

MINUTES of the Planning Committee of Melksham Without Parish Council held on Monday 2 August 2021 at St Barnabas Church, Beanacre at 7.00pm

Present: Councillors Richard Wood (Committee Chair), John Glover (Chair of Council), David Pafford (Vice Chair of Council) Alan Baines (Committee Vice-Chair), Mark Harris & Mary Pile

Officers: Teresa Strange (Clerk) and Lorraine McRandle (Parish Officer)

In attendance: 16 Members of public

172/21 Welcome, Announcements & Housekeeping

The Chair, Councillor Wood, welcomed everyone to the meeting and reminded everyone of the location of the fire exits and marshalling points.

As most members of the public were in attendance to speak to or listen to the Council's response regarding planning application PL/2021/05391: Land to the West of the A350 (Beanacre Road) for outline planning permission for up to 150 dwellings, Councillor Wood explained he would move this item further up the agenda.

The Clerk explained the usual Covid restrictions were in place and asked those who had supplied their contact details for Track & Trace if they were happy if their details were kept in order to keep them up to date on this application, if not to let officers know.

The Chair explained the Clerk had today been made aware of a site notice for the demolition of the former Christie Miller sports centre building and had made investigations, following speculation on social media, and would provide Members with an update later in the meeting.

173/21 To receive Apologies and approval of reasons given

Apologies for absence were received from Councillor Terry Chivers who was travelling.

Resolved: To accept the reasons for absence.

174/21 Declarations of Interest

a) To receive Declarations of Interest

Councillor Pile for transparency declared an interest, as a share holder in Whitley Stores in item 9a regarding the New Premises Licence for Shaw & Whitley Community Hub Ltd, trading as Whitley Stores, 116 Top Lane, Whitley.

As a neighbour, Councillor Wood declared an interest in planning application PL/2021/05626: 494 Semington Road and whilst he would provide factual information regarding the application would not be taking part in voting.

b) To consider for approval any Dispensation Requests received by the Clerk and not previously considered.

None.

c) To note standing Dispensations relating to planning applications.

To note the Parish Council have a dispensation lodged with Wiltshire Council dealing with Section 106 agreements relating to planning applications within the parish.

175/21 To consider holding items in Closed Session due to confidential nature *Under the Public Bodies (Admission to Meetings) Act 1960, the public and representatives of the press and broadcast media be excluded from the meeting during consideration of business, where publicity would be prejudicial to the public interest because of the confidential nature of the business to be transacted.*

There were no items for consideration on closed session.

176/21 Public Participation

Several members of public were in attendance to voice their objections to planning application PL/2021/05391: Land to the West of the A350 (Beanacre Road), North of Dunch Lane for Outline permission for 150 dwellings.

Several residents of Old Road, Beanacre in particular raised concern that they were not aware that a planning application had been submitted, having not been notified by Wiltshire Council and had only just been made aware following posts of social media.

Residents of Beanacre objected to this application on the following grounds:

- Loss of identity of the village.
- Loss of the 'green' buffer zone between the village and Melksham.
- Coalescence between Beanacre and Melksham.
- Flood risk. The site is central to water dispersal in Winter months. There is a high water table in this area, often taking quite a while for water to disperse. If this site is built on there is a concern water will be displaced and flood areas elsewhere in Beanacre.
- Proximity to railway line, which has a Public Right of Way across it, with an increase in pedestrians from this development and potential

for an accident.

- Lack of notification, this application had been submitted and short time frame in which people could comment on this application.
- Impact on the highway, already 4 sets of traffic lights within a mile of this site.
- Increase in noise.
- Loss of privacy for those living nearby.
- Increase in traffic on an already busy road.
- Impact on already overstretched amenities.
- Lack of school places.
- Pedestrian safety, particularly for children walking along the footpath adjacent to the busy A350 to access facilities such as the play area in Beanacre.

Councillor Rabey, Melksham Town Council explained the site sits between the parishes of Melksham Town and Melksham Without. Melksham Town Council's Planning Committee at a recent meeting had objected to the application on the grounds of the impact on traffic on the A350, the lack of a central lane to ease traffic flow, impact on nature and conservation and a lack of a second entrance to the site.

177/21 To consider the following Planning Applications:

[PL/2021/05391](#): Land to the West of the A350 (Beanacre Road), North of Dunch Lane, Melksham. Outline planning application for up to 150 dwellings with formal and informal public open space, including areas of play, associated landscaping and vehicular and pedestrian accesses off the A350 (Beanacre Road). All matters reserved except for vehicular access. (Applicants Charterhouse Strategic).

It was noted there had been a reduction in the number of dwellings further to the proposal at public consultation stage; with several dwellings being removed east of the wood and improvements to flood alleviation, however, Members still had concerns regarding the impact of this development on the local area.

Comments: The Parish Council **OBJECT** to this application due to the unsustainability of this site for the following reasons:

- The loss of 'green gap' between Beanacre and Melksham, creating coalescence between Beanacre and Melksham
- The site is outside the Settlement Boundary.

- Housing numbers for the Melksham Community Area up to 2026 have already been met; as per the Wiltshire Core Strategy and the Wiltshire Housing Site Allocations Plan.
- Melksham's Joint Neighbourhood Plan has been 'made' by Wiltshire Council on 8 July 2021, therefore the lack of 5-year land supply as referred to by the applicant in their documentation as justification for approving this application does not apply.
- If this application were approved a precedent could be set for further development to the East of the A350 opposite this site, which would also be unsustainable for the same reasons as this application.
- Lack of both primary and secondary school places. The nearest primary school is Shaw Primary School. It is understood the school is oversubscribed and unable to expand.

Whilst Melksham Oak (the only secondary school in Melksham) has been extended, it is understood, even with the extension, the school will be full by the 2023/24 academic year and potentially over-subscribed in following years.

Members noted the Education response to this application which stated with regard to both primary and secondary school provision at the designated schools, there was no capacity.

- Accessibility. Lack of adequate footpaths along parts of Dunch Lane to walk to Shaw Primary School (if places were available). Also, a lack of adequate footpaths to both the South towards the town, but particularly to the North of the site along the A350 to Beanacre, to provide safe access to facilities, such as the play area adjacent to St Barnabas Church.
- The reliance of residents on the private vehicle to access facilities, such as educational provision, with Melksham Oak and primary schools being some distance away from the site, railway station health services and major supermarkets to name a few.

- Access to the railway station from this site is difficult and would require negotiating a busy road infrastructure to access.

Members noted there is no footpath on the Western side of the A350 towards town, once pedestrians get beyond Spencers Club, requiring pedestrians to cross the very busy A350 at this point over to the other side of the road to use the underpass to access the railway station.

- Road Safety/Impact on the Highway. Access to the site is via the very busy A350 which is a major trunk road to the South Coast. The Council are aware of several rear end shunts taking place in the vicinity of this site, due to vehicles stopping to enable vehicles to join traffic from side roads (including Westlands Lane and Dunch Lane).

Whilst it was noted traffic calming proposals were being considered on the A350 to enable safer egress/access to the site. Members raised concern for those wishing to turn right towards Melksham against traffic flow. Aware of hold ups already from vehicles trying to access the A350 from side roads in the vicinity of this site, which can lead to frustration of drivers.

Concerns that Dunch Lane, which is predominantly single track in places, could be used by residents of the site to access the A365 to access Bath or Shaw Primary School. Members also had similar concerns with regard to Westlands Lane, which is also narrow in places.

- Pedestrian safety, particularly children in having to use current footpaths adjacent to the very busy A350 to access the town centre and primary schools in the area
- Proposals for the development include bus pull-in laybys, these are no longer the preferred option, as it is often difficult for vehicles to rejoin the flow of traffic. The preferred option is for vehicles to stop in a live traffic lane, to pick-up/drop off passengers.

- Bus services. Whilst it is noted there is the X34 service between Melksham/Chippenham & Frome, there is no evening service.
- Noise Impact on residents of the development. The site is between the busy A350 to the West and the railway line to the East. It was noted all trains are required to sound their horns to warn people who may be using the farmers track or public Right of Way, which crosses the line in this area.
- Impact on already overstretched GP services within the town. Aware the NHS, in commenting on another application in Melksham Without in February, stating there is no capacity within the GP services in town.
- The impact on the ecology of the area, particularly the woodland to the North of the site. It is understood bats and Great Crested Newts have been spotted in the area.
- The impact on the heritage of Beanacre and the proximity to several listed buildings, such as Beanacre Old Manor (Grade I) and New Manor (Grade II).
- There is no mains drainage in Beanacre, Wessex Water have been undertaking investigative trials as part of their business case planning for potential mains drainage in Beanacre.
- Impact this development will have on flooding. Some properties in Westlands Lane, Beanacre (A350 end) and other properties in Beanacre are lower than pavement level and often flood internally from water coming off nearby fields, despite attenuation/dew ponds. There is concern of the impact of the proposed development to these fields with attenuation to the north of the development.
- Surface water drainage. Whilst the applicant has taken on board concerns with regard to drainage not going Westwards towards South Brook, which often overflows, causing flooding in Shurnhold. Members noted concerns of local

residents in that currently this land serves as effective attenuation for run off and serves a purpose in at least reducing some of the flooding which can occur in Beanacre and therefore more work is required on drainage.

Whilst welcoming proposals for footpath to the North to connect to Public Right of Way (MELW92) to Shurnhold Fields (mini country park/public open space jointly owned and managed by Melksham Without Parish Council and Melksham Town Council). Members noted the comments made by Network Rail with regard to the safety of pedestrians crossing the railway line:

'The reason for our objection is due to the public footpath level crossing known as 'Melksham Without 92' at WEY 99m 41cns. From the submitted illustrated layout plan part of the proposals include a new public footpath that is connected directly to the public footpath that makes up the level crossing.

As the proposal is actively encouraging users to use this route and connect into it, the potential effect on the crossing will need to be assessed in consultation with the LPA and/or the developer to decide the best way to mitigate or extinguish the risk at the crossing.

Any development of land which would result in a material increase or significant change in the character of traffic using rail crossings should be refused unless, in consultation with Network Rail, it can either be demonstrated that they safety will not be compromised, or where safety is compromised serious mitigation measures would be incorporated to prevent any increased safety risk as a requirement of any permission.

The safety of the operational railway and of those crossing it is of the highest importance to Network Rail.

The developer/ LPA should contact Network Rail to discuss this application and required mitigation methods further.'

With regard to unsustainability of the site. Members raised a concern at a point made within the applicant's Planning Statement. Point 1.3 states '...The site is also identified in the emerging joint Melksham Neighbourhood Plan (Site 10). This statement is misleading. Whilst SHELAA Sites were independently assessed by AECOM ([Link to report dated September 2018](#)) as part of a site selection process for the Neighbourhood Plan, AECOM felt the site was not suitable for development and made the following comments:

'Land within the site boundary is classified as Grade 3a, and is therefore of good quality for agricultural uses. It is one of only a few sites considered classified as land comprising the 'best and most versatile' agricultural land.

From an ecological perspective, there is a green corridor connecting to deciduous woodland BAP priority habitat to the north of the site at Beanacre Manor, which is potentially suitable for bats and breeding birds.

There are a number of listed buildings to the north of the site associated with Beanacre Manor, although these are screened by deciduous woodland. Two further Grade II listed buildings are located next to the north western corner of the site.

Access to the site would likely be via the A350, which is currently heavily trafficked, and has the potential to lead to road safety issues. A high voltage power line crosses the site from west to east.

Recommendation

That the development of the site would comprise a significant extension to the northern part of Melksham. Given its location along the A 350 (Beanacre Road), development would increase traffic and road safety issues on this busy corridor.

The ecological and agricultural constraints are particularly significant in the local context.

Development of the site would increase traffic and road safety issues on the busy A350 corridor and ecological and agricultural land quality constraints are particularly significant in the local context.

Additional constraints include access issues and the high voltage power line passing through the site. As such it is considered that the site is not appropriate for taking forward for the purposes of the Neighbourhood Plan.'

Melksham Neighbourhood Plan

Attention is drawn to various policies within the Melksham Neighbourhood Plan which was "made" by Wiltshire Council on 8 July 2021:

'Policy 3: Flood Risk and Natural Flood Management

All new development must include appropriate measures to align modern drainage systems with natural water processes to mitigate any flood risk. Development proposals will be supported where they:

- i. are located where the risk of flooding (from all sources) is lowest;
- ii. demonstrate how surface water and associated run-off can be drawn into the ground in a sustainable way for surface treatments in residential, commercial and public parking areas;
- iii. demonstrate, where applicable, that existing land drainage and ditches are safeguarded to ensure that any sustainable surface water outfalls are not lost;
- iv. utilise re-use of rainwater wherever possible but where discharged, should be done as high up the drainage hierarchy as possible by aligning modern drainage systems with natural water processes;
- v. demonstrate efficient water usage of no more than 110 litres per person per day for new residential development and all new non-residential development of 1000 square metres gross floor area or more

should meet the BREEAM 'excellent' standards for water consumption.

All major development proposals must include provision of Sustainable Drainage Systems (SuDS) as part of the Natural Flood Management approach and wider Green Infrastructure network delivering multiple benefits, such as improving water quality and water quantity, recreation and biodiversity.

Major development proposals (full and outline) should also demonstrate that the SuDS comply with CIRIA Guidance, and demonstrate that an adequate area has been reserved for storage volumes without requiring inaccessible slopes.'

Policy 11: Sustainable Transport and active Travel:

'All developments must be planned in line with the Sustainable Transport Hierarchy. Applications for major development must demonstrate through an effective travel plan how sustainable transport modes in the Plan area are maximised and that safe and suitable access can be achieved for all people.

As a key element in our sustainable transport network, further improvements to the accessibility and quality of the links between the wider town and Melksham Railway Station will be strongly supported. Improvements to the quality of the public realm around the station, will also be strongly supported.'

Attention is also drawn to proposals to amend various aspects of the National Planning Policy Framework (NPPF) including Chapter 14: Meeting the Challenge of Climate Change, flooding and coastal Proposed Change currently under consultation

<https://www.gov.uk/government/consultations/national-planning-policy-framework-and-national-model-design-code-consultation-proposals/national-planning-policy-framework-and-national-model-design-code-consultation-proposals>

'New paragraphs 160 and 161 have been amended to clarify that the policy applies to all sources of flood risk.

New para 160c) has been amended to clarify that plans should manage any residual flood risk by using opportunities provided by new development and improvements in green and other infrastructure to reduce the causes and impacts of flooding (making as much use as possible of natural flood management techniques as part of an integrated approach to flood risk management).'

If Wiltshire Council were minded to approve the application the Parish Council ask:

- For improvements to the pavement/footway in both the North and South direction along the Beanacre Road to provide better connectivity to facilities.
- Funding towards the community facilities at St Barnabas Church and adjoining land – the play area, the school room (the de facto community centre), and the community field.
- Provision is made for a connection to mains drainage, as Beanacre itself is not on mains drainage. NB: Wessex Water are currently submitting options for Technical Approval for mains drainage in Westlands Lane, for a decision in October 2021.
- Access to the train station. In the response from Wiltshire Highways regarding this application it states funding is likely to be sought from this development towards the planned scheme of improvements at Melksham Train Station. Therefore, Members ask that this funding is used to provide a pedestrian link to the station off of Foundry Close.
- To ensure that school and NHS contribution requests are included (that

Wiltshire Council and the NHS commit to this in the s106)

- Circular pedestrian routes are included around the site.
- The Parish Council to enter into negotiations over the possibility of taking over management and ownership of any proposed LEAPs (Local Equipped Area of Play) (if situated within the parish boundary of this site which straddles both Town and Melksham Without parishes).
- Equipment be installed for teenagers
- The provision of benches and bins where there are circular pedestrian routes and public open space.
- Shared spaces which are easily identifiable.
- There are practical art contributions and the Parish and Town Councils are involved in public art discussions.
- The development is tenant blind.
- Any bus shelters provided are suitable in providing Real Time Information (RTI) i.e., access to an electricity supply, WiFi connectivity and appropriate height.
- Contribution towards improved bus services, which serve the area.
- Speed limit within the site is 20mph and self-enforcing.
- 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.
- Any proposed new trees are not planted on boundaries, but further into public open spaces.
- Where dwellings are proposed adjacent to existing dwellings the design is such, that the layout is garden to existing garden.

Members agreed to request this application to be “Called In” by the Ward Member, Councillor Alford (Melksham Without North & Shurnhold) for consideration at a Planning Committee Meeting of Wiltshire Council.

[PL/2021/05595:](#) 66 Locking Close, Bowerhill. (a) Use of land for the keeping of miniature horses, growing of fruit/vegetables and creation of wildlife area and erection of tool shed and (b) Erection of 3 outbuildings and small stable and covered yard on garden land. Applicants Nathan and Clare Sealy

Comments: Whilst the Parish Council have no objection to this application, they raise the following points:

- Loss of Public Open Space.
- This application could set a precedent for similar applications.

[PL/2021/05596:](#) 66 Locking Close, Bowerhill. Certificate of Lawfulness Application (Existing) for use of land to the rear of 66 Locking Close as domestic garden and erection of summerhouse. Applicants Nathan and Clare Sealy

Comments: Whilst the Parish Council have no objection to this application, they raise the following points:

- Loss of Public Open Space.
- This application could set a precedent for similar applications.

[PL/2021/05626:](#) 494 Semington Road, Melksham. Proposed removal of first floor covered balcony space, replacing with pitched roof over existing ground floor.

Comments: No Objection.

[PL/2021/05629:](#) Newtown Farm Cottage, Canal Bridge, Semington. Proposed demolition of existing conservatory, erecting single storey side and rear extension. Applicant Mr & Mrs Luis

Comments: No Objection.

[PL/2021/05715:](#) 187 Westlands Lane, Whitley. Proposed Laundry and Boot room extension with glazed link and internal alterations. Applicants Mr & Mrs Johnson

Comments: No Objection.

[PL/2021/05739:](#) Little Copse Farm, off Lower Woodrow Road, Melksham. Erection of fencing and permeable

parking area to create a secondary secure canine exercise and training facility for summer use only. Applicant Jade Walker (c/o Woolley & Wallis)

Comments: No Objection.

[PL/2021/05951:](#) North Barn, Lower Beanacre Farm, Beanacre Road, Beanacre. Erection of a Barn for storage of equipment and feed and vehicles on a paddock. Applicant Simon Smart

Comments: No Objection.

[PL/2021/06091:](#) 14 Shaw Hill, Shaw. Proposed double carport to front of existing garage. Applicant Mr & Mrs Evans

Comments: No Objection.

[PL/2021/06407:](#) Snarlton Farm, Snarlton Lane, Melksham. Change of use of existing agricultural use failing within use class B8 and associated parking. Applicant T & J Stainer Ltd

Comments: No Objection.

[PL/2021/06711:](#) 95 Corsham Road, Whitley. Erection of single storey extension to the side of the property. Applicant Mr Jamie Smith

Comments: No Objection.

[PL/2021/06818:](#) Kays Cottage, 489 Semington Road, Melksham. First floor rear extension over existing single storey extension. (Applicant Mrs. G Mahzar c/o Willis & Co

Comments: No Objection.

178/21 Revised Plans To comment on any revised plans received within the required timeframe (14 days).

The Clerk explained that following a post on social media she had only that day become aware of a notice on the former Christie Miller sports centre site regarding demolition of the site.

Following investigations with the Planning Department to ascertain why the Council had not been informed/consulted, it appeared Wiltshire Council's Estates department were applying to Wiltshire Council as Planning Authority for a determination as to whether the prior approval of the authority was required to demolish the former Christie Miller building. The Planning Officer had also confirmed usually a town/parish council

would not be consulted on such an application.

The Clerk reminded Members that in 2015 the Parish Council had considered an application for Prior Approval for the demolition of the other 8 hangars on Lancaster Road had asked for several conditions to be included given the number of children's facilities in the area, such as a nursery, children's play centre and the known asbestos in the buildings. Although it was found that Prior Approval was not required, it did ensure that the demolition would be undertaken conforming to a range of approved plans and conditions such as a dust management plan, hours of demolition, a Great Crested Newt Method Statement (including mitigation measures) and details of fencing around the site.

Given insufficient information had been supplied to assess any dust or ecology impacts, it was:

Resolved: To request that prior approval is given in line with the decision in 2015 relating to application 15/08259, including the various conditions attached to the decision notice.

179/21 Planning Enforcement:

a) To note any new planning enforcement queries raised

The Clerk explained she had received a response from the Planning Enforcement Officer regarding concerns of illegal fly tipping in Whaddon Lane who had made investigations and could not see any evidence of such activity.

Members asked if enquiries could be made to when the container on the former Peacock Pub site would be removed following an appeal by the applicant which had not been upheld by the Planning Inspectorate.

180/21 Licensing

a) New Premises Licence application for Shaw & Whitley Community Hub Ltd trading as Whitley Stores, 116 Top Lane, Whitley to supply alcohol off premises. Mon to Sat 9.00am-5.00pm and Sun 10.00am-4.00pm

Resolved: No objection to this application.

b) Gambling Act 2005. Gambling Statement of Licensing Principles – Review. To consider a response to the review being undertaken by Wiltshire Council (deadline 22 August)

Given the minor changes proposed by Wiltshire Council, Members had no response to make to the consultation.

181/21 Western Area Planning Meeting. To note the minutes of the meeting held on 7 July regarding Planning applications 20/11601/REM & 21/0111/REM Land East of Spa Road.

Whilst members noted the outcome of the Western Area Committee meeting held on 7 July, the Clerk explained these sites were no longer in the Parish and noted following a site visit by Wiltshire Councillors Mike Sankey and Nick Holder they had no concerns.

182/21 Planning Policy

a) Lack of 5 Year Land Supply

- i) Wiltshire Area Localism and Planning Group (WALPA): To note latest update from the group in seeking a change to legislation to protect those areas with a Neighbourhood Plan against a lack of 5-year land supply.**

The Clerk informed Members she was attending a meeting later in the week with Wiltshire Council on how those areas with a Neighbourhood Plan can review them and what the triggers were for a review of Neighbourhood Plans.

b) Neighbourhood Planning

- i) To note Minutes of Steering Group meeting held on 27 May 2021**

The Clerk explained these would be circulated shortly.

183/21 S106 Agreements and Developer meetings: (*Standing Item*)

a) To note update on ongoing and new S106 Agreements

- i) Public Art Update**

- Pathfinder Place
- Bowood View

The Clerk explained there was no update on these projects, but would chase Taylor Wimpey regarding the hand over the Davey Play Area on Pathfinder Place to the Parish Council.

It was noted the barrier which had been requested near the attenuation pond, opposite one of the exits from the play area had not been installed as yet.

b) To note any S106 decisions made under delegated powers

None.

c) To note any contact with developers

i) To note notes of meeting held with Hannick Developments on 7 July regarding their proposals for a site adjacent to Melksham Oak School

In line with Melksham Without Parish Council's Pre-App Meeting Policy, below are the notes of the Pre-App meeting with Hannick Homes held on 7 July 2021:

Present at the meeting were Councillors David Pafford (Vice Chair of Council), Alan Baines (Vice Chair of Planning), Mark Harris and Lorraine McRandle, Parish Officer, Marianne Rossi, Finance & Amenities Officer, from Melksham Town Council David McKnight, Economic Development Manager and from Hannick Homes Nick Cleverley, Managing Director and Glenn Godwin, Land & Planning Consultant.

As Vice Chair of Planning, Councillor Baines chaired the meeting and welcomed Nick and Glenn to the meeting and introduced those present.

Nick Cleverley gave a brief history of Hannick Homes and explained Hannick were 'slightly late to the table' and noted the Neighbourhood Plan had received a yes vote at Referendum recently and appreciated an earlier meeting would have been useful.

Glenn clarified that the reason they were only meeting now was due to Hannick only recently gaining interest in the site, further to being approached by the landowner. Hannick like to meet Councils at an early stage with regard to development proposals in their area, hence arranging the meeting now.

Glenn explained that he understood that the Neighbourhood Plan will be reviewed quickly to keep in line with the Local Plan Review. Hannick had already made a representation to the Local Plan Review and wished to work with both the Parish Council and Wiltshire Council on ideally this site coming through the Local Plan, with the aim of having the application submitted by the end of next year.

Glenn explained that they were aware that Melksham has been subject to lots of development due to the lack of 5-year land supply, but they did not wish to be left behind. He hoped the application would come through as part of the Local Plan Review and understood other applications had come through recently while the Neighbourhood Plan was at an advanced stage, such as Charterhouse Strategic¹, with Charterhouse quoting the lack of 5-year land supply as a reason to submit.

Glenn explained two plans had been prepared and submitted as part of the Local Plan representations. The site was 11.5 hectares (28 acres) on the eastern edge, fronting on to the Bath Road. Highway consultants have been involved to see if technically achievable with the number of dwellings proposed. The site being well situated for the school and Oakfields Stadium. Hannick are aware of proposals for the A350 bypass close to this site and makes it a good site in terms of accessibility, but the site is not dependent on it and sought views of Members on proposals for the bypass.

Councillor Baines explained the preferred route was predominantly in the parish and therefore the Parish Council had a large interest in it, but recognised the potential for going East rather than looking at a route elsewhere.

Councillor Pafford explained there was some way to go with the plans, with the anticipation that it would have to go to a Public Enquiry, with the plans currently going through a second round of non-statutory consultation.

Councillor Baines asked if there was potential for some of the land on this site, adjacent to the Oak School being used for a potential school expansion.

Nick explained there was scope for some of the land to the Western side of the site to be used for a potential school expansion and had been talking to Clara Davis at Wiltshire Council on this, who felt given the number of houses being proposed for Melksham there may be a need for a new secondary school at some point in the future.

¹Land to the West of the A350 (Beanacre Road), North of Dunch Lane. Melksham. Outline planning application for up to 150 dwellings. PL/2021/05391

Councillor Pafford explained Wiltshire Council seemed unconvinced there was a need for a new secondary school or annex.

Glenn explained Hannick were prepared to talk to the school on whether there would be an advantage to provide land for future expansion, which would not solve all problems, but could be used whilst other options were looked at. Therefore, the site was sustainable in these terms.

Councillor Baines explained the school had only recently completed an expansion, but understood any future expansion of the school would be an annex for the school, but not necessarily on the same site and from a Melksham point of view an extension or new school should be elsewhere.

Councillor Pafford sought clarification on when Hannick would be ready to hold discussions with Melksham Oak explaining he was a Governor of the School and could have initial discussions on what they thought of the proposal in the first instance, bearing in mind that Wiltshire Council did not necessarily have the same view as the school itself. It was agreed it would be useful for Councillor Pafford to speak to the Principal in the first instance.

Glenn went through the first draft Masterplan to give an indication on how the land would be developable. It was proposed to have 6ha of developable land with 5.5 ha of park land/public open space (above usual ratio), with the potential for 240 homes (as a maximum) with a mix of houses. However, the plans were just indicative at this stage, and would alter if land was required for a school extension for example.

Glenn went on to explain the access had been tested and looked at. Ecology and archaeology had also been looked at from a desk top point of view and they know there are no overall constraints, but obviously more detailed survey work will need to be undertaken prior to submitting an application. Hannick would be prepared to look at other housing mixes and issues for the town which could be delivered with the site.

Councillor Baines explained land drainage would be an issue for the site, as he was aware it does not drain very well and queried whether the existing water course could cope with additional 'run off' which would have to be looked at carefully, foul drainage may also be an issue as this site is lower than some other parts

of Bowerhill and therefore may have to access Melksham Treatment Works instead.

Nick explained whilst some initial works had taken place with regard to drainage it would need further investigation, foul drainage had not been looked at as yet.

Councillor Pafford explained there were some positives for the site, such as on a flat location, was on a bus route, albeit it not a direct one to town and could be attached to the cycling network, however, being next to a school and the A365 made it not so attractive.

With regard to primary school provision Glenn explained the Local Plan Review may result in further expansion of development East of Melksham, which would probably include a primary school.

Councillor Baines explained with regard to the Local Plan Review Wiltshire Council may change its view on growth in Wiltshire and they could come up with a different spread of housing across the County.

Glenn asked if Wiltshire Council had indicated if housing allocations would come through the Neighbourhood Plan or Local Plan, with Wiltshire Council being clear strategic sites would have to come through the Local Plan.

Councillor Baines explained any review of the Neighbourhood Plan would have to take a view of the Local Plan general allocation and the Neighbourhood Plan would look at specific sites to accommodate that number.

Councillor Pafford explained there was a feeling amongst some residents the by-pass was to free up land to enable more housing. However, the Council was very clear the by-pass and housing were separate issues, however, if by-pass does happen, they do appreciate there will be some housing in space left.

With regard to the relationship of the Neighbourhood Plan and Local Plan, it was understood the Neighbourhood Plan fed into the Local Plan. However, if the proposals the Government have to change the planning system, things could change again with Government and the Local Authority having more say where housing should go. Potential sites have been looked at for future development already and felt this could be on the Eastern side.

Glenn felt the development to the East was the natural way to go in future development and would be very surprised if Planners would link development to the by-pass.

Councillor Harris noted that in the Masterplan it showed higher density housing near the school. Glenn explained the lower density housing would be more towards the rural edges.

Both Glen and Nick explained Hannick were not rushing to submit their application and if there was anything further to discuss would contact the Clerk or the Parish Officer.

CONCERNS RAISED BY MEMBERS	RESPONSE
<p>Site is isolated, as it is not adjacent to existing residential development, with a gap of the A365 between nearest residential areas, therefore would like to see some local facilities included on the site, as people would have to cross a major road to access the nearest local shop in Bowerhill.</p> <p>Concern people will be encouraged to use their vehicle to access nearest shop or the town centre.</p>	<p>With regard to facilities, it was agreed to look at this and investigate how the site would fit it with exiting linkages/cycling networks.</p>
<p>Impact of noise from road noise from A365/potential A350 by-pass and Oakfields Stadium.</p> <p>What could be done to mitigate any noise.</p>	<p>Glen explained future buyers would be aware of the impact of noise from the A365, school and the stadium.</p> <p>A noise survey would be undertaken and if areas of the site did not meet certain criteria, would have to put in extra mitigation.</p> <p>Those houses which may be impacted following an</p>

	<p>assessment would have extra insulation included.</p> <p>As the Eastern side of the side is allocated as public open space, a buffer could be included, if the A350 by-pass were to go ahead.</p>
<p>Proximity to Melksham Oak School.</p>	<p>It is appreciated that some people would not wish to live near a school. However, the school is already there, therefore people would not buy a house close to this site if they felt that way, there may be others who would not find it an issue.</p> <p>It was noted in response to other applications the council had stated how far away these sites were from schools.</p>
<p>From a primary school point of view, children would be going against the tide of students going to The Oak, as they would potentially be going to Pathfinder Place School if developed and expect there would be a requirement by Wiltshire Council to make a contribution to the school.</p>	<p>Would have to provide pedestrian links to the school.</p>

Councillor Baines explained the Parish Council had a list of things they requested from developers if the proposal were to go ahead, such as circular walks, provision of bins and play equipment, with the Parish Council taking on responsibility for any LEAPs installed. The Parish Officer agreed to forward the list of requests in due course.

It was asked if the Parish Council would be interested in taking on responsible for the Public Open Space/park area, to which

Members responded the Parish Council would not be interested in doing this.

Nick and Glen thanked the Parish Council for their time and agreed to hold further discussions with the Parish Council as the plans progressed in order to flesh out more detail.

Meeting closed at 8.40pm

Signed
Chair, 13 September 2021