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MELKSHAM WITHOUT PARISH COUNCIL
Clerk: Mrs Teresa Strange

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Monday 9th November 2026

To all members of the Council Planning Committee: Councillors Richard Wood (Chair of Committee), Alan Baines (Vice Chair of Committee), David Pafford (Vice-Chair of Council), John Glover (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 16th November 2026 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=82942726305

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,

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 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, including Permission in Principle applications received within the required timeframe (14 days):**
   a. **PL/2026/07000 - Land to the South of A365 Bath Road and West of Turnpike Garage, Melksham** Reserved Matters application (scale, layout, appearance, landscaping and access) pursuant to Condition 2 of outline planning permission PL/2024/11426, including the discharge of Conditions 5, 7, 8, 9, 10, 11, 14, 16, 17, 18, 19 and 20 Applicant name: Gompels Healthcare Ltd **Comments by 4 December 2026**

   b. **PL/2026/06997 - Land to the South of A365 Bath Road and West of Turnpike Garage, Melksham** Full planning permission: Creation of attenuation basin supporting application PL/2024/11426. Applicant name: Gompels Healthcare Ltd **Comments by 1 December 2026**

   c. **PL/2026/06427 - 32 Lancaster Road, Bowerhill, Melksham, SN12 6QU (Melksham Depot)** Construction of a strategic operational depot for Wiltshire Council, accommodating waste, highways, fleet and streetscene services, together with the relocation of the Household Waste Recycling Centre (HWRC) and provision of a re-use shop. Applicant name: Wiltshire Council **Comments by 20 November 2026**

   d. **PL/2026/06945 (Listed Building Consent) and PL/2026/06826 (Full Planning Permission) - Beechfield House, Beanacre, Melksham, SN12 7PU** Refurbishment, reconfiguration and extension of existing hotel including additional guestrooms, swimming pool works, new spa facilities and glasshouse. Demolition to facilitate development. Landscaping, additional parking and associated works and infrastructure. Applicant name: The Roseate Wiltshire **Comments by 27 November 2026**

      - To approve the notes of the meeting held with the developer on 12th November 2026

   e. **PL/2026/06768 - 485 Semington Road, Melksham, SN12 6DP** Householder planning permission Single storey side extension. Applicant name: Mr & Mrs J Goddard-Wellon. **Comments by 18 November 2026**

f. **PL/2026/06924 - Sandridge Farm, Brick Hill, Bromham, SN15 2JL** Certificate of Lawfulness (Existing Use) for Change of Use of Agricultural Building to a Single Dwellinghouse (Use Class C3). Applicant name: Mr R Keen **Comments by 30 November 2026 [Note: Although Sandridge Farm is in Melksham Without parish, the agricultural building being considered is in the parish of Rowde]**

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/2024/10345 (FULL) 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 **Comments by 20 November 2026**

- To approve the notes of the meeting with the developer held on 27th October 2026
- To consider commenting on the draft Section 106
- To consider requesting Wiltshire Councillor Holder to withdraw his call-in on both the Full and Outline Planning application (PL/2024/10345 and PL/2025/09780.

b. **PL/2025/07044 Former Countrywide Site, Bradford Road, Melksham.** The construction of a new discount foodstore, car parking, access and landscaping on land at Bradford Road, Melksham. Applicant: Anthony Best Dynamics Limited and Aldi Stores Ltd **Comments by 23 November 2026**

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

a. **PL/2026/04916 - Land west of Semington Road, Melksham**. Outline application for up to 225 dwellings, with access from Semington Road, along with public open space and landscape buffers to incorporate existing rights of way and to accommodate the route of the proposed Melksham Link Canal (under separate application W/12/01080/FUL). Demolition and clearance of all existing buildings and structures on the site. All matters reserved other than vehicular access from Semington Road.

b. **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).

- To note the submission of a revised parameter plan which aligns with the condition agreed at the Western Area Planning Committee meeting on 19th August 2026.
- To note that the site is being marketed for sale.

c. **PL/2025/07391** - Land South of Western Way, Melksham, Wiltshire. Reserved Matters (appearance, landscaping, layout and scale) for 210 residential dwellings (Use Class C3), along with associated open space, landscaping, and parking, pursuant to Condition 2 of Outline Planning Permission ref. PL/2022/08504. Applicant name: BWD Trading. Note: Joint Melksham Neighbourhood Plan allocation 7.3

PL/2026/01378 Discharge of Condition 18 (Construction Management Statement) of PL/2022/08504
PL/2026/01660 Discharge of Condition 19 (Noise Protection Scheme) of PL/2022/08504

- To note the correspondence detailing that application cannot be referred to Committee for determination, and it must therefore be determined under delegated authority.
- To note that Highways have withdrawn their objection to PL/2026/01378 Discharge of Condition 18 (Construction Management Statement)
- To consider any response received to pre-application enquiry ENQ/2026/01882 proposing possibility of alternative highway arrangements in relation to PL/2022/08504 (Outline) and PL/2025/07391 (Reserved Matters)

d. **PL/2026/02458 Land East of Eastern Way, Melksham (Lidl)** Full application for the construction of a new food store (Class E) with associated parking, landscaping, drainage and servicing. The proposed development incorporates: • A single storey building with a total floor space of 2184m2 (GIA) including a net sales area of 1529m2. • 132 car parking spaces including 6 disabled bays, 9 parent and child spaces and 2 electric vehicle charging spaces. • Comprehensive landscaping scheme. • SUDS drainage scheme. Applicant name: Lidl Great Britain Limited

- To consider objection from Urban Design

e. **PL/2026/01555 - Land at Blackmore Farm, Sandridge Common, Melksham, SN12 7QS**. A reserved matters application (appearance, layout, scale and landscaping) for 229 dwellings and associated infrastructure – Reserved Matters pursuant to Outline permission PL/2023/11188 Applicant name: BDW Trading Ltd (David Wilson Redrow South West).

- PL/2026/05372 Discharge of condition 14 of PL/2023/11188 (Community Hub Concept Plan) - To consider a response to the developer's question on whether the parish council consider a mobility hub is required?
- To consider any response received to pre-application enquiry ENQ/2026/01880 proposing possibility of alternative highway arrangements in relation to outline planning permission PL/2023/11188

f. **PL/2026/02966 - Blackmore Farm, Sandridge Common, Melksham, SN12 7QS *(East of Blackmore)*** Outline planning application for the erection of up to 275 dwellings (including affordable housing), associated infrastructure, landscape and biodiversity enhancements, with all matters reserved except for the main access from Sandridge Common. Applicant name: Gleeson Land.

- To consider any responses to correspondence about the safeguarding of the Melksham Bypass route

g. **PL/2025/06749 - Land North of Bath Road (A365), Melksham (Adjacent to Melksham Oak Community School)** Outline planning application (with all matters except access reserved) for mixed use development comprising residential (up to 205 dwellings), land reserved for expansion of secondary school, public open space, landscaping and associated engineering works. Applicant Name: Hannick Homes & Developments Ltd

h. **PL/2026/03551** - **Melksham Library, Lowbourne, Melksham**. Wiltshire Council R3 - 55 extra care flats (C3) with ancillary care facilities, landscaping, access drive and parking, and related works including demolition of existing buildings. Applicant: Wiltshire Council. Note: Joint Melksham Neighbourhood Plan site allocation 7.2

i. **PL/2025/06105 Land at Bowerhill Lane, Bowerhill, Melksham (*Old Loves Farm*)** Outline Planning Permission: Erection of up to 50 No. dwellings and associated works. Applicant name: The Silverwood Partnership.

- To note comments from Conservation and Ecology

j. **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. Note: Joint Melksham Neighbourhood Plan site allocation 7.5

- To consider the response to correspondence about the draft Heads of Terms (v3)

9. Planning Policy:

a. **Joint Melksham Neighbourhood Plan (NHP):**

i. To reflect on responses to planning applications for future review of the Neighbourhood Plan (standing item)

b. **Wiltshire Council Local Plan**

i. To approve the notes from the Melksham Area Local Plan round-table meeting held on Monday 26th October 2026

ii. To note feedback from the WALPA meeting held with Spatial Planning on Monday 9th November 2026

iii. To note Wiltshire Council has passed through 'Gateway 1' in the new plan-making process

iv. To note that Wiltshire Council has started gathering evidence to support a Land Supply calculation

v. To consider the Wiltshire Housing Pipeline document prepared by Councillor Richardson

c. **NPPF and National Policy**

i. To note that the Town and Country Planning (Discharge of Local Planning Authority Functions) (England) Regulations 2026 come into force on 31 October 2026 [National Scheme of Delegation]

https://www.legislation.gov.uk/uksi/2026/854/made

ii. To note that Universal Tilt is a new material planning consideration

https://www.gov.uk/government/publications/the-new-national-planning-policy-framework-letter-to-the-chief-executive-of-the-planning-inspectorate

iii. To note Autumn Budget 2026: (1) Key measures to support housing delivery and (2) Data Centre covenant

10. **Proposed Energy Installations**

    a. **PL/2025/05552 Land South of Brockleaze, Neston, Corsham, SN13 9TE** (outside Melksham Without parish) Full planning permission - Battery Energy Storage System with associated infrastructure. Applicant name: Grenergy Renewables UK Ltd

    b. Lime Down Solar (LDS)

    c. Cable Route for Norrington Spring Park Project (Aureos for SSEN Distribution) and, Studley Solar Farm (DNOC for Verdant Energy), and Wales and West gas main replacement program.

    d. To consider correspondence regarding the National Grid Community Benefit scheme eligibility

    e. To consider Wiltshire Council response to 12 recommendations from the parish council (if received).

11. **Appeals:** To note new appeals and appeal decisions (if determined)

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

    - 489a Semington Road

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

    a. Updates on ongoing and new S106 Agreements
        i. Pathfinder Place - Updates on S278 and S38 works
        ii. Buckley Gardens
        iii. To note correspondence regarding remedial highways work at Bowood View
        iv. To note any S106 decisions made under delegated powers

    b. Contact with developers

    c. Transparency of draft s106 agreements:
        i. To consider correspondence with Wiltshire Council (if received)

Copy to all Councillors

NOTES OF MEETING WITH GOMPELS
ON TUESDAY 22 SEPTEMBER 2026 AT APPROXIMATELY 4:00PM
RE: PROPOSED WAREHOUSE AT BOWERHILL

Present: Councillor Richard Wood (Chair of Planning)
Councillor Alan Baines (Vice Chair of Planning)
Councillor John Glover
Councillor David Pafford
Councillor Mark Harris

Teresa Strange (Parish Clerk)
Fiona Dey (Parish Officer)

Sam Gompels and Sasha A'Court (Gompels Healthcare)

Sam explained that the Reserved Matters submission was expected to be submitted in early October, subject to the remaining consultants completing work on the road design, drainage, landscaping and biodiversity net gain.

Sam showed the revised elevations. The proposed appearance uses a muted green at tree level, alternating shades of grey above to break up the length of the building, an anthracite finish to the office frontage and brick piers. Samples of the colours were circulated. Sam said the colours would appear lighter on the building than on samples. Members considered that the revised treatment would help the building blend into its setting.

The tree planting plan was still being prepared. Sam proposed younger trees, which he considered would establish more successfully, with some faster-growing willows and poplars providing earlier screening. He said some trees previously identified for retention had died following drought.

Sam had asked Wiltshire Council whether a ghost right-turn lane was required at the site access. He said the forecast average daily traffic was around 260 vehicle movements, below the threshold of 300 that he understood to apply, and that the road works would cost approximately £1 million. Members expressed a preference for retaining a right-turn lane in view of speeds on the road, the nearby proposed housing access and cumulative highway impacts.

Sam outlined changes to the site plan. These included a shallow off-site attenuation feature requiring a separate application; a wider, approximately 10-metre route around the building for fire appliances; revised roof drainage allowing more tree planting on the west side; and an increased bund to the south and west. A pedestrian entrance could connect to an extended footway and the bus stop if the highway design allowed.

Additional acoustic fencing was proposed at the north and east of the site, including where a bund could not cross the Wessex Water pipeline. Sam described the proposed insulated cladding used within the building and the work undertaken to model noise from the building and air-conditioning units, to limit the impact on neighbouring properties. He said the air-conditioning units would be positioned and operated to meet the requirements being discussed with Wiltshire Council.

A bird management approach for the roof was discussed because of the nearby air ambulance operations. Sam said the air ambulance had reviewed the document and was content with it. The plans showed solar panels across the roof to allow for future installation, although the initial installation was likely to be smaller and sized mainly for the building's daytime electricity use. Battery storage was not proposed at this stage.

Sam said Gompels had progressed the Wessex Water main diversion along the eastern boundary. He described an optimistic construction start in spring or early summer 2027, with completion dependent on the programme and subsequent fit-out.

Members asked about employment. Sam said the business currently employed approximately 100 people, around 25 more than when the original figures were presented, and expected to create at least a further 75 jobs if its plans progressed. He said recruitment remained challenging despite continued growth and investment in warehouse automation.

The meeting concluded at 5:20pm.

NOTES OF MEETING WITH WILTSHIRE COUNCIL
ON TUESDAY 14 JULY 2026 at 11.30am
RE: MELKSHAM CENTRAL DEPOT REDEVELOPMENT

Present:
Councillors Alan Baines, Mark Harris, Richard Wood, John Glover and David Pafford
Teresa Strange (Clerk)
Fiona Dey (Parish Officer)
Wiltshire Council Capital Projects Team (including Louise Carey, Kirsty Dickerson and David Ashdown)

Project Update
Wiltshire Council officers provided an overview of the proposed redevelopment of the Melksham Depot. Planning submission is expected shortly. Presentation slides will be circulated following the meeting.

The development will include a new Household Recycling Centre (HRC), operational depot facilities and associated infrastructure. The project team advised that the project would be delivered in four phases to minimise disruption.

Key Points Discussed
- Current proposals include a fleet exit onto Lancaster Road. Members strongly requested that the fleet is routed south to exit Bowerhill via Portal Road, and not north via Pathfinder Way. A right-turn only exit arrangement was suggested.
- The on-site access road is expected to be widened (subject to confirmation) with improved visibility splays.
- Safe pedestrian routes will be provided within the site.
- Green space on the site is intended primarily for biodiversity net gain (BNG) and ecological purposes and will not be open to the public.
- The existing right of way to the west of the site will be unaffected.
- Wash-down water will pass through an interceptor before disposal. Surface water will be attenuated, with some discharge to the adjacent brook subject to technical drainage discussions.
- The facility is not intended to operate as a waste transfer station and therefore should not smell. Dirty vehicles will be washed at the waste transfer site rather than at Melksham.
- Roof-mounted solar PV panels are proposed. Canopies with solar panels are not currently planned.
- Members flagged that a Bird Management Strategy will be required to demonstrate how the depot is designed and managed to discourage seagull

roosting, in order to minimise the risk of bird strikes affecting the operational flight path of the Wiltshire Air Ambulance (as included in Condition 19 of the Decision Notice for PL/2024/11426 – Gompels Warehouse and in Condition 7 of the Decision Notice for PL/2023/01008 Temporary Milestone Depot – at the same site)

- Existing hedgerows, trees and the buffer zone adjacent to Herman Miller will be retained where possible.
- Protected species on site, including newt, slow worms, grass snakes, and ecological matters and habitat corridors, were discussed.
- Some radioactive contamination investigations remain outstanding where vegetation prevented access. Remediation is underway and expected to continue into August.
- Members made the project team aware that unexploded ordnance had been identified during the development of the neighbouring Herman Miller site.
- Waste collection crews typically arrive from around 6.00am, and leave on their routes about 7am. Vehicles return 2-3pm. Other staff arriving later in the morning.
- Members highlighted the proposed primary school on Pathfinder Way (PL/2023/08046), noting that if the school is delivered, traffic associated with the afternoon school pick-up period could coincide with vehicles returning to the depot, potentially creating congestion and safety issues. The project team acknowledged the concern and undertook to check the current status of the proposed school with Wiltshire Council.
- Corporate social responsibility opportunities and wider social value were discussed, including potential support for Bowerhill car park improvements.
- The Christie Miller car park is outside the current project scope.
- Members queried whether the HRC booking system remained necessary.
- Members reminded the project team that the policies and design guides in the Joint Melksham Neighbourhood Plan 2 should be followed.
- Members queried whether the project team were liaising with the developers of the planned housing development to the north of the site.
- There is no plan for an on-site canteen, but kitchenette facilities will be provided.
- Members requested if contractors park off-site on Bowerhill, for example if they are visiting Tesco, they do not park heavy vehicles on the pavements as this has previously caused damage to the kerbs.

Programme

Officers advised that site delivery is currently expected to follow four broad phases:

1. Establish construction compound and enabling works.

2. Work on the former golf course and relocation of the Highways compound.
3. Construction of the new Household Recycling Centre (HRC) and relocation.
4. Completion of staff parking and final operational facilities.

The site is not expected to be operational before the end of 2028.

It was noted that the existing HRC closure required to transfer operations is expected to be relatively short, probably only a few days.

Next Steps

• Formal consultation comments are expected to be submitted following the Parish Council meeting on 27 July 2026.
• Presentation slides will be shared with attendees.
• Further technical discussions will continue on drainage, highways and operational matters before the planning application is submitted.

Meeting closed at 12.15pm

Outlook

RE: Depot pre-planning engagement

From Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Date Wed 29/07/2026 16:29
To Ashdown, David <David.Ashdown@wiltshire.gov.uk>; Cary, Louise <Louise.Cary@wiltshire.gov.uk>; Dickerson, Kirsty <Kirsty.Dickerson@wiltshire.gov.uk>
Cc Fiona Dey <office@melkshamwithout-pc.gov.uk>; nick.holder@wiltshire.gov.uk <nick.holder@wiltshire.gov.uk>

5 attachments (3 MB)

Map Schedules traffic orders 2025 Lancaster Road.pdf; Pathfinder Way SID data summary.pdf; Traffic Survey Pathfinder Way - September 2023.pdf; Meeting Notes - Wiltshire Council Depot 14 July 2026.docx; MWPC version request for Bowerhill_Sports_Field_Car_Park_Social_Value_ 29 July 2026.pdf;

Dear David, Louise and Kirsty,
Thank you again for meeting with Members of Melksham Without Parish Council on 14 July to discuss the proposed redevelopment of the Melksham Depot, and for taking the time to speak with us during your public consultation sessions last week.
Please find attached the Parish Council-approved notes from our meeting, together with additional information arising from our further discussion with you. Members also considered additional matters at the Parish Council meeting on 27 July and asked me to forward them to you for consideration as the project progresses.
Also attached are:

- the Pathfinder Way traffic survey;
- the downloadable Speed Indicator Device (SID) data for **Pathfinder Way**, which we hope will assist in informing the detailed design and operation of the depot and any associated highway improvements;
- a copy of the recently implemented waiting restrictions on Bowerhill Industrial Estate, as requested, showing the restrictions on the roads serving the proposed depot site; and
- the Parish Council's Social Value application.

The attached Social Value application is being submitted to Richard Rogers (SEPM) through the appropriate process today. We have also included it here as it contains the supporting information behind the proposal. If there is an opportunity for the project to be delivered through another funding or delivery mechanism, such as a wider community benefit or a Section 106 contribution, we would welcome its consideration through whichever route is most suitable.

Christie Miller Car Park
Members asked that Wiltshire Council give consideration to returning the former Christie Miller car park to public use. The Parish Council supported the introduction of the waiting restrictions on Bowerhill Industrial Estate, as inconsiderate parking had prevented HGVs from turning into and accessing business premises.

Whilst the yellow lines have only been painted a few weeks, the Parish Council has since received concerns from businesses that there is now insufficient visitor parking available on the estate. Returning the Christie Miller car park to public use would help address this need while maintaining the benefits achieved through the waiting restrictions.

The Christie Miller car park also previously provided valuable overflow parking for events at the Parish Council's adjacent sports ground. As it is now used for Wiltshire Council fleet electric vehicle charging, Members wondered whether those facilities could instead be incorporated within the new depot. Providing EV charging infrastructure, supported by rooftop solar panels, as part of the depot construction would be a practical and more cost-effective solution than retrospectively providing separate infrastructure in the future, as at the Campus. This could enable the Christie Miller car park to be returned to public use, benefiting businesses, visitors and the wider community.

Lorry Park
Members also wished to reiterate the Parish Council's long-standing request for a dedicated lorry park within the Bowerhill area.
When the former lorry park in King Street was closed, the Parish Council expressed concern that overnight HGV parking would inevitably relocate to Bowerhill Industrial Estate. Unfortunately, this has proved to be the case. Drivers regularly arrive during the evening or early hours of the morning and remain parked on the estate until businesses open, creating what has effectively become an informal overnight lorry park without any basic welfare facilities.
The lack of toilets and food facilities, together with issues such as litter, bottles containing urine, drivers sleeping overnight in their cabs on the highway and parked HGVs causing obstruction, demonstrates the need for a more suitable solution.
Members therefore ask Wiltshire Council to consider whether a purpose-built lorry park could form part of the depot project or be provided elsewhere on Wiltshire Council-owned land in the Bowerhill area. Such a facility would support local businesses, improve highway safety and provide appropriate welfare facilities for visiting drivers.

Public Right of Way (MELW42)
Members would also welcome improvements to **Public Right of Way MELW42** as part of the wider depot project. The route provides an important pedestrian link through the area and presents an opportunity for enhancement alongside the redevelopment. The Parish Council's Highways & Street Scene Committee will consider the detail of its request at its meeting on 10 August, but Members wished to raise the matter now so that any potential improvements can be considered as the project develops. This is something that I have raised with RoW officer Paul Millard as we have discussed in the past, but he is currently on leave.

Thank you once again for engaging with the Parish Council throughout this process. We appreciate the constructive discussions to date and look forward to continuing to work with you as the proposals are developed.

Kind regards, Teresa

Teresa Strange
Clerk & Responsible Financial Officer
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From: Teresa Strange
Sent: 29 July 2026 15:11
To: 'Ashdown, David' <David.Ashdown@wiltshire.gov.uk>
Cc: Cary, Louise <Louise.Cary@wiltshire.gov.uk>; Dickerson, Kirsty <Kirsty.Dickerson@wiltshire.gov.uk>; Fiona Dey <office@melkshamwithout-pc.gov.uk>
Subject: RE: Depot pre-planning engagement

Hi Dave
We are just collating bits and pieces to send to you – all approved on Monday night at our Full Council, so some bits to add since we met online and last week.
We don't have a bird mitigation plan but we have detailed the applications that the bird mitigation conditions appear on, and I will send you the email trail and the contact in public protection who met the Wiltshire Air Ambulance with me when it was initially raised.
We have the yellow line info ready for you.
All the best, Teresa

From: Ashdown, David <David.Ashdown@wiltshire.gov.uk>
Sent: 29 July 2026 14:51
To: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Cc: Cary, Louise <Louise.Cary@wiltshire.gov.uk>; Dickerson, Kirsty <Kirsty.Dickerson@wiltshire.gov.uk>
Subject: Depot pre-planning engagement

Hello Teresa,

Thanks for your and the Parish Council's time on the 14th at the start of the Depot Pre-Planning Engagement. As promised, I attach the slides we went through in the meeting for your reference.

It was also great to see you in person at the campus during the public-facing events. After our conversation I made some brief notes so I'm just following up on a couple of those points.

- You noted that MWPC had recently been successful in delivering some targeted double-yellow lines in locations along Lancaster Road. Would you be able to share the plan or any other useful information regarding this?
- We also discussed the seagull issue in the Bowerhill area and you mentioned that you had a Bird Mitigation Plan that you could share (apologies, I didn't catch whether it was a MWPC document or from somewhere else). Would you be able to share this?

Thanks
Dave

David Ashdown
Service Lead
Capital Projects
Tel: 01225 718450
Wiltshire Council
County Hall | Trowbridge | Wiltshire | BA14 8JN
email: david.ashdown@wiltshire.gov.uk

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Wiltshire Council

Development Services
Tel: 0300 456 0114
Email: developmentmanagement@wiltshire.gov.uk
www.wiltshire.gov.uk

10 November 2026

Dear Sir/Madam,

Application No:	PL/2025/07044
Application Type:	Full planning permission
Site Address:	Former Countrywide Site, Bradford Road, Melksham
Proposal:	The construction of a new discount foodstore, car parking, access and landscaping on land at Bradford Road, Melksham
Applicant(s):	Anthony Best Dynamics Limited and Aldi Stores Ltd - C/O Agent

This is to inform you that under the Council's delegation scheme the above application will be determined at the Western Area Planning Committee at County Hall, Bythesea Road, Trowbridge, Wiltshire, BA14 8JN on 18 November 2026. The meeting will commence at 3.00pm.

The agenda and the committee reports for the meeting are published 5 clear working days prior to the committee meeting (e.g. Tuesday the week before a Wednesday meeting where there is no bank holiday). These are available on the Website Browse meetings - Western Area Planning Committee | Wiltshire Council. Please note that the meeting will be live streamed on the Council's YouTube Channel so that you can watch the meeting online should you wish to do so.

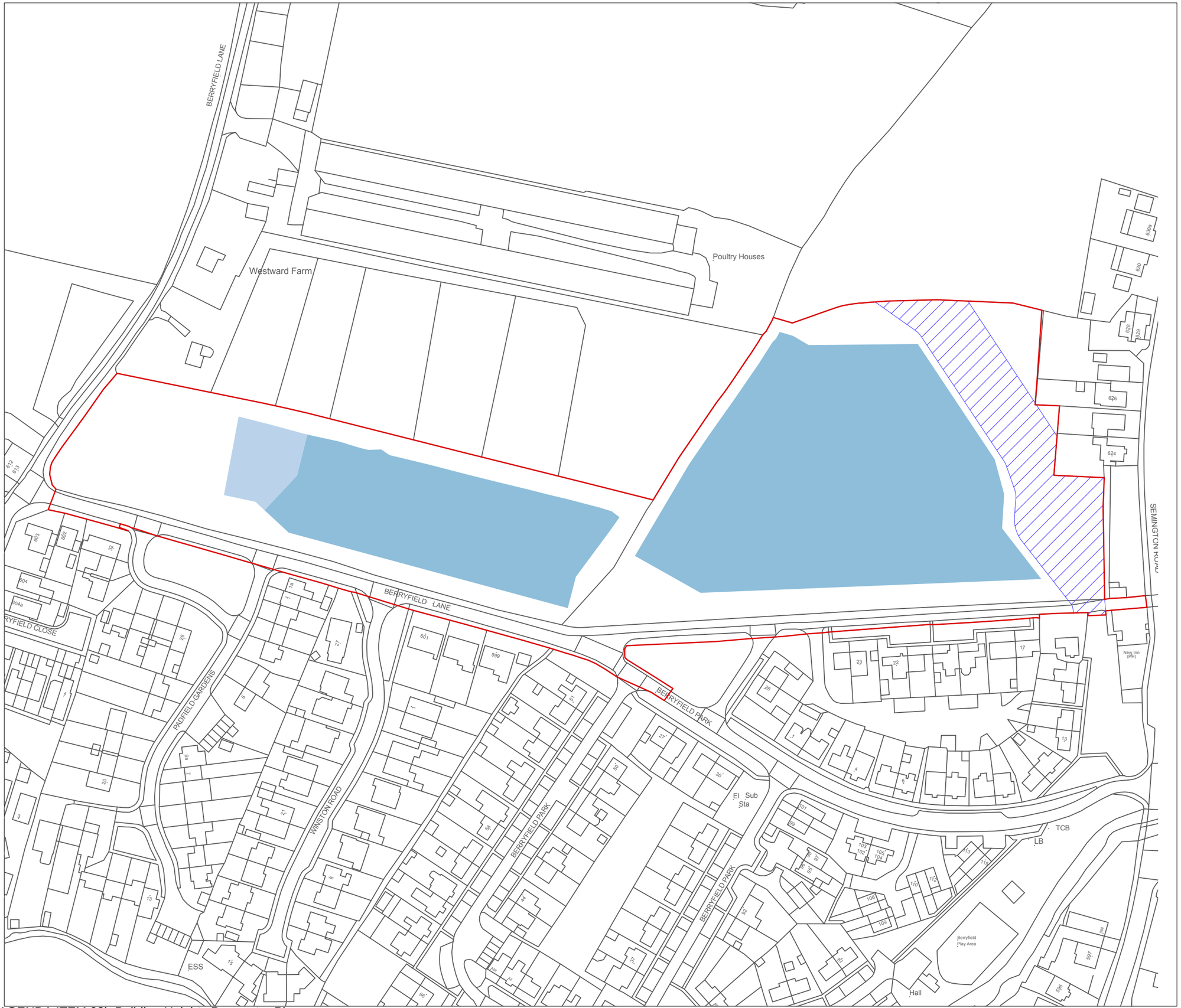
If you would like to register for a public speaking slot, you should contact committee@wiltshire.gov.uk for attention of the officer listed on the front of the agenda (not the case officer for the application).

The deadline for registration is 10 minutes before the start of the meeting, however in accordance with the procedure for planning committees, no more than three statements in support or three statements in objection may be made at the meeting for each application. In most cases, the first three people to register would fill those speaking slots. Statements and comments beyond the three in support and three in objection will not be received.

If you require any further information regarding the committee, please do not hesitate to contact Democratic Services at committee@wiltshire.gov.uk.

Yours faithfully,

Head of Development Management



Application boundary

Up to 1.5 storeys
Single-storey development with potential accommodation within the roofspace.

Up to 2 storeys
Two-storey development

Canal Link safeguarded land

Revisions

Land at Berryfield Lane
Martin Grant Land

0 10 20 30 40 50 m

N

Building Heights Parameter Plan

Status:		Drawn by:	Checked by:
Final		MA	MA
Project Number:	Scale @ A3:		Date:
285801	1:1500		26/10/2026
Drawing Number:			Revision:
TOR-PP003			

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DEVELOPMENT OPPORTUNITY FOR SALE

CSquared

Land at Berryfield Lane, Melksham,
Wiltshire, SN12 6DT



Residential Development Opportunity | Approx. 3.36 ha (8.30 acres) | Outline consent for up to 58 dwellings | Wiltshire

FOR SALE

Residential Development Opportunity

LOCATION

The site lies to the north of Berryfield Lane in Berryfield, an established village on the southern edge of Melksham, Wiltshire. It is bordered by existing housing to the south and east, with open farmland to the north.

Melksham is a growing market town on the A350 corridor, which links Chippenham and the M4 (Junction 17) to the north with Trowbridge, Westbury and Warminster to the south. Bath is reached via the A365. Melksham railway station is on the TransWilts line, with services to Swindon, Chippenham and Westbury.

SITUATION

The site sits beside the safeguarded route of the Wilts & Berks Canal link to the Kennet & Avon Canal. The surroundings combine residential development, farmland and established village uses.

The site offers an edge-of-settlement position with easy access to Melksham's schools, shops and employment.



Site edged red. For identification purposes only.

DESCRIPTION

The site comprises approximately 3.36 ha (8.30 acres) of level agricultural land across two enclosures and largely enclosed by established hedgerows and trees.

PLANNING

An outline planning application (ref. PL/2025/00626) was submitted to Wiltshire Council by Martin Grant Homes in January 2025, with all matters reserved other than access.

A resolution to grant for up to 58 dwellings was approved in September 2026 subject to the terms of the s106 being finalised.



Site plan: application boundary edged red. Not to scale. For identification purposes only.

KEY FACTS

Site area	Approx. 3.36 ha (8.30 acres)
Dwellings	Up to 58
Proposed mix	1, 2, 3 and 4 bedroom homes
Reserved matters	Layout, scale, appearance, landscaping
Contributions	S106 and Community Infrastructure Levy
Affordable housing	30% required – 17 units (10 affordable rented, 7 shared ownership)

DATA ROOM

Further information regarding the site can be found in the Data Room.

TENURE

The land is to be sold freehold with vacant possession on completion. Purchasers should rely on their own legal enquiries.

The land is currently held under registered Title no. WT412340.

ACCESS & RIGHTS OF WAY

Vehicular access is proposed at two points from Berryfield Lane, approved as part of the outline application.

The property is sold subject to any existing rights of way, drainage, water and other rights, easements and incidents of tenure affecting the sale and all easements and wayleaves in connection with all electric or telephone wires, pipes, cables, stays etc. as at present erected on or passing over the property and subject to all existing and all pending agreements if any affecting the same.

Purchasers should satisfy themselves regarding all rights of access, easements, covenants and any third-party rights.



ILLUSTRATIVE MASTERPLAN

- Application boundary
- Canal link safeguarded land
- Canal tow path, indicative alignment

The illustrative masterplan prepared by Martin Grant Homes provides two residential parcels independently accessed from Berryfield Lane.

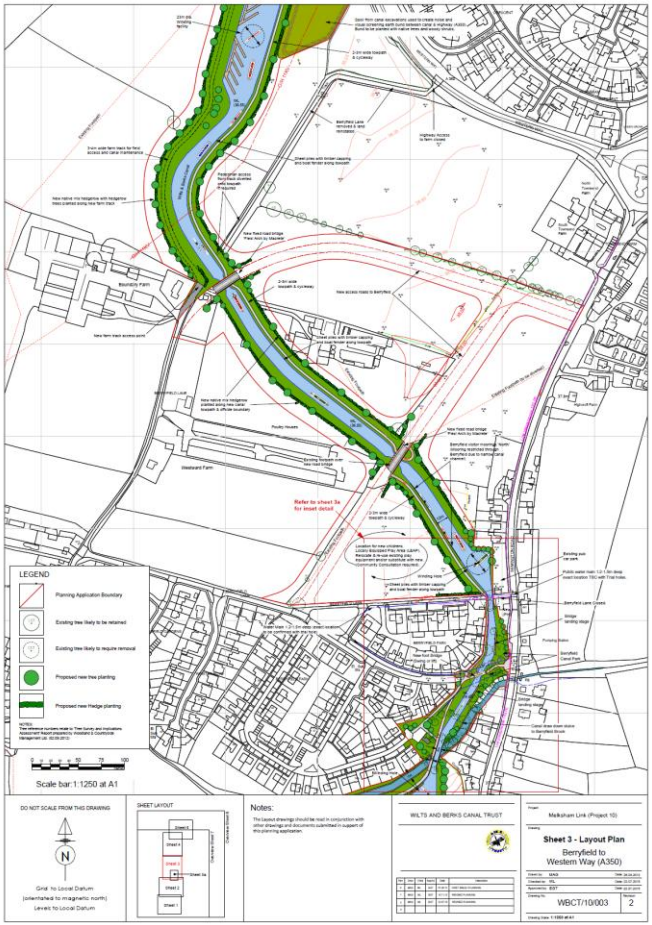
Public open space and a play area are proposed to the west, retained as a buffer to Berryfield Cottages.

Balancing lagoons and open space are proposed on the eastern side of the site, within which sits the safeguarded canal route.

CANAL LINK

Land along the eastern boundary is safeguarded for the Wilts & Berks Canal link, with an indicative tow path alignment. Temporary flood mitigation is proposed to be provided in this area until the canal is delivered.

Drawing TOR-SK025 Rev 1 by tor&co for Martin Grant Land, July 2026. Illustrative only; layout is a reserved matter. Not to scale.



Wilts & Berks Canal Trust, Melksham Link: Sheet 3 Layout Plan (WBCT/10/003).

SERVICES

Further information regarding services is provided in the data room. Purchasers should satisfy themselves as to the availability, capacity and suitability of all mains services.

LOCAL AUTHORITY

Wiltshire Council, Monkton Park, Chippenham, Wiltshire SN15 1ER. Tel: 0300 4560 010.

VAT

It is expected that the land will be elected for VAT and therefore VAT will be payable in addition to the purchase price.

METHOD OF SALE

Offers are invited by way of informal tender at a date to be confirmed. The vendor reserves the right not to accept the highest or any offer.

VIEWINGS

Strictly by appointment through the joint agents.

LAND PROMOTER

Martin Grant Land Ltd, Grant House, Felday Rd, Abinger Hammer, Dorking RH5 6QP

CONTACTS

For further details please contact the joint agents:

Rupert Bendell MRICS FAAV
T: 07494 822 522
E: rupert.bendell@cs-re.co.uk

Allan Lloyd MRICS
T: 07527 388 036
E: allan.lloyd@cs-re.co.uk

John Gardner
T: 07702 001 022
E: johngardner531@outlook.com

CSquared Real Estate
82 Walcot St, Bath, BA1 5BD
t 01225 432789
e info@cs-re.co.uk · www.cs-re.co.uk

Important notice: These particulars are a general guide only and do not form part of any offer or contract. Although believed to be correct, their accuracy is not guaranteed and purchasers must satisfy themselves by inspection or otherwise. No person in the employment of the agents has authority to make or give any representation or warranty in relation to the property. Areas and measurements are approximate. Plans are illustrative and not to scale.

Outlook

FW: PL/2025/07391 - Land South of Western Way, Melksham - reserved matters application for the erection of 210 dwellings

From Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Date Thu 05/11/2026 12:50
To Fiona Dey <office@melkshamwithout-pc.gov.uk>

From: Nick Holder <Nick.Holder@wiltshire.gov.uk>
Sent: 05 November 2026 12:14
To: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Subject: FW: PL/2025/07391 - Land South of Western Way, Melksham - reserved matters application for the erection of 210 dwellings

FYI

Nick Holder
Councillor for Bowerhill
Wiltshire Council | County Hall | Trowbridge | Wiltshire | BA14 8JN

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Wiltshire Council

Tel: 07931 905520
Email: **nick.holder@wiltshire.gov.uk**
Facebook@Cllr Nick Holder for Bowerhill

From: Steven Sims <Steven.Sims@wiltshire.gov.uk>
Sent: 05 November 2026 11:28
To: Nick Holder <Nick.Holder@wiltshire.gov.uk>
Cc: Kenny Green <Kenny.Green@wiltshire.gov.uk>
Subject: PL/2025/07391 - Land South of Western Way, Melksham - reserved matters application for the erection of 210 dwellings

Dear Councillor Holder

I note your request of 8 October 2025 for the above application to be determined by the Strategic Planning Committee should officers recommend the scheme for approval.

The application is currently being considered and a draft report has been prepared and submitted to my Team Leader for review with a recommendation to approve. Subject to the completion of that process, we anticipate being in a position to issue a decision later this month.

Having reviewed your request for the application to be considered by the Strategic Planning Committee, I should advise that the proposal falls within Schedule 1 of the National Scheme of Delegation (and the Councils Scheme of Delegation), which sets out the categories of applications that must be determined under delegated powers by officers.

As this application is a reserved matters submission pursuant to an outline planning permission, it is not a category of development that can be referred to or determined by the Planning Committee under the Scheme of Delegation. The principle of development has already been established through the grant of outline planning permission, and the current application relates solely to the approval of reserved matters details, namely appearance, landscaping, layout and scale.

Accordingly, there is no mechanism within the adopted Scheme of Delegation for this reserved matters application to be referred to Committee for determination, and it must therefore be determined under delegated authority.

I trust this clarifies the position. Should you wish to discuss the application further, please do not hesitate to contact me.

Kind Regards

Steven Sims
Senior Planning Officer (Central Team)

Wiltshire Council

Tel: 01225 770238
Email: steven.sims@wiltshire.gov.uk
Web: www.wiltshire.gov.uk
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Teresa Strange

From: Hannah Jones <Hannah.Jones@wiltshire.gov.uk>
Sent: 11 November 2026 14:00
To: Teresa Strange; Steven Sims
Cc: Fiona Dey; nick.holder@wiltshire.gov.uk; Mark Wiltshire
Subject: RE: PL/2025/07391 - Land South of Western Way, Melksham - reserved matters application for the erection of 210 dwellings

Hello Teresa

The wording allows for Maitland Place to be open for use for the other contracting vehicles if they so wish to use it, this includes cars, vans and LGVs. The wording has been written for flexibility for these types of vehicles , as such there is nothing to prevent these vehicles using the A road access but the CMS still allows their use of the other route.

With regards

Hannah

HANNAH R JONES
Highways Development Management Officer (Level 3)
Highways and Transport

Wiltshire Council

Tel: 01225 713315
Email: hannah.jones@wiltshire.gov.uk
Web: www.wiltshire.gov.uk
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From: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Sent: 11 November 2026 13:47
To: Steven Sims <Steven.Sims@wiltshire.gov.uk>; Hannah Jones <Hannah.Jones@wiltshire.gov.uk>
Cc: Fiona Dey <office@melkshamwithout-pc.gov.uk>; Nick Holder <Nick.Holder@wiltshire.gov.uk>
Subject: RE: PL/2025/07391 - Land South of Western Way, Melksham - reserved matters application for the erection of 210 dwellings

Hi Steve and Hannah
The parish council – and Pathfinders Residents association – have asked for clarification on the highlighted section please, we put this in as comments to the planning application recently after reviewing the CEMP.

Does this mean that cars, vans and LGVs will still be able to use Maitland Place/Pathfinder Way for access? The parish council felt it was ambiguous in the CEMP.
We would be grateful if you could clarify please.
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: Steven Sims <Steven.Sims@wiltshire.gov.uk>
Sent: 06 November 2026 15:17
To: Nick Holder <Nick.Holder@wiltshire.gov.uk>
Subject: PL/2025/07391 - Land South of Western Way, Melksham - reserved matters application for the erection of 210 dwellings

Dear Councillor

Following your meeting with Gary Collins on Thursday afternoon, I have been made aware of your concerns regarding construction access to the above site.

I can advise that, following negotiations with the applicant under application PL/2026/01378 relating to the discharge of the Construction Method Statement condition imposed at the outline stage, it has

been agreed between the applicant and the Council's Highways Team that construction access to the site will be taken from Western Way.

This will be a temporary access for the duration of the construction period and will operate as a left-in/left-out access from Western Way. Cars, vans and LGVs will be able to enter and leave the site within the nearside carriageway without the need for signal control. HGVs exiting the site will be managed under temporary traffic signal control.

Importantly, no HGV movements associated with the development will access or egress the site via Pathfinder Way or Maitland Place for the duration of the construction period.

I trust this addresses your concerns. However, should you require any further clarification, please do not hesitate to contact me.

Kind Regards

Steven Sims
Senior Planning Officer (Central Team)

Wiltshire Council

Tel: 01225 770238
Email: steven.sims@wiltshire.gov.uk
Web: www.wiltshire.gov.uk
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Wiltshire Council Planning Consultation Response

URBAN DESIGN

Officer name:
Jakub Namniestnik
Senior Urban Design Officer
Wiltshire Council

Date: 26.10.2026

Application No: **PL/2026/02458**
Proposal: Full application for the construction of a new food store (Class E) with associated parking, landscaping, drainage and servicing.

The proposed development incorporates:
• A single storey building with a total floor space of 2184m2 (GIA) including a net sales area of 1529m2.
• 132 car parking spaces including 6 disabled bays, 9 parent and child spaces and 2 electric vehicle charging spaces.
• Comprehensive landscaping scheme.
• SUDS drainage scheme.

Site Address: Land East of Eastern Way, Melksham
Case Officer: Russell Brown

Reference:

Drawings and documents indexed between 15th April to 21st of October 2026 on the application webpage.

Policy and Guidance:

- Wiltshire Core Strategy (abbreviated WCS), Core Policy 57 'Ensuring high quality design and place shaping' (abbreviated CP57)
- Wiltshire Design Guide – Wiltshire Council Supplementary Planning Document (March 2024) (abbreviated WDG)
- Joint Melksham Neighbourhood Plan 2 (July 2021) (abbreviated JMNP2)
- National Design Guide (MHCLG January 2021) (abbreviated NDG)
- Building for a Healthy Life (Homes England June 2020) (referenced in the NPPF) (abbreviated BfHL)
- Streets for a Healthy Life: A companion guide to Building for a Healthy Life (Homes England) (abbreviated SfHL)

WCS Core Policy CP57 'Ensuring high-quality design and place shaping': A high standard of design is required in all new developments, including extensions, alterations, and changes of use of existing buildings. Development is expected to create a strong sense of place through drawing on the local context and being complementary to the locality.

At Full Council on 19 May 2026, the elected members of Wiltshire Council agreed to withdraw the previous 'emerging' Wiltshire Local Plan. The said Plan has no material weight for the purposes of the application. In accordance with Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2026, on 30*th* June 2026 Wiltshire Council published a notice of intention to prepare a new local plan for Wiltshire. The next stage is a Scoping Consultation which commences on 2 September 2026. This plan is at a very early stage and currently carries no weight for decision making.

Observations

The application seeks permission for a new Lidl foodstore on agricultural land located east of Eastern Way and south of the A3102 Sandridge Common. The site is currently undeveloped and comprises open agricultural land contained by established boundary hedgerows. It is bounded by Sandridge Common to the north, agricultural land to the south, Eastern Way to the west, and open farmland to the east. Vehicular access would be taken from Eastern Way via a new priority junction, with 134 parking spaces proposed. The scheme also includes pedestrian and cycle connections linking the store to the surrounding existing residential areas.

The site also lies immediately adjacent to the approved Blackmore Farm (East Melksham) Outline Development (PL/2023/11188, permitted 12 May 2025), which extends eastwards and southwards from the application site. The outline permission provides for up to 500 dwellings, employment land, a primary school, a mixed-use hub, public open space and associated infrastructure. Once delivered, this development will establish a substantial new neighbourhood near the proposed store placing the site in an important location between existing residential areas, strategic growth planned for eastern Melksham, and the wider movement network. The site therefore has the potential to contribute towards a well-connected and accessible pattern of development serving both existing and future communities.

Objection

An urban design objection is raised to the proposals in their current form. The development would not meet the high-quality design and place-shaping requirements of Core Policy 57, nor would it adequately respond to relevant local and national design guidance.

Urban Design support cannot be given until the following matters have been addressed through amendments and supporting information:

1) **Integration with Adjoining Development**

   The site shares its eastern boundary with the approved Blackmore Farm (East Melksham) Outline Development (PL/2023/11188, permitted May 2025). Despite the two schemes being directly adjacent, no direct pedestrian or cycle connection is proposed between them. Whilst connectivity would be available via PRoW MELW27 to the south and the proposed widening of the footway along the southern side of Sandridge Common as part of the Blackmore Farm development, these routes represent indirect alternatives rather than the most convenient and legible connection between neighbouring developments. The absence of a direct link is a missed opportunity to integrate the two sites and establish a cohesive movement network that supports walking and cycling between them. As a result, the proposal does not align with WDG Objective 5.2, which seeks to ensure that key movement routes are direct, convenient and attractive for pedestrians and cyclists.

   Recommendation: Provide/safeguard a direct pedestrian and cycle connection between the site and the adjoining Blackmore Farm development to establish a more permeable and integrated movement network. The connection should provide a convenient, legible and attractive route between the two developments, enabling direct access to the store entrance via the proposed glazed gable elevation and better supporting pedestrian and cycle movement in accordance with WDG Objective 5.2.

2) Visual Dominance of Parking

Whilst landscape planting is proposed around the perimeter of the site, the parking area remains dominated by extensive rows of parking and large areas of hardstanding. As a result, parked vehicles become the defining characteristic of the site, limiting the contribution of both the building and landscape structure to creating a strong sense of place. Opportunities to incorporate additional planting and tree cover within the car park appear underutilised, resulting in a visually exposed environment where vehicle storage dominates the arrival experience and views across the site.

A stronger landscape framework within the car park would help break up views of parked vehicles, reduce the visual dominance of hardstanding and improve the overall quality and character of the development. Additional tree and planting provision would also provide shade, enhance biodiversity, assist with surface water management and contribute towards climate resilience objectives.

Recommendation: Review the parking layout to incorporate additional tree planting and meaningful planting breaks within the car park, particularly between parking rows. BfHL Section 10 advocates approximately one planted space for every four parking bays, and increased planting would help reduce the visual dominance of parking, improve site character and provide wider environmental benefits. Consideration should also be given to parking canopies incorporating sedum roofs and/or photovoltaic panels.

3) Surfacing and Visual Quality

The Proposed Surface Treatments Plan indicates predominantly tarmac surfacing, resulting in a uniform appearance that contributes little to placemaking. Given the significant proportion of the site occupied by parking, the surfacing strategy will have a considerable influence on the overall character and appearance of the proposal.

The LLFA Applicant Response (paras. 1.20 and 1.29) confirms that permeable paving has been incorporated into the drainage strategy. Whilst this is welcomed, its material, colour and finish have not been specified within the Surface Treatments Plan. Consequently, it is unclear how the permeable paving will contribute to the visual quality and legibility of the car park. WDG para. 5.4.12 supports permeable parking surfaces and the use of contrasting materials to aid definition and wayfinding.

Recommendation: Review the surfacing strategy to provide a more varied and coordinated palette of materials across the car park. Specify the extent, material, colour and finish of the proposed permeable paving and update the Surface Treatments Plan accordingly. Consider contrasting surface treatments for parking bays and pedestrian routes to improve legibility and reduce the visual dominance of hardstanding.

4) Substation Appearance & Screening

The proposed substation and kiosk are positioned along the northern edge of the car park, close to the pedestrian approach from Sandridge Common. While their locations are shown, insufficient detail is provided to assess their appearance and the effectiveness of the proposed screening.

BfHL consideration 7(e) specifically includes substations and small structures when assessing what people will see as they move through a development. Their positioning, finishes and surrounding landscape should therefore be coordinated to minimise their visual prominence along this approach.

Recommendation: Further details should be provided demonstrating the appearance of the proposed substation and kiosk and how these would be adequately screened to soften their visual impact, accounting for operational access and required clearances.

Provide an eye-level visualisation from the Sandridge Common pedestrian approach showing the installations and screening at establishment and maturity. This should include the adjoining footpath and eastern boundary treatment addressed in Comment 5.

5) Sandridge Common Pedestrian Route Boundary Treatment

The Proposed Boundary Treatments Plan shows a 2.4m timber fence immediately alongside the eastern edge of the pedestrian route from Sandridge Common. Existing vegetation and proposed planting lie beyond the fence, providing separation from neighbouring residential properties.

The fence's height and proximity to the footpath could create an unnecessarily enclosed pedestrian environment and restrict the visual contribution of the adjoining landscape. Its function, height and position should therefore be justified. A more open, layered landscape treatment could provide a more attractive and welcoming approach while maintaining appropriate privacy and screening.

Recommendation: Review whether the existing vegetation, supplemented by proposed planting, could provide a suitable alternative. Where a solid fence remains necessary, explore reducing its height, setting it back from the footpath or incorporating planting on the pedestrian-facing side.

6) Frontage Treatment and Visual Interest

The introduction of buff brickwork and piers along the front elevation facing Eastern Way and the car park provides welcome architectural articulation and material variation linked to context. However, beyond the glazed entrance lobby, a substantial proportion of the elevation remains blank, limiting visual interest, activity and natural surveillance. BfHL Consideration 3Ge encourages the provision of clear ground-floor openings in non-residential buildings to promote activity and natural surveillance, whilst Consideration 3Rd identifies inactive street edges, including blank elevations, as a poor design outcome. Whilst the operational requirements of the foodstore are recognised, there remains scope to further enhance the treatment of this prominent frontage and strengthen its relationship with the surrounding public realm.

Recommendation: Explore opportunities to extend the proposed glazing beyond the entrance lobby and/or introduce additional openings elsewhere along the elevation where operationally feasible. Where this cannot be achieved, provide a coordinated architectural and landscape treatment to break up the perceived length of the blank frontage, increase visual interest and strengthen the building's relationship with adjacent pedestrian routes and the car park.

It is also recommended that eye-level visualisations (CGIs) are provided from Eastern Way and along the principal pedestrian route through the car park to illustrate the proposed materials, building articulation and landscape treatment.

Outlook

RE: *EXTERNAL:FW: Blackmore Farm – Mobility Hub / Community Hub Clarification PL/2026/05372.

From Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Date Mon 02/11/2026 16:56
To Peter Lawson <peter.lawson@turley.co.uk>; Hughes, Cecelia <cecelia.hughes@dwh.co.uk>
Cc Thomas, Amy <amy.thomas@barrattredrow.co.uk>; Mykena Mortimer-Davies <mykena.mortimer-davies@turley.co.uk>; Claire Hawkes <claire.hawkes@turley.co.uk>; Alex Jelley <alex.jelley@ceresproperty.co.uk>; Fiona Dey <office@melkshamwithout-pc.gov.uk>; nick.holder@wiltshire.gov.uk <nick.holder@wiltshire.gov.uk>; developmentmanagement <developmentmanagement@wiltshire.gov.uk>

1 attachment (1 MB)
Community Hub Concept Plan.pdf;

Dear Peter and Cecelia
Further to our recent meeting, I am just confirming to you formally that Melksham Without Parish Council reject the proposal to locate the development wide mobility hub on the community hub land intended to be transferred to the parish council as the site as the East of Melksham Community Centre; in order to retain flexibility for community use. This would not preclude the separate consideration of EV charging associated with the community building.

Alex Jelly – for your information regarding discharge of condition 14.
Development Management -please upload against PL/2026/05732 against the discharge of condition 14 application, the whole email trail please.
Many thanks, Teresa

From: Peter Lawson <peter.lawson@turley.co.uk>
Sent: 14 September 2026 16:25
To: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Cc: Hughes, Cecelia <cecelia.hughes@dwh.co.uk>; Thomas, Amy <amy.thomas@barrattredrow.co.uk>; Mykena Mortimer-Davies <mykena.mortimer-davies@turley.co.uk>; Claire Hawkes <claire.hawkes@turley.co.uk>; Alex Jelley <alex.jelley@ceresproperty.co.uk>
Subject: FW: *EXTERNAL:FW: Blackmore Farm – Mobility Hub / Community Hub Clarification PL/2026/05372.
Importance: High

Good Afternoon, Teresa

Thank you for getting in touch with Cecelia Hughes at Barratt Redrow concerning this application to discharge Condition 14 – Mobility HUB.

We welcome your feedback and queries.

Condition 14 requires:

Prior to commencement of development a phasing and specification plan for the Mobility Hub shall be submitted to and approved by the Local Planning Authority. The Mobility Hub shall include as a minimum a bus stop with shelter and associated real time information for bus, cycle parking including electric cycle

charging points, electric vehicle fast and rapid charging points. The Mobility Hub shall be constructed in accordance with the approved specifications.

The application has been submitted with a 'Concept Plan' only at this stage, and the application provides us with a formal mechanism to begin conversations with the Town Council and Wiltshire Council around how and where the Mobility HUB should be provided.

The bus stops and associated shelters clearly need to be provided on the public highway. At this stage, our suggestion is that the other elements are best located next or close to the intended Community Centre upon that parcel of land or adjacent to it. Assuming this is the consensus view we will need to work with you to develop the proposals further, including the plan and specification, how they are to be provided, and who will maintain them etc.

We have a meeting programmed with you for 22nd September and look forward to discussing this further with you then.

Thank you again for your feedback.

Kind regards

Peter

Peter Lawson
Senior Director

Mobile: +44 7917 327 582
Office: 0118 902 2830

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From: Teresa Strange
Sent: 11 September 2026 14:02
To: 'Hughes, Cecelia' <cecelia.hughes@dwh.co.uk>; 'Callum Warren' <callum.warren@tfa-ltd.co.uk>
Cc: Alex Jelley <alex.jelley@ceresproperty.co.uk>
Subject: Blackmore Farm – Mobility Hub / Community Hub Clarification PL/2026/05372.

Dear Cecelia,

I hope you are well.

Whilst reviewing the recently submitted drawings relating to the LEAP, I came across the discharge of condition application for the Community Hub Concept Plan / Mobility Hub at Blackmore Farm, which is due to be considered by Melksham Without Parish Council at its Planning Committee meeting on Monday evening.

The Parish Council had not been notified of this discharge application and therefore only became aware of it by chance. The application is currently listed under planning application PL/2026/05372.

Having reviewed the concept plan, I am unclear whether I have misunderstood what is being proposed, or whether assumptions have been made regarding the future use of the 0.4ha parcel of land intended to transfer to the Parish Council.

It appears that the proposed Mobility Hub may be located within this land parcel. If that is the case, I would be grateful if you could clarify how this is intended to work, as the Parish Council has not previously been consulted on the inclusion of a Mobility Hub within the land that is proposed to transfer to its ownership.

As you may recall, we were still awaiting the information you kindly offered regarding the size and footprint of the Bromham Community Centre, to assist the Parish Council in considering how a future community building might be accommodated on the site. It was therefore surprising to see a concept plan that appears to establish not only the location and footprint of the community building, but also the inclusion and positioning of a Mobility Hub and associated infrastructure within the same area.

The current concept plan appears to make a number of assumptions, including:

- The size and shape of the future community building.
- The location of that building within the site.
- The relationship between the building, parking, open space and surrounding facilities.
- The inclusion and location of a Mobility Hub within land intended to transfer to the Parish Council.

Whilst the Parish Council supports the principle of delivering a community facility on the site, it has not yet had the opportunity to consider the detailed layout of the wider parcel of land. For example, the Council may wish to provide associated outdoor space for community use, such as a patio or terrace area, informal gathering space, landscaping, community gardens, or additional open space around the building. The inclusion of a Mobility Hub within this land parcel could therefore have significant implications for how the site is ultimately planned and used.

I would therefore welcome clarification on:

- Whether the Mobility Hub is intended to sit on land that will transfer to the Parish Council.
- How responsibility for any Mobility Hub assets would operate if they are located on Parish Council land.
- Which elements would remain the responsibility of the developer, management company, service provider or Parish Council.
- How the proposed car parking provision has been calculated.
- Whether there is any additional information available to explain the assumptions that have informed the concept plan.
- Whether the layout shown is intended to be illustrative only, or whether it is expected to form part of the future design and operation of the land transfer area.

The Parish Council will be considering this matter on Monday evening and it would be extremely helpful if you could provide any clarification, plans or background information before then. Equally, if I have misunderstood the purpose of the discharge application or the intention of the drawing, please do let me know.

Many thanks for your help.

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

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Teresa Strange

From: Teresa Strange
Sent: 02 November 2026 18:25
To: Alex Jelley
Cc: Developmentmanagement
Subject: FW: Safeguarding the route of the proposed Melksham Bypass in light of PL/2026/02966
Attachments: Letter from National Highways re Melksham Bypass_Redacted.pdf; A350 Melksham Bypass - Brian Mathew MP.pdf

Dear Alex – for your information.

Development Management can you please upload this email and attachments to the portal for planning application PL/2026/02966

Many thanks, Teresa

From: Teresa Strange
Sent: 02 November 2026 18:22
To: Martin Smith <martin.smith@wiltshire.gov.uk>; Adrian Foster <adrian.foster@wiltshire.gov.uk>; Gary Collins <gary.collins@wiltshire.gov.uk>; Corps, Kimberly <kimberly.corps@wiltshire.gov.uk>
Cc: Nick.Holder@wiltshire.gov.uk
Subject: Safeguarding the route of the proposed Melksham Bypass in light of PL/2026/02966

Dear Councillors and Officers,
I am writing on behalf of Melksham Without Parish Council following the Government's announcement on 8 October 2026 that funding for the A350 Melksham Bypass has been withdrawn from the current Major Road Network and Large Local Majors Programme.
Whilst we recognise the significance of this decision, **our immediate concern is safeguarding the route of the Melksham Bypass**, to ensure that the opportunity to deliver the scheme in the future is not permanently lost through development.
In his letter of 8 October 2026 to Brian Mathew MP, the Minister for Roads confirmed that the funding decision does not prevent the bypass from being reconsidered in the future, should a compelling business case and an appropriate funding programme become available. However, that possibility will be of little value if the proposed route has been lost to development in the meantime.

Planning Application PL/2026/02966 – Land East of Blackmore Farm

There is currently a live outline planning application for up to 275 dwellings on land east of Blackmore Farm, Melksham, which is crossed in part by the proposed bypass route.
The application can be viewed here:
https://development.wiltshire.gov.uk/pr3/s/planning-application/a0iQ300000LRRPpIAP/pl202602966?c__r=Arcus_BE_Public_Register
The emerging Wiltshire Local Plan had included a policy intended to safeguard the proposed bypass route. However, following the withdrawal of that Plan, the proposed safeguarding policy is no longer available to protect the route through the planning process.
This leaves the Parish Council particularly concerned about the implications of the Blackmore Farm application for the future delivery of the bypass and the need for the wider strategic transport implications to be fully considered before the application is determined.

The continuing strategic importance of the bypass

Despite the Government's funding decision, there remains clear evidence of the continuing strategic importance of improvements to the A350 around Melksham.
In correspondence dated 13 October 2026, Felicity Joyce, Planning Manager within National Highways' Strategic Planning Division, confirmed that the M4 to Dorset Coast Strategic Study identified improvements around Melksham as a primary recommendation and that National Highways continues to support the progression of a Melksham Bypass.

Furthermore, Western Gateway's Strategic Investment Plan Refresh, published in September 2026, continues to identify the Melksham Bypass as a regional transport investment proposal, recognising its contribution to improved strategic north–south connectivity.
The refreshed Plan can be viewed here:
https://westerngatewaystb.org.uk/strategic-investment-plan/

We would also draw attention to Priority Statement 1: Transport Infrastructure – Bypass, on page 113 of the Joint Melksham Neighbourhood Plan 2, which was supported at referendum in July 2025 and formally made by Wiltshire Council in August 2025. Whilst this is a priority statement rather than a planning policy safeguarding a particular alignment, it records the commitment of both Melksham Town Council and Melksham Without Parish Council to supporting the progression of a potential bypass, without prejudging the final scheme.

We also note Wiltshire Council's expressed intention to continue considering the bypass should future funding opportunities arise. This makes it particularly important that planning decisions taken in the meantime do not prejudice that possibility.
At its Full Council meeting on 12 October 2026, Melksham Without Parish Council expressed concern that development east of Melksham could remove potential bypass route options before future funding opportunities arose. The Council resolved to seek clarification from National Highways and Western Gateway on the future strategic status of the bypass and whether continued protection of a route or routes should be pursued with Wiltshire Council.

Request for Wiltshire Council's assistance
Given Wiltshire Council's responsibilities as both the local highway authority and local planning authority, we would be grateful for a coordinated response from the Cabinet Members and senior officers responsible for Highways and Planning on the following matters:

1. **Safeguarding the route:** What steps can Wiltshire Council take to safeguard the route of the Melksham Bypass following the withdrawal of the emerging Local Plan and its proposed safeguarding policy, particularly in light of the continuing strategic importance of the scheme?
2. **Planning Application PL/2026/02966:** Can Wiltshire Council confirm that the officers responsible for the bypass proposals have assessed the potential implications of the Blackmore Farm development for the proposed route, including whether the application could prejudice its future delivery?
3. **Consideration before determination:** Will Wiltshire Council ensure that the implications for safeguarding the bypass route are fully assessed and addressed, with a coordinated position from the relevant Highways and Planning teams, before a decision is made on planning application PL/2026/02966?
4. **Existing planning policy:** What consideration is being given to Core Policy 15 (Spatial Strategy for the Melksham Community Area) and Core Policy 66 (Strategic Transport Network) of the adopted Wiltshire Core Strategy, particularly the provision in Core Policy 66 for protecting land required for realistic strategic transport proposals from inappropriate development? Could this provide a basis for continued protection of the proposed bypass route, notwithstanding the withdrawal of the emerging Local Plan?

We are also writing separately to the Minister for Roads, Brian Mathew MP, National Highways and Western Gateway.

Kind regards, Teresa

Teresa Strange
Clerk & Responsible Financial Officer
Melksham Without Parish Council
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Melksham Community Campus
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Highway Development Management Consultation Response

Planning Application Ref: PL/2026/02966

Site Address: Blackmore Farm, Sandridge Common, Melksham, SN12 7QS
Proposal: Outline planning application for the erection of up to 275 dwellings (including affordable housing), associated infrastructure, landscape and biodiversity enhancements, with all matters reserved except for the main access from Sandridge Common

Date of Further Consultation Response: 4th November 2026

General

I refer to the revised submissions received on this application since my previous response dated 10th July 2026.

I refer you to my previous comments for points regarding transport sustainability and more general highway matters relating to this proposed development.

The revised plans include tracking plans of a large refuse vehicle and a bus negotiating the access. The tracking plans are satisfactory.

The revised access plan is satisfactory with correct detailed visibility splays. A simple priority junction is appropriate to serve this level of development at this location providing a useable vehicle link is achieved to Phase 1. The Phase 1 junction with the A3102 will have a right turning lane. The link to Phase 1 will pick up some movements to and from this Phase 2, reducing the number of right turning movements into the Phase 1 / A3102 junction.

Melksham bypass

The preferred route of the considered Melksham bypass scheme passes significantly through part of the proposed development. A considerable amount of work has been carried out to determine a preferred route for the bypass and details are on the Council website.

The point has been made by a number of objectors to this planning including Melksham Without Parish Council that the application should be recommended for refusal on the grounds that the development will prevent achieving the bypass on its preferred route.

There is no allocated Council funding for the scheme, and given the withdrawal of the Local Plan there is no current policy position to achieve the bypass.

The Department for Transport (DfT) has recently (October 2026) written to Wiltshire Council to confirm that the proposed A350 Melksham Bypass has been removed from its Major Road Network (MRN) and Large Local Majors (LLM) Programme, meaning the scheme will not progress through the current funding process. Effectively this removes the bypass consideration from the determination of this planning application, as without the scheme's inclusion in the MRN and LLM programmes there is no possibility of the bypass being achieved in the foreseeable future.

In these circumstances refusal of the application on obstruction to the preferred bypass route grounds would be difficult to defend at appeal.

Conclusion

Clerk Note: more recent MWPC correspondence has switched to requesting safeguarding the route

I have no highway objection subject to the following conditions, obligations and informatives:-

Obligations

£412,500 index linked and time limited public transport contribution (in line with that achieved for Phase 1) to enable better bus services in the area of the development.

£275,000 index linked and time limited as requested by Transport Planning colleagues for the delivery of schemes within the Melksham LCWIP.

Clerk Note: have put relevant extract of LCWIP in the pack for you to see what the schemes are

£1000 to upgrade local cycle maps.

£7500 travel plan monitoring fee.

Conditions

No development shall commence until a Full Travel Plan based on the submitted Framework Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Full Travel Plan shall include provision of a £300 green travel voucher payable to each dwelling. No part of the development shall be occupied prior to the implementation of the Full Travel Plan, (or implementation of those parts capable of being implemented prior to occupation). Those parts identified for implementation after occupation shall be implemented in accordance with the timetable contained therein, and shall continue to be implemented as long as any part of the development is occupied.
Reason: In the interests of reducing the amount of private car movements to and from the development.

Prior to first occupation of any dwelling, the access junction to the A3102 as detailed on drawing number 1TB12069/GA/066/G including all visibility splays at a height not exceeding 600mm above carriageway level, any required street lighting and highway drainage alterations on the A3102 to accommodate the new access junction, and resurfacing of the entire width of the A3102 over the width of the access junction bellmouth, shall all have been provided in in accordance with details to be first approved under a Highways Act 1980 Section 278 Agreement.
Reason: In the interests of providing safe and convenient access to the development.

Prior to first occupation a 2 metre wide footway shall have been constructed and made permanently available for use by pedestrians, as indicated on drawing number 1TB12069/GA/066/G, and in accordance with details to be first submitted to and approved by the Local Planning Authority between the development access point to the A3102 and the location of the Phase 1 to the west.
Reason: In the interest of safe and convenient pedestrian access to the development.

Prior to the occupation of the 50th dwelling hereby permitted a vehicular link suitable for bus use (6.5 metres carriageway and with footways of at least 2 metres width to

either side), shall have been provided and made available for use between the development and the roads on Phase 1 to the west.
Reason: In the interests of bus access, connectivity, and active travel.

Prior to commencement of the development a Construction Traffic Management Plan shall be submitted to and approved by the Local Planning Authority. The Plan shall include details of construction vehicle routeing, construction staff vehicle parking areas within the site, local road cleaning, and measures to prevent excessive mud and dust being deposited on the public highway. The site construction shall be carried out in accordance with the approved plan.
Reason: In the interests of highway safety and road user convenience.

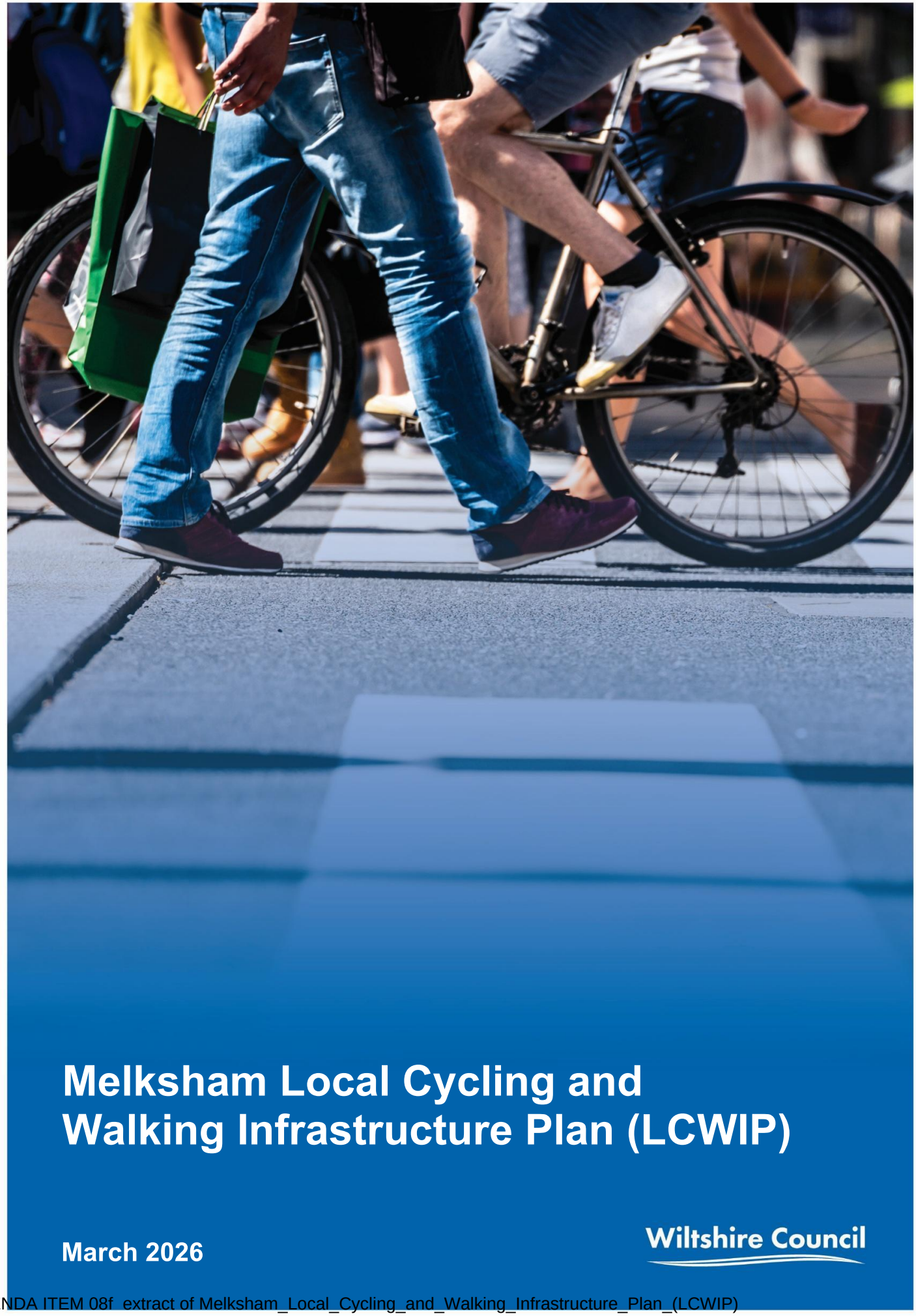
Informatives

A reserved matters application will need to include details of a bus stop including a shelter with the development suitably located to pick up a bus which is likely to enter from Phase 1 and leave via the Phase 2 exit to the A3102.

A reserved matters application should include at least one 2 metres wide segregated pedestrian link between Phase 1 and Phase 2.

Mark Wiltshire
Principal Transport and Development Manager
Highways Development Management

Direct line:01225 713448 Fax:01225 713207 E mail:mark.wiltshire@wiltshire.gov.uk

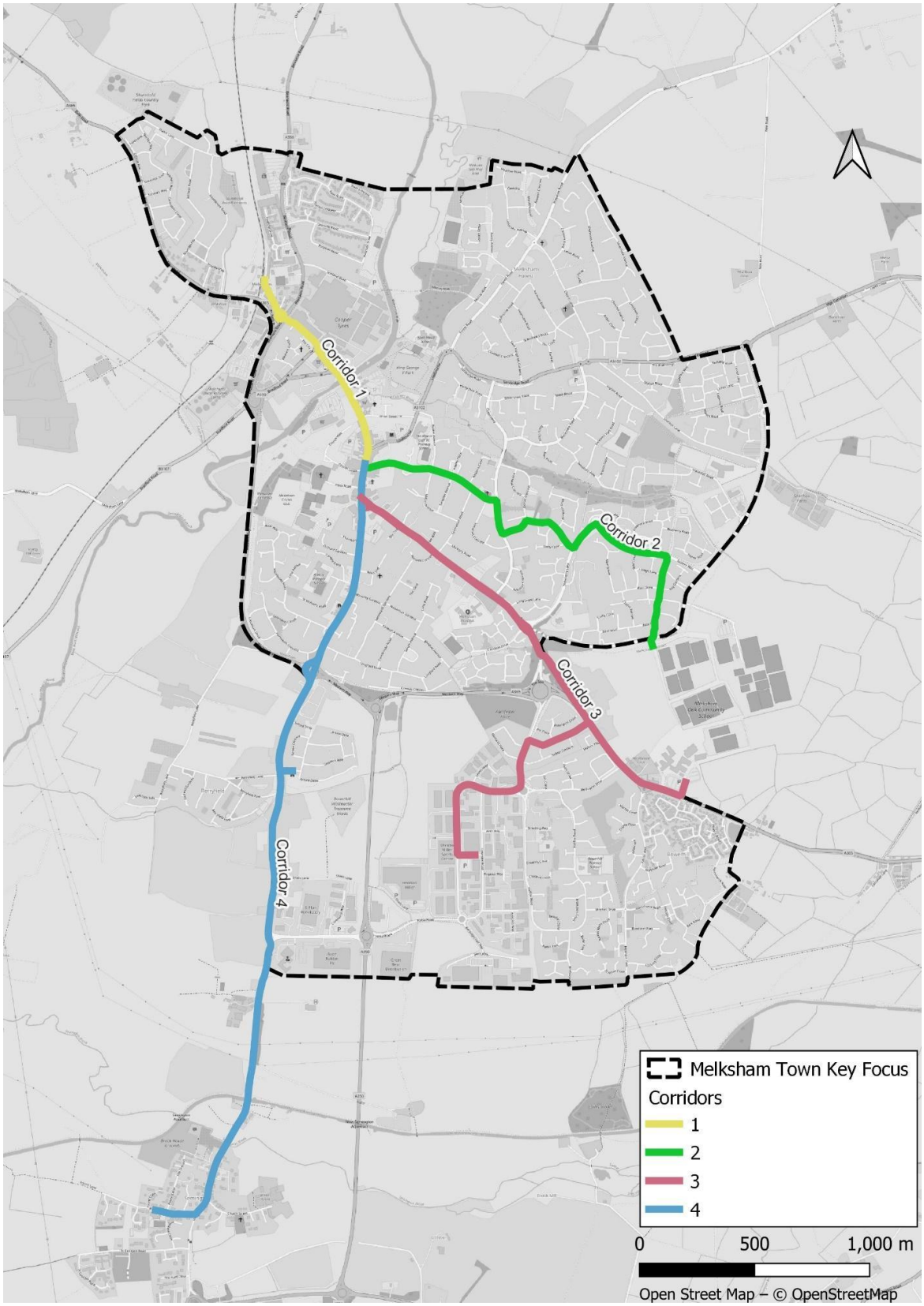


Melksham Local Cycling and Walking Infrastructure Plan (LCWIP)

March 2026

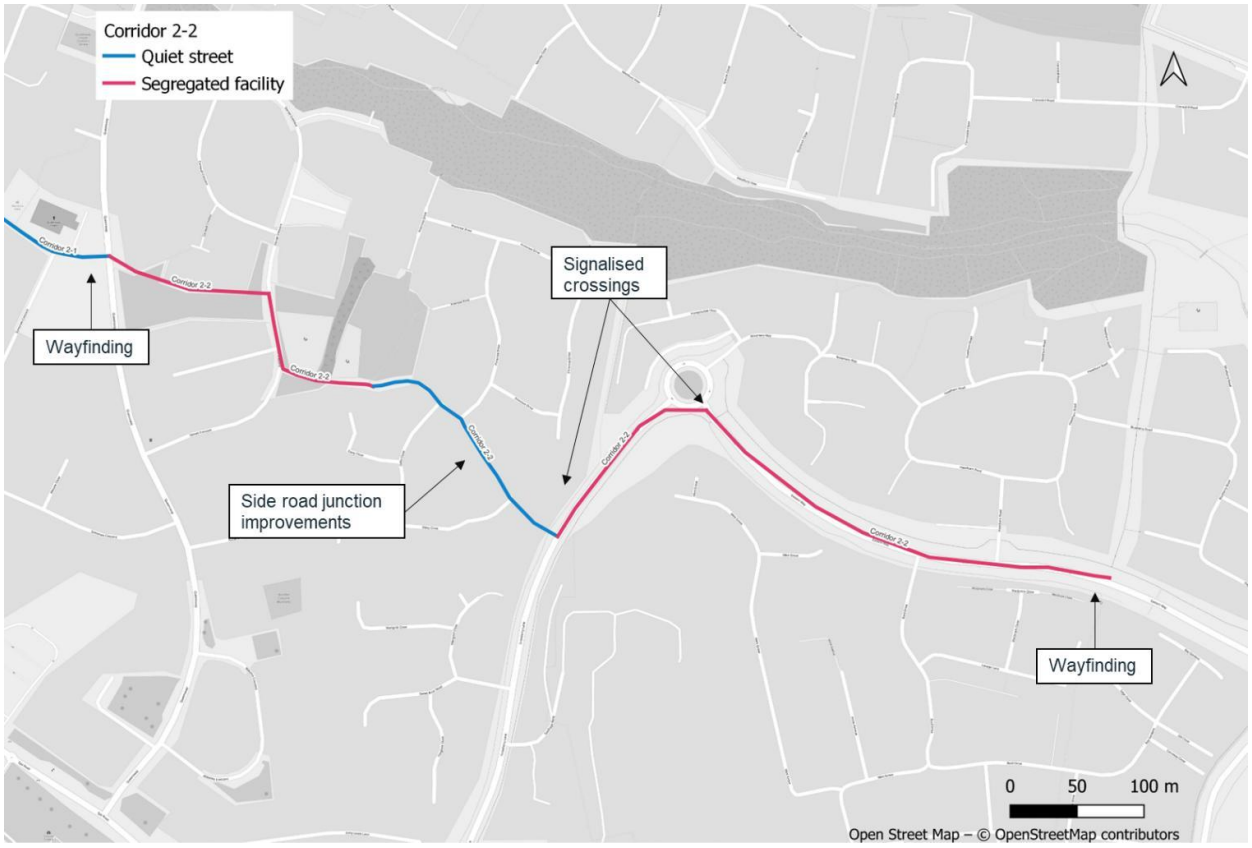
Wiltshire Council

Figure 8-1 - Priority corridors



- Improved crossing points, including dropped kerbs and tactile paving at: Rowley Place, Ruskin Avenue and Byron Close.
- Side road junction improvements throughout the route, for example:
  - Williams Close
  - Coronation Road
  - Somerset Crescent

Figure 8-5 - Proposed infrastructure improvements - 2-2



For section 2-2, proposed interventions include:

- Upgrade the existing footpaths between Pembroke Road and Heather Avenue to provide an off-road segregated pedestrian and cycle route, with new crossings as required.
- Quiet mixed-traffic street on Heather Avenue. A LTN 1/20 compliant option is to be considered for this section, but could include modal filters, changes to the speed limit or other traffic calming measures.
- A segregated two-way cycle track is proposed to extend along Snowberry Lane and Eastern Way, linking up to existing PRoWs and future development areas.
- New signalised crossings particularly two on Eastern Way and one at Snowberry Lane/Heather Avenue to allow for safer movements of pedestrians and cyclists.
- Addition of wayfinding.
- Side road junction improvements throughout the route, for example:
  - Heather Avenue / Snowberry Lane
  - Daisy Close
  - Primrose Drive

8.4 Cost estimates

Indicative cost estimates have been calculated for the proposed interventions set out in section 8.3. These are based on typical unit / per km rates for similar facilities and do not take account of any particular site characteristics. Construction costs include allowances for site overheads and contractor fees.

A risk budget of 40% has been included in the 'Total' costs for each section – appropriate for this stage of scheme development with many unknowns in terms of site condition, potential impact on utilities etc. Scheme costs will be refined as designs and options are developed in more detail, and site-specific costs are further understood. Allowances included in total costs are also made for scheme development, design, site supervision, and land acquisition– i.e., all costs in developing and delivering the scheme.

A summary of the indicative cost estimates per route is shown in Table 8-3. These costs are shown in 2025 prices -a breakdown of these estimates is provided in Appendix C[26].

Table 8-3 - Indicative cost estimates

Route	Section	Indicative construction cost estimate (£'000s, 2025 prices)	Total Cost (rounded to nearest £10k) (£'000s, 2025 prices, including 40% risk budget)
Route 1 – Town centre to rail station	1-1 High Street / Lowbourne to A3102 New Broughton Road	319	530
	1-2 A3102 New Broughton Road to Melksham rail station	799	1,320
	Route 1 total	**1,118**	**1,850**
Route 2 – Town centre to Eastern Way	2-1 High Street to Queensway	191	320
	2-2 Queensway to Eastern Way	1,216	2,050
	Route 2 total	**1,407**	**2,380**
Route 3 – Town centre to Bowerhill	3-1 Spa Road / High Street to Spa Road / The Spa	1,372	2,280
	3-2 The Spa to Bath Road / Falcon Way	1,878	3,120
	3-3 Newall Road to Bowerhill	1,680	2,780
	Route 3 total	**4,930**	**8,180**

[26] The estimates in Appendix C are in 2020 prices, and uplifted to 2025 prices in this table.

Route 4 – Town centre to Semington	4-1 Town centre to fire station	1,305	2,170
	4-2 Semington Road	920	1,520
	4-3 High Street to Semington	317	530
	Route 4 total	**2543**	**4,220**
Total for all routes		**9,998**	**16,630**

9. Next steps

This Local Cycling and Walking Infrastructure Plan has established the priority routes to be developed in a five to ten-year delivery plan, guiding the investment in walking and cycling over this period. Given that the LCWIP is a strategic document, for each route and location, further assessment and feasibility studies will be needed to produce a detailed design of the final infrastructure. All proposed infrastructure will be designed to be inclusive and accessible to all users, including disabled people, ensuring equitable access to walking and cycling routes.

This LCWIP is intended to be a live document, recognising that locations and routes identified in this report are unlikely to form an exhaustive list of where improvements would be beneficial. Where additional opportunities arise for initiatives to complement the overall shape of Melksham's cycle and walking network, these can be adopted into future versions of this plan.

It should be noted that this document will require integration with the Wiltshire LCWIP, a county-wide infrastructure plan. Hence, funding opportunities will require a county-wide prioritisation in order to identify priority schemes, including against other workstreams / maintenance to see how measures can be delivered over time.

Lastly, regular monitoring will be essential to track progress, and a monitoring plan is recommended to be produced before any interventions are further assessed. The monitoring plan should consider any changes in walking and cycling levels as well as collision and traffic data.

PL/2026/02966 - Land East of Blackmore Farm, Melksham

Further to its previously submitted comments, Melksham Without Parish Council maintains its objection to application PL/2026/02966 for development on land east of Blackmore Farm. However, should Wiltshire Council be minded to approve the application, the Parish Council asks that the following additional requests be taken into account.

These comprise a request for a financial contribution towards the Community Hub planned for land secured on the adjacent development, together with the Parish Council's standard requests for all developers.

Community Hub Contribution

The Parish Council requests a financial contribution towards the provision of the community hub/community centre on land secured at Blackmore Farm (PL/2023/11188). The contribution should be consistent with the approach established through the Blackmore Farm development agreement, which established the principle that other developments would contribute towards this facility.

Melksham Without Parish Council Developer Requests

The Joint Melksham Neighbourhood Plan 2 requires the following provided:

- Adherence to Neighbourhood Plan 2 policies and evidence documents such as the Housing Needs Assessment and the Melksham Design Guide and Code.

The Parish Council would also like to see the following provided:

- Contribution towards improved bus services, which serve the area.
- Contribution to educational and medical facilities within the Melksham area.
- 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 in line with National Allotment Society guidance.
- Heat pumps and provision of solar panels and storage batteries for every house or group of houses/block of flats to be included in proposals. To include capacity for hydrogen heating in the future within proposals.
- 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
- 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.
- Contribution towards playing fields.
- Connectivity with existing housing development so not isolated.
- There are practical art contributions Parish Council are involved in public art discussions
- 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.
- There is visible delineation between pavement and roads so they are easily identifiable
- Provision of convenience store with free access cash point.
- 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.

Outlook

Middle Farm, Corsham Road – PL/2024/09725 Query on drainage contribution

From Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Date Tue 03/11/2026 13:38
To Wise, Isobella <isobella.wise@wiltshire.gov.uk>; Alison Whalley <alison@rawplanning.co.uk>
Cc phil.alford@wiltshire.gov.uk <phil.alford@wiltshire.gov.uk>; Fiona Dey <office@melkshamwithout-pc.gov.uk>; developmentmanagementwest@wiltshire.gov.uk <developmentmanagementwest@wiltshire.gov.uk>

Dear Isobella and Alison

The parish council's Planning Committee met last week, and reviewed the Heads of Terms v3 which we can see on the planning portal.

They wish to seek clarification on the proposed £2,150 drainage contribution towards public right of way MELW85 to the north of the site.
Whilst this off site flood mitigation funding is welcome, and as per the request/requirement under the Joint Melksham Neighbourhood Plan 2 Policy 3, we don't understand the location that is described.
There are no dwellings in that vicinity, and we are not aware of any flooding issues in the north of the development site, or that would impact/alleviate the dwellings to the south of the development that do flood regularly.
I have checked in with the well respected volunteer flood wardens in the area and they too don't understand what the reference to that location is for.
Regular pumping is required south of the development site in heavy rain to prevent internal property flooding, and several visits by the Drainage team (Danny Everett and Richard Williams) have taken place, and the PROW location has never been mentioned.

Before this application is brought to a conclusion could you please clarify what this drainage contribution at this location is for.

With many thanks, Teresa

Teresa Strange
Clerk & Responsible Financial Officer
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Melksham Area Local Plan round-table meeting

Notes of discussion

Monday 26 October 2026 at 5pm at Melksham Without Parish Council offices, Melksham Community Campus

Meeting between Wiltshire Council, Melksham Town Council and Melksham Without Parish Council. These notes record the discussion. The seven questions submitted beforehand and Wiltshire Council's written replies were circulated separately and attached as Appendix 1.

Attendance

Wiltshire Council – Cabinet members and officers: Cllr Ian Thorn (Leader of Wiltshire Council and Cabinet Member for Strategic Planning); Cllr Kym-Marie Cleasby (Portfolio Holder for the Local Plan); Geoff Winslow (Spatial Planning Manager); Gary Collins (Head of Development Management).

Wiltshire councillors also attending: Cllr Andrew Griffin (Melksham Without West and Rural; also Melksham Town Council); Cllr Phil Alford (Melksham Without North and Shurnhold; also Melksham Town Council); Cllr Jennie Westbrook (Melksham Forest; also Melksham Town Council); Cllr Nick Holder (Bowerhill).

Melksham Without Parish Council: Cllr David Pafford (former Chair of the Joint Melksham Neighbourhood Plan Steering Group and designated lead spokesperson for the Joint Melksham Neighbourhood Plan; chairing the meeting); Cllrs Richard Wood, Alan Baines and Peter Richardson; Teresa Strange (Clerk).

Melksham Town Council: Cllr Safi Rabey (Mayor); Hayley Bell (Chief Executive Officer). Cllrs Andrew Griffin, Phil Alford and Jennie Westbrook are identified above under their Wiltshire Council roles.

Planning consultant: Vaughan Thompson, Place Studio – Planning Consultant for Joint Melksham Neighbourhood Plans 1 and 2.

Opening remarks and approach

Cllr David Pafford chaired the meeting in his continuing role as the identified spokesperson for the Joint Melksham Neighbourhood Plan (JMNP). Having previously chaired the JMNP Steering Group, he has remained in this role to provide a voice for the Neighbourhood Plan on behalf of the two councils. He welcomed attendees and guided the discussion through the questions circulated in advance.

Cllr Ian Thorn said the meeting should begin an ongoing conversation, rather than be a one-off visit, and offered to return for further discussions. He described the demanding 30-month timetable for preparing the new Local Plan and the approximately 83% increase in Wiltshire’s housing requirement. He also outlined the

potential of one or more new communities, alongside development at existing settlements, and the importance of delivering infrastructure, particularly health provision, earlier in the development process.

He referred to work beginning on a wider Wessex strategic planning framework covering major infrastructure. The Chair proposed working through the questions circulated in advance. Participants recognised that one meeting could not settle every issue.

1. Long-term vision, growth and settlement identity

Local representatives asked for a realistic, whole-place vision which addressed infrastructure already lacking, rather than assuming ambitious transport or health schemes would be delivered after housing. Concerns included pressure from successive urban extensions, the distinct character and separation of rural communities, the shortage of suitable employment sites, local recreation and facilities, and the ability of residents to work and spend locally.

The experience of Gompels in seeking suitable employment land was raised. Cllr Thorn agreed that sustainable growth required employment opportunities alongside housing and was interested in a further discussion about infrastructure needed by existing residents before additional growth was considered.

Geoff Winslow, Wiltshire Council's Spatial Planning Manager, emphasised that the Local Plan vision should be expressed in terms of outcomes for communities, including public health, access to green space, movement and addressing inequalities, rather than simply meeting a housing number. Participants discussed the difficulty of delivering a credible infrastructure-led vision within the accelerated programme.

2. Transport and the A350 bypass

The councils raised the implications of the withdrawal of government funding support for the Melksham bypass, particularly the risk of live housing proposals preventing a future route. Wiltshire Council officers explained that the bypass concept might be reassessed through evidence-led plan-making and transport modelling, but that there was not currently an adopted policy safeguarding the indicative corridor or the funding certainty needed to defend it strongly in current applications.

Members pressed for a clear answer on whether land could be protected in the meantime, and challenged the prospect that development could close off a strategic option before the new Local Plan was adopted. The discussion distinguished protection of a particular alignment from the wider principle of an A350 improvement. Further consideration of the current policy position and possible responses was sought; no commitment to safeguard the route was made at this meeting.

3. Renewable energy and cumulative infrastructure

Participants raised the concentration of solar developments, battery energy storage systems, grid connections and associated works in the north of the parish around

Beanacre substation, and the difficulty of seeing their combined effect when applications are considered separately.

Wiltshire Council acknowledged the need for early engagement with utility and network operators and the national policy support given to renewable energy. Members offered locally collated evidence and sought a more joined-up assessment of cumulative landscape, community, grid and transport effects.

4. Joint Melksham Neighbourhood Plan 2 (JMNP2), housing growth and cumulative transport modelling

Members stressed that the recently made Joint Melksham Neighbourhood Plan 2 contained an extensive evidence base and policies extending beyond housing allocations, including settlement separation. They expressed concern about the effect of speculative applications and the Snarlton Farm appeal decision on the housing-related policy position. Wiltshire Council officers recognised the value of neighbourhood planning but explained the strong weight currently given to meeting housing need.

Vaughan Thompson drew attention to information collated by Melksham Without Parish Council and shown on the Parish Council's map, indicating approximately 3,500 dwellings in the development pipeline or potentially coming forward across the Melksham area. He asked whether the cumulative effect of this development could feed into strategic transport modelling, and whether significant impacts on the existing highway network might be relevant to decisions on current proposals.

Geoff Winslow, Wiltshire Council's Spatial Planning Manager, explained that transport modelling starts with the existing network and expected background traffic growth and also incorporates development commitments through an "uncertainty log". This allows assumptions about whether and when permitted or committed schemes are built out to inform cumulative network forecasts. Officers indicated that modelling would continue to reflect development they could identify and account for.

5. Engagement and future neighbourhood planning

Members welcomed Cllr Thorn's willingness to continue the conversation and sought practical involvement before the Local Plan's preferred options were fixed, including thematic workshops and opportunities to share the Parish Council's mapping and neighbourhood-plan evidence. The timing of any future JMNP2 update and the interaction with new local housing requirements were part of the wider agenda, although no detailed programme or fixed contact arrangements were agreed during the oral discussion.

6. Decisions on applications during the interim period

Members and officers discussed the challenge of piecemeal development, particularly where separate applications had cumulative effects but did not individually deliver wider infrastructure. Cllr Thorn asked whether a strategic masterplan or coordinated approach could help developers deliver benefits more coherently.

Officers explained that decisions on current applications still had to address their individual merits and impacts, while taking account of neighbouring development where appropriate. A Local Plan policy framework, area-wide allocations, phasing and infrastructure delivery expectations could make future coordination easier, but was harder to impose retrospectively on unrelated live proposals.

Points identified for further discussion

Reconcile the Parish Council's mapped approximately 3,500 potential dwellings with Wiltshire Council's housing commitments, assumptions and transport-modelling uncertainty log.

Seek clear written clarification on the policy position for the indicative A350 bypass corridor and the implications of ongoing applications.

Share locally assembled evidence on employment need, rural settlement identity, infrastructure deficits and renewable-energy cumulative impacts.

Explore topic-focused meetings on a whole-place strategy, infrastructure delivery and coordination of development sites, with an identified officer contact. Teresa Strange to contact Paula Tucker to arrange the next meeting.

Appendix 1

Questions from Melksham Without Parish Council and Melksham Town Council and response from Wiltshire Council, supplied 26th October 2026

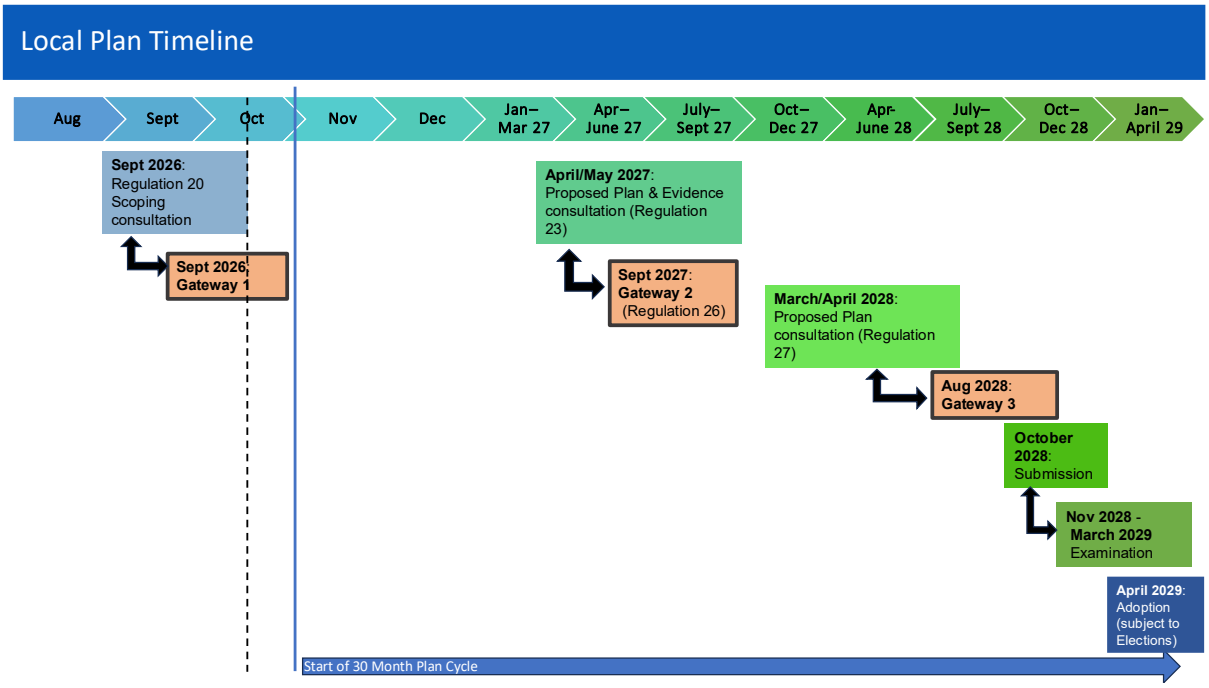
Melksham Area Local Plan Round Table Meeting Monday 26 October 2026	
Questions	**Response**
1. Strategy, Growth and Settlement Identity What is Wiltshire Council's emerging vision for Melksham and its rural communities over the next 20 years, and what does Wiltshire Council see Melksham looking like at the end of that period? How will Wiltshire Council work with us to develop and test a whole-place strategy before preferred growth locations are selected? Will that assessment compare reasonable alternatives, including regeneration, urban extensions and new settlements, and	Melksham is one of a number of important Market Towns in Wiltshire and hence has played and will likely continue to play a strategic role in helping meet housing and employment needs supported by appropriate infrastructure. To fully understand the role that the town will play into the future we are gathering evidence to help develop and test a vision and strategy options for the County that will form the basis of the new Local Plan. Details of these important matters will be the subject of two further rounds of consultation as detailed in our published timetable.

explicitly address employment, infrastructure, settlement identity and rural gaps?	As anticipated by legislation, national planning policy and guidance the new Local Plan will be guided by the generation and testing of reasonable alternatives. Indeed, such testing is required by the application of the Strategic Environmental Assessment.
2. Transport and the A350 Bypass What are the implications of the loss of the A350 Melksham Bypass from the Government programme for the scale, location and timing of growth? What alternative transport strategy will be assessed, when will the evidence be available, and how will necessary infrastructure be secured alongside development?	The Department of Transport's decision to pull their support for the Melksham Bypass Outline Business Case is unfortunate, particularly considering the recommendations set out in recent M4 to Dorset Coast Connectivity Strategic Study. However, as anticipated in the process of plan-making, the preparation of the new Local Plan will be evidence-led, including a proportionate assessment of infrastructure requirements to support a sustainable pattern of future development. Where, for instance, assessments indicate the need to mitigate potential harm to the effective operation of the highway network, work will be undertaken to determine a plan-led response.
3. Renewable Energy and Cumulative Impacts How will the Local Plan address the concentration and cumulative impacts of solar, BESS and associated grid infrastructure around the Melksham Substation at Beanacre? Will this include a shared baseline of existing and proposed schemes, assessment of environmental and community impacts, and coordination with neighbouring authorities and relevant infrastructure bodies?	We recognise that the area has been under significant pressure from a number of solar energy and related developments, due to the location of the Beanacre substation. Cumulative impacts of these proposals have been carried out however the decision maker (usually the Planning Inspectorate) has normally given greater weight to the benefits of such development. However, in accordance with policies of the National Planning Policy Framework the new Local Plan will need to positively plan for renewable energy facilities. This will include early engagement with utility providers and network operators so that there is a clear understanding of energy supply and network policy [NPPF, W1]. In addition, there will be a need to support the transition to clean power by identifying areas which are suitable for renewable and low carbon energy development and electricity network infrastructure [NPPF, W2]. To achieve the latter, dialogue with neighbouring authorities may be needed, as well as comprehensive assessments of

	land in terms of direct, indirect and cumulative effects will need to be undertaken.
4. Joint Melksham Neighbourhood Plan 2 (JMNP2), Evidence and Housing Figures How will the recently made Joint Melksham Neighbourhood Plan 2 (JMNP2), including its allocations and settlement-separation policies, inform the new Local Plan? Which existing evidence will be retained or updated, and will Wiltshire Council publish a clear housing baseline showing the relevant dates, completions, permissions, commitments and allocations, including developments currently under construction or with planning permission, to ensure that housing already in the pipeline is properly accounted for and does not fall through the cracks?	The policies in the JMNP2 have full development plan status and hence they inform decision-making locally alongside the policies of the adopted Wiltshire Core Strategy, the decision-making policies of the National Planning Policy Framework and, where relevant, the Planning Practice Guidance. In terms of future strategic planning, the policies JMNP2 are material to the establishment of the current baseline position in terms of planning commitments and hence will help shape the emerging Local Plan to some degree, as will emerging evidence on housing and employment needs, infrastructure requirements and so on. As the Council works towards seeking to meet housing need the evidence in relation to supply will be considered when establishing and testing strategy options to underpin and deliver the eventual housing requirement that will be set in the emerging Local Plan.
5. Engagement and Collaboration How does Wiltshire Council envisage working with Melksham Town Council and Melksham Without Parish Council throughout the preparation of the new Local Plan, and what opportunities are there for proactive collaborative working? Can we agree a named officer contact and a programme of joint work, beginning with an early Melksham-area workshop, so that the councils can help shape and test options before preferred sites are selected? How will consultation dates and supporting information accommodate council meeting cycles?	As defined in law, Melksham Town Council and Melksham Without Parish are “relevant consultation bodies” and hence, along with all other such bodies, they will be engaged during the preparation of the new Local Plan. As has been the case with neighbourhood planning locally, we will endeavour to maintain dialogue with the Town and Parish Council through a dedicated officer. We are currently reviewing the response to the Scoping Consultation about how engagement should take place. Discussions are ongoing and it is too early to set out what this might look like. From October 31, 2026 (Gateway 1) the Council will be committed to preparing the new Local Plan within the 30-month timetable. This is therefore a challenging programme with clear expectations on the Council that it will meet the published milestones. As such efforts may need to be

	made to streamline committee cycles to ensure statutory requirements are met. The published timetable will enable town and parish councils to plan ahead for consultations. We will also continue to provide updates in advance as we did for the Scoping consultation.
6. Any Future Neighbourhood Plan Update What, if any, updates to JMNP2 would Wiltshire Council recommend, and at what stage of Local Plan preparation? What support and information will be available so that any update is proportionate, timely and avoids unnecessary duplication?	As outlined in the recent Town and Parish Council Briefing Note and as anticipated by national planning policy and guidance neighbourhood planning still has a role to play in meeting locally assessed housing needs, in spite of the fact that a County-wide housing requirement has not yet been established in the new Local Plan. The draft local plan once ready for its final consultation in 2028, will establish a 'strategic' housing requirement and will include local' housing requirements for neighbourhood plan areas. The intention is to have numbers for designated neighbourhood plan areas around the time the council undertakes the next stage of formal consultation on the Local Plan next year (2027), which would be indicative but of course still subject to consultation and testing. Therefore, as the new Local Plan develops it is anticipated that local town and parish councils will be kept informed and supported to avoid any unnecessary duplication of effort when it comes to planning to meet needs.
7. Decisions During the Interim Period While the new Local Plan is being prepared, how will Wiltshire Council ensure that decisions on speculative proposals clearly explain the application of JMNP2 policies, including settlement separation, and assess cumulative infrastructure and environmental impacts? What practical arrangements can we agree for parish and town council evidence to inform those assessments?	The JMNP2 forms part of the statutory local development plan for the area. As such, and in accord with s38(6) of the Planning and Compulsory Act 2004 and s70(1) of the Town and Country Planning Act 1990, the starting point for the consideration of planning applications will be the policies of the development plan, unless material considerations indicate otherwise. In addition, planning applications will also need to conform with the new national decision-making policies of the National Planning Policy Framework. With regard to housing proposals, the Local Planning Authority will need to give weight to the Secretary of State's reasoning behind

	the appeal decision at Snarlton Farm in respect of the JMNP2 housing figure.



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Teresa Strange

Melksham Without Parish Council

INVOICE 115

10 November 2026

Payment due by 10 December 2026

QUANTITY	DETAILS	UNIT PRICE (£)	VAT	NET SUBTOTAL (£)
9:30 Hours	Ad-hoc Planning Support - 9.5 hours	75.00	20%	**712.50**
Expense	travel (bus / car)	15.00	20%	**15.00**
			Net Total	**727.50**
			VAT	**145.50**
			GBP Total	**£873.00**

Payment Details

Bank/Sort Code: 306232
Account Number: 24631568
Payment Reference: 115

Other Information

Company Registration Number:
07288847

Teresa Strange

From: Campbell Ritchie <campbellrmtc@gmail.com>
Sent: 29 October 2026 11:26
To: Graham Hill
Cc: Gavin Grant; Exton59; Steve Siddall; cindy creasy; parishclerk@suttonbengerparishcouncil.gov.uk; Nick Stokes; Parish Council; Teresa Strange; Gerard Murray; Roger Budgen; John Eaton; Martin Smith; stevewalls@royalwoottonbassett.gov.uk; richard@potterne.info; Richard Moody; Russell Willsmer; mhall@marlborough-tc.gov.uk; Simon Fisher; Richard Ormerod; peter gilchriest; Andrew Conroy; Steve Abbott; Nick Murry; medwards@calne.gov.uk; Bob Tallon; Isabel McCord; Cllr Alex Kay; dwingrove@akpc.org.uk; Mark Clarke; Ian James; Deborah Urch; Christopher Hall; nickbaker@laverstock-ford.co.uk; parish-clerk@laverstock-ford.co.uk; vicbussereau@laverstock-ford.co.uk; pauline_cameron@hotmail.co.uk; mugzietenorsax@gmail.com; gordon.king@westburytowncouncil.gov.uk; Ken McCall; Anne Henshaw; parish.clerk@lynehamandbradenstoke-pc.gov.uk; clerk@seendparishcouncil.co.uk; adam Gilmore; Andrew Lennox; cloudshill200 @gmail.com; sehunt34@btinternet.com; Shendie Green; tcorbin@salisburycitycouncil.gov.uk; ARiddle@salisburycitycouncil.gov.uk; carawatson@crickladetowncouncil.gov.uk; Deborah Lawrence; Kim Power; Pepper Barney; phil.harcourt@westburytowncouncil.gov.uk; Planning; Richard@richardclark.me; Neil.Miles@purtonparishcouncil.gov.uk; geoff.greenaway@purtonparishcouncil.gov.uk; gjmartin58@gmail.com; b.robinsonopc@gmail.com; gillian@royalwoottonbassett.gov.uk; Frank.Ball@lynehamandbradenstoke-pc.gov.uk; Laura Jones; Adam CARWARDINE; 'Alan Lawer'; ahunt@salisburycitycouncil.gov.uk; Deanccowley@gmail.com; james.ward@trowbridge.gov.uk; ta@austreng.com; clerk@tisbury-pc.gov.uk; David Pafford
Subject: WALPA – Meet with Wiltshire Council confirmed for Monday 9th November at 4:00pm at County Hall - Prep Zoom at 4:00pm on Tuesday 3rd November
Attachments: WALPA Priorities Summary - Working Draft.docx

Dear All

Thank you for the responses confirming attendance at our meeting with the leader of Wiltshire Council, Ian Thorn, and a member of the Strategic Planning Team for Monday 9th November at 4:00pm at County Hall, plus input on our draft summary of key issues and priorities of common concern to WALPA participants.

Please find an updated draft of this document. The main changes are additions to our points on

11. Healthcare and Social Care Capacity

16. Cumulative Impact of Development

18. Older and Younger People's Needs

To support our prep for the meeting we would

(i) Like to invite those who will be attending the meeting with Wiltshire Council, and anyone still thinking about attending, to a quick Zoom meeting on Tuesday 3rd November at 4:00pm. Log in details below.

This will be to check we are aligned on our approach to the meeting and how we will present our key points and manage any subsequent discussion. We'll also sign off the document to send to Wiltshire Council before the meeting (the proposal is to send a tidied up version of our summary of key issues an priorities).

(ii) Ask you send Graham and I any specific examples of current planning issues/ challenges that illustrate your current key concerns we can refer/ should also raise at the meeting.

Zoom Log In for pre-meet on Tuesday ...

Topic: WALPA - Prep for meeting with Wiltshire Council
Time: Nov 3, 2026 04:00 PM London

Join Zoom Meeting
https://us02web.zoom.us/j/88360553014?pwd=1PDNmNp3IeLncgSOFj4N8CXTxZ9bKr.1

Join and take notes
https://us02web.zoom.us/j/88360553014?pwd=1PDNmNp3IeLncgSOFj4N8CXTxZ9bKr.1&mynotes=on

Meeting ID: 883 6055 3014
Passcode: 641919

One tap mobile
+442034815237,,88360553014#,,,,*641919# United Kingdom
+442034815240,,88360553014#,,,,*641919# United Kingdom

Thanks and best regards

Campbell and Graham

Campbell: 07802638424 and campbellrmtc@gmail.com

Graham: ghill84@hotmail.com

Virus-free.www.avg.com

Teresa Strange

From: Wiltshire Council <wiltshirecouncilnews@news.wiltshire.gov.uk>
Sent: 02 November 2026 12:57
To: Teresa Strange
Subject: Latest news: Wiltshire Local Plan passes first important milestone

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2 November 2026



Wiltshire Local Plan passes first important milestone

Work to prepare the new Wiltshire Local Plan has taken an important step forward, as Wiltshire Council has passed through ‘Gateway 1’ in the new plan-making process.

Gateway 1 is the first of three mandatory checkpoints in the Government’s new process for preparing Local Plans. It is the point where councils publish a self-assessment of readiness outlining the work undertaken and arrangements in place to begin preparing their new Local Plan.

This includes having a timetable, appropriate project management arrangements, a proposed approach to engaging communities and stakeholders, an understanding of what the plan is likely to cover, and progress on its environmental assessment. The Gateway 1 self-assessment summary has been published on the council’s website.

Gateway 1 was passed on Saturday 31 October, marking the start of the formal 30-month Local Plan preparation process. It follows the initial Local Plan scoping consultation, which the council held in September.

The Local Plan will help guide future development across Wiltshire, setting out where and how the area should grow and providing the planning framework for future development.

Find out more

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Wiltshire housing pipeline — 1 November 2026

My updated **indicative** estimate remains **about 3.4 years at 1 April 2027**, with a prudent range of approximately **3.0–3.9 years**.

This is not an official Wiltshire Council figure. It is a scenario calculation based on the Council's formal 1 April 2025 position and subsequent public planning data.

Changes since 1 October

After reviewing the Council's current major-applications register, the filtered residential pipeline changes are:

Change	Application	C3 dwellings
New	PL/2026/06137, Colerne Industrial and Storage Park	150
New	PL/2026/06683, Marsh Farm, Royal Wootton Bassett	200
New	PL/2026/06810, The Mead/Fox Row, Winterbourne Bassett	16
Refused 8 Oct	PL/2026/03045, Damask Way, Warminster	−49
Refused 30 Oct	PL/2026/00843, Whitlocks, Bishopstone	−9
Revised	PL/2025/06105, Bowerhill Lane	−3
Duplicate/revised scheme	A3102/Melksham scheme counted once at 286 rather than 295	−9
Net change		**+296**

The Marsh Farm proposal is publicly advertised as up to 200 dwellings. Plota The Colerne proposal is for up to 150 dwellings. Planning Application Damask Way's 49-dwelling outline application is now recorded as refused. Plota

Among the tracked qualifying applications this month there were:

- **3 new applications**
- **0 approvals**
- **2 refusals**
- **0 withdrawals**
- **2 material numerical/duplication adjustments**

Reserved-matters submissions, condition variations, care-home accommodation and overlapping applications have been excluded unless they alter the realistic dwelling pipeline.

Current filtered pipeline

The resulting total is:

- **43 pending major residential applications**
- **6,436 proposed C3 dwellings**
- Previous review: **42 applications and 6,140 dwellings**

The largest pending proposals continue to include Forest Farm, Chippenham (600), Netherhampton (406), Showell (400), Mane Way (365) and Cricklade (315). The new 200-home Marsh Farm proposal is also now significant.

Approval trend

The latest available MHCLG local-authority data still cover the **year ending June 2026**. The release was updated on 29 October, but no July–September local-authority quarter has yet been published. GOV.UK

For Wiltshire, that dataset records:

- **50 major residential decisions**
- **42 permissions granted**
- **84% approval rate**

All major development decisions were slightly lower at **94 of 114, or 82.5%**. I have retained **84%** as the central residential approval assumption. The two recent refusals are worth noting, but they are not a sufficient sample to replace the annual trend.

Permission is not the same as five-year deliverability. A consent only contributes to the land-supply figure where there is credible evidence that dwellings will actually be completed within the relevant five-year period.

Updated calculation for 1 April 2027

The formal 1 April 2025 calculation is 10,268 deliverable dwellings against a five-year requirement of 18,310, producing **2.8 years**. marlborough-tc.gov.uk

Central assumption	Applied
Current pending dwellings	6,436
Determined by 1 April 2027	75%
Approved	84%
Genuinely additional to baseline supply	85%
Deliverable within the following five years	65%
Contribution from current pending pipeline	**2,240**
Other post-baseline permissions/delivery evidence	**+800**
Completions, lapses and rolling-base adjustments	**−700**

This gives an indicative deliverable supply of:

10,268 + 2,240 + 800 − 700 = 12,608 dwellings

Against the unchanged formal requirement:

12,608 ÷ 18,310 × 5 = 3.44 years, rounded to **3.4 years**.

The prudent scenario range is:

- **Lower:** about **3.0 years**
- **Central:** about **3.4 years**
- **Upper:** about **3.9 years**

The underlying central result has risen slightly, from approximately 3.42 to 3.44 years, despite the two refusals, because the three new applications add 366 proposed homes. The principal uncertainties remain future housing need, completions, site-specific delivery evidence, infrastructure and whether outline permissions progress quickly enough.

The new National Planning Policy Framework: letter to the Chief Executive of the Planning Inspectorate - GOV.UK

Key points to note are that the Minister refers to the new NPPF as being a material consideration of **critical importance** (2nd para) and that, for development proposals within settlement or those outside settlement that are supported in principle (ie. where there isn't a 5 year housing land supply such as in Wiltshire), a **universal tilt** (5th para) in favour of granting permission is engaged.

Autumn Budget 2026: Key measures to support housing delivery announced

Chancellor John Healey has announced measures affecting housing delivery and planning in the 2026 Autumn Budget. These include changes to biodiversity net gain requirements on brownfield sites, support for council housebuilding, VAT relief on land purchased for social housing, and new support for first-time buyers.

The Budget includes an additional £1.5 billion for the Social and Affordable Homes Programme, taking funding for the 10-year programme beyond £40 billion. The government will also extend preferential borrowing rates to help councils invest in housebuilding and make land sold to social housing providers VAT-free. The measures are intended to support affordable housing delivery and help councils replace homes sold through Right to Buy.

On planning and development, the government will remove biodiversity requirements from brownfield sites. Healey also confirmed that there would be no major changes to building regulations for the remainder of the Parliament, apart from those relating to safety.

For first-time buyers, Healey announced a new First Time Buyer ISA to replace the Lifetime ISA, alongside changes to the existing scheme's withdrawal penalty. He noted that that buyers whose chosen property costs more than the Lifetime ISA price limit would be able to get back at least what they had paid in.

Healey also announced £4.7 billion in government-backed lending for a new equity loan scheme, Your First Home, due to launch next spring. The scheme is aimed at first-time buyers without financial support from family, which the Chancellor referred to as "the bank of mum and dad".

The Chancellor also committed £430 million to provide people sleeping rough with a place to sleep for the remainder of the Parliament, describing the commitment as a moral mission.

Alongside these measures, the government announced a new cost-control framework aimed at reducing energy bills by moving clean energy policy costs away from household bills. The levy used to fund hydrogen projects will be scrapped in favour of direct government funding, while older renewable energy projects will move onto fixed-price contracts. Healey said cheaper energy was the government's priority, with clean power key to achieving it, and reiterated its commitment to net zero by 2050.

Dan Williams, Chief Revenue Officer, TerraQuest and Planning Portal commented: *"Planning Portal data shows the pipeline for new homes in England is in strong shape, with 400,000 net additional homes applied for in the 12 months to September 2026. Today's Budget, including the Your First Home scheme and further investment in social and affordable housing, gives buyers and developers real confidence. Affordable housing is a particular bright spot. 2025 saw the highest number of applications for social and affordable homes this decade, and momentum has continued, with 103,841 homes applied for in the 12 months to September. The additional £1.5bn for the Social and Affordable Homes Programme builds directly on that. And with around 81% of homes applied for in Q3 on sites of more than 50 units, there's a real opportunity to bring more small and medium-sized builders into the pipeline too. We're seeing the intent at the top of the funnel: the applications, the appetite, the ambition. We've all got a job to do to turn that into homes on the ground, and we believe today's Budget can help convert that intent into a wave of delivery that drives the country forward."*

Government extends local plan submission deadline to March 2027

The government has extended the deadline for eligible local planning authorities in England to submit local plans for examination under the existing planning system, moving the deadline from 31 December 2026 to 31 March 2027.

In a letter to council leaders on 23 October, Housing and Planning Minister Matthew Pennycook said the extension would give authorities whose plans are at an advanced stage more time to complete the process as the government transitions to its new local plan-making system.

The minister said 56 plans had reached pre-submission consultation so far this year. He also acknowledged that some authorities still needed to complete administrative and governance tasks before submitting their plans, despite being close to meeting the original deadline.

To qualify for the extension, plans must have completed their final Regulation 19 consultation by 31 December 2026. Plans already subject to a specific ministerial direction on their submission date are not automatically covered, and authorities will need to request an amendment for consideration.

Authorities that will miss the original December deadline have been asked to submit an updated Local Development Scheme, setting out their revised submission date, by the end of November. The minister said no further extensions should be expected beyond March 2027.

Read the minister's letter on the local plan submission deadline.

Home Builders Federation examines planning condition discharge timescales

Research by the Home Builders Federation (HBF), in partnership with Paragon Bank Development Finance, has examined how long local planning authorities take to approve requests to discharge planning conditions and how these timescales relate to housing delivery.

The research, covering a three-year period, found that 50.8% of applications were determined within the statutory eight-week timeframe. The proportion determined within this period was 55.6% in 2023/24 and 51.8% in 2024/25. For the available 2025/26 data, the median determination time was 70 days – 14 days longer than the statutory 56-day timeframe.

Planning conditions are requirements attached to planning permission that developers must meet and obtain approval for at different stages of a development. According to Planning, Building & Construction Today, some conditions must be discharged before construction can begin. This means work may be unable to start until the relevant conditions have been approved, even where planning permission has already been granted.

The HBF research also found variation in determination times between local authorities.

The research also considers the implications for housebuilders, particularly smaller developers who may have less flexibility to manage changes to construction schedules and additional financing costs while waiting for outstanding conditions to be discharged.

Planning Portal is also investing in tools and improvements to help local planning authorities work more efficiently by improving the quality of applications before they are submitted. These include clearer guidance, better document management and earlier visibility of site-specific

planning constraints, with enhanced completeness and readiness checks planned to help applicants identify missing information and common errors before submission.

Our planning news is published in association with ThePlanner, the official magazine of the Royal Town Planning Institute.

Planning news - 29 October 2026

- Autumn Budget 2026: Key measures to support housing delivery announced
- Government announces further £432m for rough sleeping support
- Government extends local plan submission deadline to March 2027
- Home Builders Federation examines planning condition discharge timescales

HM Treasury - Policy paper

The Data Centre Covenant

Published 28 October 2026

Data centres already power everyday life in Britain, from online banking and shopping to streaming, public services and the way we work. As AI adoption grows, demand for that infrastructure will grow with it. Countries that can host and power data centres will ensure their sovereignty, strengthen economic resilience, and be better placed to capture the benefits of the digital economy, and help shape the future of AI.

We must ensure the UK is one of those countries, so that British firms and people have a say in how AI develops in the months and years ahead. We start from a position of real strength. The UK is the third largest AI market in the world after the US and China, is home to more AI start-ups than any other country in Europe and has a world-leading AI Security Institute. Through the Sovereign AI Unit, we are already backing British AI companies to build here, and at this Budget we go further for founders who choose to grow and scale their firms in the UK.

But to cement our position in the new world of AI and protect ourselves from the risks, we must not allow our use of AI data centres to be reliant almost entirely on other countries. As AI and data become integral to the NHS, defence and other critical services, the UK cannot rely entirely on infrastructure located overseas. Domestic data-centre capacity will give us greater resilience, and more options to protect our national interests if global compute supply becomes constrained.

The Government estimates that to protect our national interest, ensuring that we remain in the conversation internationally and benefit from secure access to AI models locally, will require 6 GW of AI data centre capacity by 2030.

We will only succeed in building out the compute we need if communities can see the benefits of development and if the barriers to delivery are addressed. Developers already operate within a robust regulatory framework, including planning requirements, environmental assessment and protections for local communities and natural resources. Existing rules govern issues such as water use, noise, air quality and pollution, and all data centres should meet a fair share of the costs they impose on the energy system.

This Covenant goes further to set out new tests all data centres are encouraged to meet, and which strategic data centres must meet to qualify for additional government action.

1. Lower electricity bills

Pay for their fair share of energy – covering any energy costs they create - so households, communities and other businesses do not pick up the bill. Their growth should help spread energy system costs across a larger base, reducing the share

paid by households and businesses. They should also support grid resilience, flexibility and clean power.

As renewable generation increases, new demand from AI data centres may help spread the energy system's fixed costs across more users, supporting lower electricity costs and the wider electrification of heating, transport and industry.

That growth must work for the energy system. Data centres will therefore be expected to make credible commitments for the grid capacity they request, support security of supply, investment in clean power and net zero, use resources responsibly and support an efficient, flexible, and resilient energy system.

2. Invest in improving local communities

Communities that host nationally important infrastructure should share directly in the rewards. Strategic data centres should agree a Local Benefit Plan that commits to substantial investment, developed with the local community and linked to the development's size. This can be spent on local priorities, like transport, parks and town centres.

The construction and maintenance of AI data centres will increase local employment, open opportunities for local suppliers and support investment in skills and training. But communities hosting major developments should also see clear, lasting improvements to their local area. Developers must already meet planning requirements such as Section 106 and the Community Infrastructure Levy, which fund local infrastructure needs like transport networks and other community assets. Strategic data centre developers will be required to go further, including working with the local area on a Local Benefit Plan for investment in the local community, linked to the development's size. Communities should have a meaningful say in how these benefits are designed and allocated.

3. Adhere to the highest environmental standards

Protect nature, minimise water use and publish annual energy and water consumption reports. They should also capture the heat they produce for nearby homes, schools, hospitals or businesses wherever practical, rather than letting it go to waste.

They should use energy and water efficiently, with new facilities designed to achieve a Power Usage Effectiveness of 1.3 or better and minimise demand for public water supplies by using technologies such as closed loop water systems. Additionally, developers should design projects to capture and reuse waste heat where there is a viable local user. Strategic data centres should report annually on their energy and water use, efficiency, emissions, heat reuse and participation in flexibility services, and we will strongly encourage existing operators to do the same.

4. Create jobs, apprenticeships, and drive reindustrialisation

Create local jobs and invest in paid apprenticeships and training places, supporting young people into the AI, digital and infrastructure jobs of the future. They should

also prioritise UK suppliers and technologies and make a meaningful contribution to the development and deployment of British AI hardware.

Developers should create good, well-paid jobs that last beyond construction. They should recruit locally where possible and invest in apprenticeships, colleges and universities. Where roles cannot currently be filled locally, they should invest in education and training to enable more local people to access these opportunities in the future.

Data centres are expected to help build capability in strategically important supply chains. They should also partner with UK researchers and innovative companies, and provide access to compute where appropriate, to accelerate innovation and strengthen national capability. The most strategically important data centres will be expected to make a meaningful contribution to the development and deployment of British AI hardware in the UK.

5. Strengthen Britain's security

Provide secure and reliable access to compute the UK needs, including for our NHS and other public services. They should work with the relevant national technical authorities, including the National Cyber Security Centre, to enhance resilience against cyber and hybrid threats beyond baseline requirements.

Data centres should provide secure, resilient UK access to compute for critical services and national priorities. As critical national infrastructure, operators should share relevant information with government and technical agencies, meet current and future cyber resilience standards and work with the relevant national technical authorities to strengthen security and resilience further. They should also plan with critical suppliers for foreseeable disruption and participate in government exercises to test arrangements for prioritising essential services.

These tests will be kept under review and updated as necessary to ensure that commitments remain proportionate and deliver clear value to communities and the wider UK.

In return for meeting these tests, the government will establish a new Ministerial Control Centre for considering supportive action for strategic data centres. This will be chaired by the Minister for AI, supported by the Exchequer Secretary to the Treasury and relevant ministers from the Department for Energy Security and Net Zero and other departments. It will use the power of the state to accelerate time to power and speed up the planning process for the most strategic data centres.

For sites that demonstrate sufficient strategic value, the government will:

- reserve and reallocate connections. The Government will use new powers in the Planning and Infrastructure Act to prioritise strategically important demand projects, including data centres, by reserving future capacity and reallocating capacity released when other projects leave the connections queue. This will help strategically important projects, including data centres, access grid capacity more quickly, as it becomes available.

- identify additional capacity. The Government will work with NESO and the network companies to identify locations where capacity may be available before 2030 and may use Planning and Infrastructure Act powers to enable strategically important data centres and other strategically important projects to access this capacity.
- accelerate connections before 2030. Where there is a need to go further, the Government will use Planning and Infrastructure Act powers to facilitate transfer of pre-2030 data centre connections contracts to strategically important data centres, to secure access to power in this critical period for the development of AI.
- enable access to temporary power to bridge the gap to grid connections. The Government will develop a tightly controlled framework to permit on site generation until a grid connection can be secured. This will only be available for exceptionally strategic projects, only where the measures set out above cannot secure the required capacity in time, and subject to conditions such as ensuring energy security.

The government will set out further details in due course on the definition of strategic data centres and the additional criteria such projects will be expected to meet.

In addition, the government is moving forward with wider reforms to support viable projects to build faster and with more certainty while meeting expectations to support sustainable growth, protect communities, and conserve resources. The government will:

- move forward with the strategic alignment of data-centre grid connections to regional infrastructure targets beyond 2030, informed by the ALIGN spatial planning tool, to secure vital capacity while balancing the needs of the energy system and other relevant constraints including water and land.
- support greater choice for developers to self-build connection infrastructure, subject to appropriate consumer and system protections;
- develop ways for data centres to connect more flexibly to the system and develop backstop operational control measures that enable more data centre demand to connect while keeping the system secure;
- support implementation of Ofgem’s data-centre commitment fee and queue management measures to deter speculative demand, and free up connection capacity for viable projects;
- publish the draft Data Centre National Policy Statement for consultation, which sets out the decision-making framework for data centre projects seeking development consent through the Nationally Significant Infrastructure Project regime. This framework will establish a progressive vision for harnessing this investment, ensuring that data centre growth delivers clean energy, skilled jobs, and meaningful benefits for local communities in line with the tests in the Covenant;

- encourage all operators to use energy and water efficiently and publish annual data on total and peak water and power use, as set out in the Written Ministerial Statement on Enabling Sustainable Data Centre Growth Through Responsible Water and Energy Use;
- continue to deliver the five AI Growth Zones across England, Scotland and Wales to accelerate planning and infrastructure delivery for AI capacity.

This Covenant sets out a clear offer: government will support faster and more certain delivery of the data centres the country needs in return for responsible development that delivers lasting benefits for communities. Together, these measures will help keep more of the benefits of AI in Britain, supported by infrastructure that serves our long-term interests.