades to the sewer network in Bath Road, Shaw, as part of our investment programme to prevent flooding.

This project, an investment of more than £1 million, will involve constructing additional offline storage for storm events within a private field at 4 Coach House, Bath Road.

This storage, capable of holding 300,000 litres, will allow storm flows to be held back and returned to the sewer once the storm recedes, helping to reduce the frequency of flooding events and protect local properties.

Construction is expected to start on **Monday 9 June 2025** and continue for approximately three months**.**

This work is taking place within private land, but there may be occasional increased traffic in the area as our site team move to and from the work site. Access will be maintained for residents and for emergency services throughout and our on-site team will work with residents with regards to any specific access requirements.

There may be some noise disruption while this work is carried out, but every effort will be made to keep this to a minimum.

Water supply and sewerage services can be used as usual unless we advise otherwise.

We will shortly be writing to local customers to advise them about this work and I attach a copy of that letter for your information.

In the meantime, should you have any further questions about this work, please do not hesitate to contact me via this email address.

Kind regards,

Nik Keray
Senior Engineer

YTL Construction UK
Operations Centre, Claverton Down, Bath BA2 7WW

Email nikolay.keray@ytlgroup.co.uk
Mobile +44 7525083246
Web ytl.com | www.ytlconstructionuk.co.uk



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