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MELKSHAM WITHOUT PARISH COUNCIL
Clerk: Mrs Teresa Strange

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Melksham Community Campus,
Market Place, Melksham,
Wiltshire, SN12 6ES
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Monday 19th October 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 26th October 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=89002662229

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

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. **Wiltshire Council Local Plan**
   a. To receive feedback from the spatial planning meeting held with Wiltshire Council earlier in the day and to consider the next steps.

7. **To consider the following new Planning Applications, including Permission in Principle applications received within the required timeframe (14 days):**
   a. **PL/2026/06650** - **41, Lysander Road, Bowerhill, SN12 6SP** Full planning permission: Construction of new industrial manufacturing and storage building with entrance office, WC's and carport. Applicant name: Mr Jonathan McFarlane **Comments by 13 November 2026**
   b. **PL/2026/06352** - **Outmarsh Farm, Outmarsh, Semington, Trowbridge, BA14 6JX** Full planning permission: Retrospective planning permission for the retention and use of one existing static caravan as short-term holiday accommodation for a maximum of two guests, with associated existing parking and access arrangements. Applicant name: Imperial Cleaning Services **Comments by 10 November 2026**
   c. **PL/2026/06409** - **LAND ALONG AND SOUTH OF BATH ROAD, BOWERHILL, SN12 6RE** Hedgerow removal notice: 24m in four sections of temporary hedgerow removal is required to facilitate upcoming works by Wessex Water to reroute two existing water mains for an upcoming warehouse development. The pipes will be laid beginning at ST 92344 61913 and ending at ST 92367 62152. Due to the pipe diameters and materials, the full length of the pipework needs to be laid via open cut and no alternative methods are viable. The pipeline route crosses the four hedgerows and requires 6m sections to be removed from each to allow for trenching. Upon completion of the scheme, the hedgerow will be replanted in line with Wessex Water Standards, a copy of this has been submitted with this hedgerow removal application. Applicant name: Mr Joe Wright. **Comments by 3 November 2026**

d. **PL/2026/06682 - 6 PLANE TREE CLOSE, WHITLEY, MELKSHAM, SN12 8RN** Consent under Tree Preservation Orders - T1 London Plane - Reduction of over extended lateral branches on all sides. Pruning work: North - reduce over extended lateral branches by up to 4 metres. East - reduce over extended lateral branches by up to 4 metres. South - reduce over extended lateral branches by up to 3 metres. West - reduce over extended lateral branches by up to 3 metres. General pruning to balance the trees shape as feasible. Applicant name: Lorraine Petty **Comments by 10 November 2026**

8. 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/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 **Comments by 23 October 2026**

b. **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 **Comments by 3 November 2026**

9. 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.

- To prepare a specific, prioritised list of infrastructure and community requests to share with the developer
- To approve the notes from the developer meeting held on 7th October 2026
- To note the comments from Highways, Transport Planning and Passenger Transport and to consider inclusion in the list of requests to the developer
- To review connectivity with adjacent developments

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/consider correspondence about the Western Area Planning Committee minutes, the agreed resolution and the parameter plan.

c. **PL/2024/10345 (FULL)** and **PL/2025/09780 (OUT)** **Land north of the A3102, Melksham (New Road Farm).** The construction of 295 homes; public open space, including formal play space and allotments; sustainable drainage systems; and associated infrastructure; with 0.4ha of land safeguarded for a nursery. The principal point of access is to be provided from a new northern arm on the existing Eastern Way/A3102 roundabout junction, with a secondary access onto the A3102. Additional access points are proposed for pedestrians and cyclists. Applicant: Bloor Homes South West

- To note the developer meeting to be held on Tuesday 27th October at 1pm

d. **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 consider the revised Construction Method Statement submitted on PL/2026/01378 Discharge of Condition 18, and the associated objection submitted by the Pathfinder Place Residents Association
- 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)

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).

- To consider new Highways comments (responding to comments from the developer/Turley)
- 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 received from statutory consultees to enquiries 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 Highways comments and to consider a response

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 updated draft Heads of Terms (v3)

10. 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)

ii. To consider a request for future Local Green Space designation for land between Melksham Oak Community School and Eastern Way.

b. To consider the request from Wiltshire and Bath Air Ambulance to register the airfield as an Aviation Safeguarding Interest ensuring surrounding property developments, land uses, and construction activities do not compromise the safety of aircraft during takeoff, landing, or low-level flight.

c. To consider any questions to raise at the Wiltshire Council annual Planning Forum for Town and Parish Councils

11. Proposed Energy Installations

a. Lime Down Solar (LDS)

- To note that the Planning Inspectorate examination for the Lime Down Solar Project is scheduled to close on **21 October 2026.** The examiner's report will be submitted to the Secretary of State within 3 months of the close of examination (by January 2027) and a final decision is expected early in 2027

b. Cable Route for Norrington Spring Park Project (Aureos for SSEN Distribution) and Studley Solar Farm (DNOC for Verdant Energy)

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

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

12. **Appeals:** To note appeal decisions (if determined)

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

14. **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 any S106 decisions made under delegated powers

    b. Contact with developers:
        i. Woodstock Strategic – Loves Farm, Bath Road (A365)
            - The approve the notes of the meeting held with the developer on Wednesday 21st October 2026
            - To consider comments to be submitted to the public consultation

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

Copy to all Councillors

PR

Wiltshire Council submits planning application for new Melksham Central Depot

Wiltshire Council has submitted a planning application for its proposed new central area depot in Melksham, marking another significant milestone in plans to modernise operational services across the county.

The planning application is now live and seeks permission to develop a new strategic depot on the site of the former golf course and Christie Miller Sports Centre at Bowerhill, Melksham.

The proposed depot would bring together a range of council services, including highways, waste, streetscene and household recycling centre (HRC) operations, in a single modern facility designed to support service delivery for decades to come. The project forms part of the council's wider depot strategy, which aims to improve operational efficiency, reduce the number of depot sites and ensure facilities are fit for purpose for the future.

The planning submission follows a public engagement exercise held during July 2026, when residents and businesses were invited to view proposals and provide feedback. Comments received during the engagement period have helped inform the planning application.

The plans include office and welfare facilities, vehicle and equipment storage areas, workshop facilities, fleet parking and electric vehicle charging infrastructure. Sustainability has been considered in developing the design with proposals including air source heat pumps, rooftop solar panels and energy-efficient building measures.

Cllr Helen Belcher, Cabinet Member for Assets, said: "Submitting the planning application is an important step forward for this major investment in Wiltshire's future infrastructure. I would like to thank everyone who provided feedback during our public engagement programme as this has helped us to inform our plans.

"If planning consent is granted, the new central depot will provide modern, efficient facilities that support essential services for our residents, while helping us reduce operational costs and improve the way we deliver services across the county.

"I would encourage as many people as possible to take a look at the plans as this is another opportunity to provide feedback which will continue to help inform this important project."

The planning application reference number is PL/2026/06427 and people have until 20 November 2026 to provide any representations. More information about the proposals and a link to the planning application can be found at: https://development.wiltshire.gov.uk/pr3/s/planning-application/a0iQ300000OhGTmIAN/pl202606427?c__r=Arcus_BE_Public_Register

For more information about the project, visit www.wiltshire.gov.uk/melksham-depot

-Ends-

Outlook

FW: Questions in Advance - Melksham Area Local Plan Round Table: Monday 26th October 5.30m

From: Teresa Strange
Sent: 21 October 2026 15:43
To: Thorn, Ian <Ian.Thorn@wiltshire.gov.uk>
Cc: CEO <ceo@melksham-tc.gov.uk>; Paula Tucker <paula.tucker@wiltshire.gov.uk>
Subject: Questions in Advance - Melksham Area Local Plan Round Table: Monday 26th October 5.30m

Dear Ian,
We are very much looking forward to meeting with you, your colleagues and the Spatial Planning team on Monday evening. We are conscious that we have just one hour available, from 5.30pm to 6.30pm, and so, in an effort to make the best use of that time, we have brought together the key questions that Melksham Without Parish Council and Melksham Town Council would like to discuss.

We felt it would be helpful to provide these questions in advance so that everyone can focus on the strategic issues affecting Melksham and make the discussion as productive as possible. If it is feasible, we would also welcome any written responses in advance of the meeting. That would allow us to spend more of the available time discussing the issues arising from the responses, rather than working through each question in turn on the night.

In terms of housekeeping, it would be helpful to understand who will be attending from Wiltshire Council so that introductions can be kept brief and we can maximise the time available for discussion. I am also trying to establish who will be attending from Melksham Town Council and which Melksham Area Wiltshire Councillors are planning to join us. I know who is attending from Melksham Without PC, and our planning consultant, Vaughan Thompson of Place Studio, who worked with both councils on the Joint Melksham Neighbourhood Plan (JMNP1 and JMNP2), will also be accompanying us. I will collate and circulate a final attendee list before the meeting.

The meeting will be held in the Melksham Without Parish Council offices on the first floor of the Melksham Community Campus. When entering the building, please use the stairs or lift immediately on the right-hand side and come directly to the Parish Council offices. There is no need to check in at the main Campus reception.The Campus car park has now reopened, so there should be plenty of parking available on site.

For your information, our scheduled public Planning Committee meeting begins at 7.00pm immediately afterwards.

The questions we propose to discuss are set out below.

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 explicitly address employment, infrastructure, settlement identity and rural gaps?

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?

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?

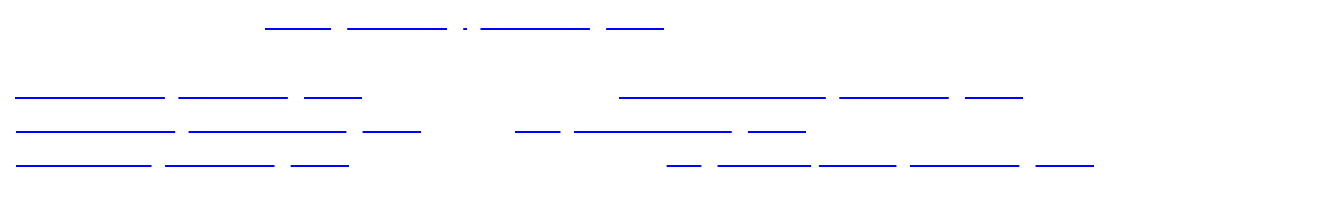
4. Joint Melksham Neighbourhood Plan 2 (JMNP2), Evidence and Housing Figures
How will the recently made Joint Melksham Neighbourhood Plan 2 (JMNP2), including its allocations and settlement-separation policies, inform the new Local Plan?
Which existing evidence will be retained or updated, and will Wiltshire 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?

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?

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?

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?

Many thanks, and we look forward to seeing you on Monday.
Kind regards,
Teresa Strange
Clerk & Responsible Financial Officer
Melksham Without Parish Council
01225 705700



Broadwalk House,
Southernhay West,
Exeter,
EX1 1TS

Planning.exeter@carneysweeney.co.uk

8th October 2026

Russell Brown
Development Management
Wiltshire Council
Via email only

Dear Mr Brown,

LIDL GREAT BRITAIN LTD
RE: PL/2026/02458 – FULL APPLICATION FOR THE CONSTRUCTION OF A NEW FOOD STORE (CLASS E) WITH ASSOCIATED PARKING, LANDSCAPING, DRAINAGE AND SERVICING

On behalf of our client, Lidl Great Britain Ltd, CarneySweeney submits revised documentation to support the above referenced planning application.

Please find enclosed the following plans and documents:

- Planning Update Statement
- 4034 P402E Proposed Setting Out Site Plan
- 4034 P403C Proposed GA Site Plan
- 4034 P404C Proposed Surface Treatments Plan
- 4034 P405C Proposed Boundary Treatments Plan
- 110865-PEF-XX-XX-DR-C-001001-P03
- 110865-PEF-XX-XX-DR-C-001001-P04
- 110865-PEF-XX-XX-DR-C-001002-P03
- 110865-PEF-XX-XX-DR-C-001003-P02
- Response to WC Comments - 14.08.2026
- Lidl Melksham - LLFA Applicant Response_30.09.26
- CA 2025-MLK-01 Melksham Landscape TreeS urvey & Existing Features
- CA 2025-MLK-02 Rev B Melksham Landscape Existing Features & Overlay
- CA 2025-MLK-03 Rev B Melksham Landscape Existing Features & Overlay Store
- CA 2025-MLK-04 Rev B Melksham Landscape Proposals Overall
- CA 2025-MLK-05 Rev B Melksham Landscape Proposals Trees & Hedgerows
- CA 2025-MLK-06 Rev B Melksham Landscape Tree Canopy
- CA 2025-MLK-07 Rev B Melksham Landscape Planting Beds
- CA 2025-MLK-08 Rev B Melksham Landscape Native Block & Grass
- CA 2025-MLK-09 Melksham Landscape Section
- CA 2025-MLK-10 Melksham Structural Tree Pit
- CA 2025-MLK-LIDL Melksham Methodology and Landscape Management rev8Oct2026
- CA 2025-MLK-LIDL Melksham Planting Schedule rev7Oct2026
- CA-LIDL-Melksham -Landscape Visual Appraisal 8October2026
- CA 2026 Lidl Melksham Landscape Visual Appraisal Graphics Appendix 8October2026

The revisions are minor and relate primarily to the requests of the Highway Authority to accommodate changes to the access proposal and wider network improvements to promote active travel.

The landscaping proposal has been amended to increase tree canopy cover and positively respond to consultation comments.

A Highways Response Technical Note has been prepared that responds to the comments of the Highway Authority and confirms the proposals to provide pedestrian and cycle improvements in the immediate vicinity of the application site. A number of transport and highways comments were received from Melksham Without Parish Council, also supported by Melksham Town Council. In relation to these comments, please see the following table wit the response of the applicant:

Melksham Without Parish Council Comment	Applicant Response
Pedestrian and cycle connectivity should be provided between the proposed store and the major residential developments to the east of the proposed site.	We note that improvements to the existing Public Right of Way (PROW) MELW27 that connects to Eastern Way south of the site will be provided via S106 contribution from the Blackmore Farm development to the east. The footway along the southern side of Sandridge Common to the east will also be widened as part of the Blackmore Farm development. These improvements, in conjunction with the proposed facilities on Eastern Way will provide connectivity between the proposed foodstore and the residential development to the east.
Concerns raised regarding vehicular access arrangements and support expressed for exploring a left-in/left-out arrangement.	Wiltshire Council Highways have confirmed they are happy with the principle of the proposed access arrangement with an all-movements junction. It should also be noted that an independent Stage 1 Road Safety Audit was carried out on the proposed arrangement and no issues were raised.
A request for a contribution towards bus provision and bus stop infrastructure was made. Members questioned whether a bus would be able to access the site.	It has been confirmed that Lidl are willing to provide a financial contribution towards bus stop provision on Eastern Way.
A request was made for a Construction Management Plan to be provided prior to approval of the application, particularly in light of the potential cumulative effect of several major developments under construction at the same time.	This has not been requested by Wiltshire Council Highways, and a Construction Management Plan would usually be conditioned.

We trust that this submission is acceptable and look forward to receiving acknowledgement. If you have any queries, please do not hesitate to contact me.

Yours sincerely,

[redacted]

Ollie Thorogood
Associate Director
CarneySweeney
Tel: 07562 946357

Planning Update Statement
Land East of Eastern Way, Melksham
Lidl Great Britain Ltd

Application Number: PL/2026/02458

Site Address: Land East of Eastern Way, Melksham

Proposal: 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, 132 car parking spaces including 6 disabled bays, 9 parent and child spaces and 2 electric vehicle charging spaces, comprehensive landscaping scheme and SUDS drainage scheme.

Applicant: Lidl Great Britain Ltd

Town / Parish Council: Melksham Without Parish Council

Electoral Division: Bowerhill

Grid Ref: 392232E 164224N

Type of Application: Full Planning Application

Case Officer: Russell Brown

1.0 Purpose of Statement

This Planning Update Statement has been prepared to accompany the submission of revised plans to support the above referenced planning application. The Statement summarises the consultation responses received to date and the applicant's response to the points raised.

The Statement then sets out the planning considerations and concludes that the application should be approved without delay.

2.0 Consultation Summary

Melksham Without Parish Council welcome the additional retail provision on the eastern side of Melksham alongside the employment opportunities but raised points regarding highway improvements and operational questions. These are responded to in detail in later sections of this Statement. Melksham Town Council does not object to the principle of the development and support the comments made by Melksham Without Parish Council.

There is a strong majority support for the proposed development based on the letters received by members of the public. 25 letters of support from members of the public and interested partes have been received and 13 letters of objection. 4 letters were received that neither expressed support or objection but logged comments and observations on the application.

The most common point of support was that:

- Residents on the eastern side of Melksham currently have limited access to major supermarkets
- The existing Lidl is too small and has outgrown its current site
- A larger store would provide a wider product range and improved shopping experience

The development would lead to better accessibility for Eastern Melksham with many respondents stating that:

- The proposal would respond to rapid housing growth in eastern and southern Melksham
- Eastern Melksham has experienced significant housing growth but lacks retail facilities; and
- The proposal would be within walking distance of new housing developments

Other benefits of the proposal referenced by the public letters of support were:

- The creation of new jobs and additional economic activity in the eastern area of the town
- Reducing traffic congestion in the town centre and spread shopping trips more evenly across Melksham
- The potential use of solar infrastructure and green technology

Planning issues raised for consideration of the proposal are:

- Principle of development
- Highway safety and parking provision
- Loss of undeveloped agricultural land
- Loss of wildlife habitat
- Town centre impact
- Residential amenity

3.0 Site Description

The application site extends to 1.89ha, comprising a relatively flat parcel of agricultural land bounded by the A3102, Sandridge Common to the north and Eastern Way to the west. The site is situated approximately 1.8km to the east of Melksham and is bordered by detached residential dwellings on the north eastern boundary of the site, extending along Sandridge Common, and open fields to the east, with a farm and associated barns beyond.

Land immediately to the east of the site benefits from Outline Planning Permission for a large residential-led mixed use development.

The site is considered out-of-centre for the purposes of relevant retail planning policy.

4.0 Planning History

The site is not subject to any recent planning applications, however, there are a number of planning applications that have been submitted in the immediate vicinity. These are:

- W/04/01895/OUTES: Comprehensive mixed use urban extension comprising residential development of 670 dwellings and associated ancillary facilities and works including local centre, primary school, sports and recreation facilities and distributor road. Approved 06/08/2008
- PL/2023/11188: Demolition of agricultural buildings and development of up to 500 dwellings; up to 5,000 square metres of employment (class E(g)(i)) & class E(g)(ii)); land for primary school (class F1); land for mixed-use hub (class E / class F); open space; provision of access infrastructure from Sandridge Common (A3102); and provision of all associated infrastructure necessary to facilitate the development of the site (Outline application relating to access). Approved 12/05/2025

5.0 The Proposal

This application seeks full planning permission for the erection of a Class E food store with associated parking, landscaping, drainage and servicing. The proposed development incorporates a single storey building with a total floor space of 2,184m^2 (GIA) including a net sales area of 1,529m^2, 134 car parking spaces including 6 disabled bays, 9 parent and child spaces and 2 electric vehicle charging spaces, a comprehensive landscaping scheme and SUDS drainage scheme. The new store would replace the existing store in Melksham.

The application is supported by revised details listed in the covering letter and the following documents:

- Pell Frischmann Response to Wiltshire Council Highways Comments
- Arboricultural Impact Assessment and Tree Constraints Plan
- Biodiversity Net Gain Statement and Assessment
- Ecological Impact Assessment
- Transport Assessment
- Travel Plan
- Historic Environment Desk Based Assessment
- Landscape Management Statement
- Energy and Sustainability Statement
- Flood Risk Assessment and Drainage Strategy
- Statement of Community Involvement
- Waste Management Plan
- Geophysical Survey Report
- Geo-Environmental Investigation Report
- Planning and Retail Impact Assessment

During the course of the application, minor amendments have been submitted primarily to respond to the requests of the Highway Authority to accommodate changes to the access proposal and wider network improvements to promote active travel. The landscaping strategy has also been amended to increase tree canopy cover and positively respond to consultation comments.

A written response to Wiltshire Council Highways Comments has been prepared by Pell Frischmann on behalf of the applicant and confirms the following:

- Physical splitter island on the northern side of the right turn lane has been added to the access design
- The crossing on the splitter island on the southern arm of the roundabout at Sandridge Common has been widened to 3m to accommodate cyclists.
- The northeast connection is for pedestrians only. Any cyclists travelling from the east on Sandridge Common will be able to utilise the proposed pedestrian / cycle connection to the south east of the roundabout.
- The crossing distance at the access junction is approximately 12m which is typical of similar access and crossing dimensions accepted by Wiltshire Council in Royal Wooton Bassett, Calne and Chippenham.
- A financial contribution of £35,000 to deliver bus stops will be secured through a legal agreement

6.0 Planning Policy

National Planning Policy Framework

Policy S3: Presumption in favour of sustainable development
Policy S5: Principle of development outside settlements
Policy CC2: Mitigation of climate change
Policy CC3: Adaptation to climate change
Policy E2: Meeting the need for business land and premises
Policy TC3: Main town centre uses outside town centres
Policy TC4: Assessing the impact of development on town centre
Policy DP3: Key principles for well designed places
Policy DP4: The design process
Policy TR3: Located development in sustainable locations
Policy TR4: Street design, access and parking
Policy TR6: Assessing transport impacts
Policy HC3: Community facilities and public service infrastructure serving new development
Policy P2: Ground conditions
Policy P4: Impact of development on existing activities

Policy P5: Maintaining public safety and security
Policy F4: Assessing flood risk for decision making
Policy F7: Ensuring development is safe from flooding
Policy F8: Sustainable drainage systems and watercourses
Policy N2: Improving the natural environment
Policy N3: Trees in new development

Wiltshire Local Plan: Core Strategy (Adopted January 2015)

Core Policy 1: Settlement Strategy
Core Policy 2: Delivery Strategy
Core Policy 3: Infrastructure requirements
Core Policy 15: Spatial Strategy: Melksham Community Area
Core Policy 38: Retail and Leisure
Core Policy 41: Sustainable construction and low-carbon energy
Core Policy 50: Biodiversity and Geodiversity
Core Policy 51: Landscape
Core Policy 52: Green Infrastructure
Core Policy 55: Air Quality
Core Policy 57: Ensuring high quality design and place shaping
Core Policy 58: Ensuring the conservation of the historic environment
Core Policy 60: Sustainable transport
Core Policy 61: Transport and new development
Core Policy 62: Development impacts on the transport network
Core Policy 65: Movement of goods
Core Policy 67: Flood risk
Core Policy 68: Water resources

Joint Melksham Neighbourhood Plan 2 (adopted August 2025)

Policy 1: Sustainable design and construction
Policy 11: Sustainable transport and active travel
Policy 17: Trees and hedgerows
Policy 20: Locally distinctive, high-quality design

7.0 Consultations

The applicant team has made a revised proposal to respond to representations made and consultation responses received following consideration of the initial application documentation. A summary of the consultation responses is provided below along with the applicant's response.

Consultee	Nature of Comment	Applicant's Response
Archaeology	Advised the applicant to commission a geophysical survey of the site and present a report on the results to Wiltshire Council for review and approval. The results of the geophysical survey were submitted in August and the Archaeologist commented that the survey identifies a number of linear and curvilinear features that will require further investigation in order to establish their date, extent and character. This	The applicant continues to challenge the request for trial trenching to be undertaken prior to the determination of the application. Instead, the applicant proposes that the investigation works can be secured by an appropriately worded pre-commencement planning condition. The condition will have the same effect, that no development will commence until the works have been completed and signed off by the Council's archaeologist.

	investigation will involve a trial trench evaluation of the site, with trenches located across the possible linear features, while further trenches are spread across the site in an array in order to locate and identify any features that may have been missed. It is requested that this investigation is carried out prior to the determination of the application.	The site to the east (PL/2023/11188) was approved with a condition requiring an Archaeological Management Plan to be submitted and implemented prior to any ground disturbance works on site and the applicant considers a similar approach should be proposed for this application.
Arboriculture	No objection. An Arboricultural Method Statement and Tree Protection Plan must be added as a pre-commencement condition to ensure the appropriate methods and materials are used for construction, and that the trees on site are sufficiently protected.	The applicant agrees to the recommended pre-commencement condition.
Councillor Nick Holder	Given the amount of planned development in this area, there should be an opportunity to fully consider cumulative impact of developments at planning committee.	The application is likely to be determined after the introduction of the National Scheme of Delegation. The application was proceed through the gateway procedure to determine whether attendance at planning committee is necessary.
Lead Local Flood Authority	Object. A final discharge point has not been presented. Two are shown on the drainage strategy plan. The current drainage approach does not prioritise source control features and solely relies on pipe to tank system with an interceptor to provide water quality. Connection to highway drainage system is not encouraged and other methods of surface water disposal should be considered first.	The applicant has submitted a detailed response to the LLFA comments in a 'Technical Note' prepared by Mayer Brown.
Melksham Without Parish Council	The Parish Council welcomes the additional retail provision on the eastern side of Melksham, and employment opportunities but raise the following points. • Pedestrian and cycle connectivity should be provided between the proposed food store and	We note that improvements to the existing Public Right of Way (PROW) MELW27 that connects to Eastern Way south of the site will be provided via S106 contribution from the Blackmore Farm development to the east. The footway along the southern side of Sandridge Common to the east will also be

	the major residential developments to the east of the site. • New footpath on the east side of Eastern Way was welcomed • Concerns regarding vehicular access arrangements and support expressed for exploring a left-in/left-out arrangement • Request for a contribution towards bus provision and bus stop infrastructure • Request for Construction Management Plan prior to approval of the application • Clarification on lighting, refrigeration and delivery impacts e.g. times of operation • Request for Wiltshire Council's Economic Development team to review and comment on the application	widened as part of the Blackmore Farm development. These improvements, in conjunction with the proposed facilities on Eastern Way will provide connectivity between the proposed foodstore and the residential development to the east. Wiltshire Council Highways have confirmed they are happy with the principle of the proposed access arrangement with an all-movements junction. It should also be noted that an independent Stage 1 Road Safety Audit was carried out on the proposed arrangement and no issues were raised. It has been confirmed that Lidl are willing to provide a financial contribution towards bus stop provision on Eastern Way. A Construction Management Plan has not been requested by Wiltshire Council Highways, and would usually be conditioned. Details on lighting, refrigeration, delivery impacts and times of operation are all included in the submitted documents, notably the Energy and Sustainability Statement and Transport Assessment. Relevant restrictions can be secured by planning condition.
Melksham Town Council	Does not object to the principle but supports the comments of Melksham Without Parish Council on road layout, turning, footpath, cycle ways, bus stop, real time traffic info. Objects on design, materials and landscaping.	The applicant has increased the number of mature trees and foliage on site in recent applications. Design and materials has been discussed with the case officer who has supported the approach in the context of existing and planned development in the area.
Landscape	Enclosed a marked up drawing as to where I believe an additional 16 tree planting locations could be included. These locations would in addition to boosting canopy cover also deliver ecosystem services benefits in terms of reducing the urban heat island effect, provide shade to vehicles and pedestrians, and reduce the	Revised landscaping strategy submitted that responds to the suggestions of the landscape officer.

	peak surface water run off from the hard surfaces of the scheme in line with National SUDS guidance where currently most of the proposed trees in the existing scheme do not perform these important functions. If these could be of medium sized canopy species such as Acer campestre 'Elstijk' as listed in your canopy calculator schedule that would provide an additional 1256m2 of canopy cover across the scheme without impacting on the design layout. This would raise the overall mature canopy cover of the scheme at 25 years to 15.5% which is much closer to the strategic Wiltshire Council targets as well as the tree planting actually delivering the full range of ecosystem services required of it under the WDG. I would recommend each tree planting position is reviewed to see whether a larger species could be delivered in that location.	
Highways	The principle of the development is accepted in highway terms. The principal access arrangements are accepted in terms of geometry and capacity for the new food store, subject to a physical splitter island being provided. The access arrangements will require further assessment if additional development served through this access comes forward. The additional pedestrian and cycle infrastructure is welcomed, but additional works/connections are required. • Provide splitter island within hatching to North of RTL. • Show existing refuge crossing South of the Sandridge Common roundabout widened to 3m (both dropped kerbs and refuge) • Provide dropped kerb on Sandridge Common for	Splitter island included. Existing refuge crossing South of the Sandridge Common roundabout is proposed to be widened to 3m. Cyclists will not be using the northern link so dropped kerb not required. Changes to the site access are not proposed as these would either move away from the desire line for pedestrians or result in a significantly larger junction. No issues were raised on the proposed junction arrangement in the independent Stage 1 Road Safety Audit. Bus stops will be provided through a financial contribution to secure their delivery. Car parking spaces have been extended, and this has no implications on vehicle tracking. It is not considered necessary to require green travel vouchers for Lidl staff as active travel is already promoted by Lidl. The travel vouchers will not make an

	cyclists leaving the carriageway. • Reconsideration of ped/cycle crossing options at site access • Provide two new bus stops on Eastern Way • Extend length of all car parking spaces to 4.8m (redraw delivery vehicle swept paths to ensure access not impeded). • Update Staff Travel Plan for inclusion of £300 travel vouchers.	otherwise unacceptable development, acceptable, which is a principle test of a planning obligation.
Ecology	No objection subject to conditions.	The applicant accepts the recommended conditions although the wording will need to be amended to reflect revised plans that have been submitted.

8.0 Planning Considerations

The proposed development, by virtue of its limited scale, known site constraints and the likely assessed impacts of development individually and cumulatively is not considered to constitute EIA development for the purposes of the Town and Country Planning (Environmental Impact Assessment) Regulations.

Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that:

"if regard is to be had to the development plan for the purpose of any determination to be made under the Planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise"

The relevant parts of the development plan include the Wiltshire Core Strategy and Joint Melksham Neighbourhood Plan 2.

Melksham is a Market Town in the Adopted Local Plan and therefore should be provided with the facilities and services so that it can be self-contained. Outside of the principal settlements, Market Towns form the highest level of the settlement hierarchy, and these town centres include a wide range of facilities and shops which meet most needs of the residents of the town and their hinterlands. It is therefore these locations that should be the focus for growth in retail offering as demonstrated by Core Policy 1.

Land to the west of the site was subject to planning permission for a mixed use comprehensive urban extension for 670 dwellings, a primary school, sports and recreation facilities and distributor road in 2008, followed by a reserved matters application in 2010. This included the development of Eastern Way. Land to the east of the site has recently been granted planning permission for the development of up to 500 dwellings, employment land, mixed use hub and primary school in May 2025. In addition, the site forms part of the proposals allocation under emerging Policy 18, for a mixed-use development. Figure 4.12 of the emerging Local Plan indicatively identifies the site for residential development.

These permissions and the emerging allocation demonstrate that the direction of growth for Melksham is on the eastern side of the town. The proposal will create new employment opportunities that support both existing and future residential growth in this part of the town, contributing positively to the local economy. The new store will also enhance the range of facilities available to residents and will sit comfortably alongside the amenities already secured through the Outline Planning Consent at Blackmore Farm, providing a complementary offering for the wider community.

In respect of retail impact, the existing store is trading well above its benchmark level, and the larger store Lidl wish to relocate to will help reduce the level of over trading, providing an improved shopping environment for customers and staff, as well as assisting with store operations and being a much more sustainable building. The majority of the proposal's turnover is expected to come from trade transferred from the existing store, although it has been assumed that 5% of the existing store's turnover will be captured by other stores. The improved store will provide some potential for an uplift in turnover, but this is expected to be minimal and no existing stores are expected to suffer a significantly adverse impact.

The application is supported by an Energy Usage and Sustainability Statement confirming that the development incorporates design strategies that take advantage of natural daylight to reduce dependency on electric lighting and enhanced fabric efficiencies to stabilise temperature fluctuations to reduce heat gains and losses. Heat recovery ventilation will reduce the energy loads associated with fresh air heat loss/gains and low energy lighting will be installed with suitable controls to ensure lights are not left on unnecessarily. This is in accordance with Core Policy 41.

Core Policy 50 requires development proposals to demonstrate how they protect features of nature conservation and geological value as part of the design rationale. Anticipated ecological impacts should be mitigated as far as possible and compensatory measures secured to ensure no net loss of the local biodiversity resource. Following the adoption of the Core Strategy, the introduction of Biodiversity Net Gain as a mandatory requirement means that the proposal will provide at least a 10% enhancement over the existing baseline. Furthermore, dormouse boxes, habitat piles, and bat boxes are proposed as appropriate mitigation and enhancements.

Core Policy 51 states that development should protect, conserve and where possible enhance landscape character and must not have a harmful impact upon landscape character. The proposed store is set back from the road and incorporates significant areas of planting along Eastern Way to soften views towards the store. The proposed store will also be seen in the context of a large-scale mixed-use development proposed to the east. The site is not located within a designated landscape but seeks to respect the existing landscape character along Eastern Way, characterised by a wide highway corridor with planting.

A landscape management plan is submitted to ensure that components of Core Policy 52 are adhered to during construction and operation of the food store.

With reference to Core Policies 60, 61 and 62, the application is supported by a Transport Assessment and Travel Plan. Pedestrian and cycle connectivity to and from the proposed store will be enhanced through new shared-use paths along Eastern Way and the access road, linking to existing infrastructure. The existing uncontrolled crossing north of Skylark Road will be upgraded to a Toucan crossing, ensuring safe and inclusive access for pedestrians and cyclists.

The detailed assessment set out in Section 5.0 of the Planning Statement remains relevant to the revised proposal.

9.0 Conclusion

The site is not allocated for retail development in the adopted Wiltshire Core Strategy or the Emerging Plan, which is at a very early stage in its preparation. The site also lies outside of the defined settlement limit of Melksham, however, major development has been approved to the east of the site and the proposed foodstore is likely to be seen as an infill development, within a future expansion area of Melksham.

The proposed development is considered to be compliant with the development plan in its strategic objectives related to settlement hierarchy and the spatial distribution of growth. Accordingly, the proposed development reflects the desires of the development plan to locate development in accordance with the hierarchy of centres, in this case the 'Market Towns' which Melksham is defined as. The site is sustainably located with access to existing and proposed public transport.

The retail impact assessment confirms that there will be no significantly adverse impact on any existing stores. The larger store will provide qualitative improvements and address the existing overtrading and a more sustainable building.

It is therefore considered that the application can be supported and planning permission be granted subject to the limited conditions necessary.

Pell Frischmann

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Our ref: 110865/AT/001

By email

For the attention of Chris Manns (Wiltshire Council Highway Development Management)

14th August 2026

Dear Chris,

PL/2026/02458 – Lidl Eastern Way, Melksham Transport and Highways

We write in response to the comments that you provided on 8th July 2026 in relation to the transport and highways aspects of the proposed development of a Lidl foodstore on Eastern Way in Melksham, Wiltshire (application reference: PL/2026/02458).

Regarding the request for a physical splitter island to be provided on the northern side of the right turn lane, we note that this was not raised as an issue in the independent Stage 1 Road Safety Audit. However, we have updated the design to include a splitter island as requested. This is shown on Drawing 110865-PEF-XX-XX-DR-C-001001-P02 enclosed with this letter.

We have also updated the design to include the crossing on the splitter island on the southern arm of roundabout to be widened to 3m in order to accommodate cyclists, as requested. The proposed alterations to the island and crossing points are shown on Drawing 110865-PEF-XX-XX-DR-C-001001-P03 enclosed with this letter.

In relation to the request to provide a dropped kerb on Sandridge Common for cyclists leaving the carriageway to access the store via the northeastern connection, it should be noted that this connection is proposed for pedestrians only. Any cyclists travelling from the east on Sandridge Common will be able to utilise the proposed pedestrian / cycle connection to the southeast of the Eastern Way / Sandridge Common roundabout.

Regarding the request to reconsider the pedestrian / cycle crossing options at the proposed access junction from Eastern Way, the crossing distance is approximately 12m. This is a typical layout for junctions that provide access to Lidl stores given the need to accommodate a 16.5m articulated delivery vehicle. Other Lidl stores within Wiltshire which have similar access / crossing dimensions, which have been accepted by the council, include Royal Wootton Bassett, Calne and Chippenham (Hungerdown Lane).

Positioning the crossing further east would move it away from the desire line for pedestrians / cyclists and introducing a refuge island would result in a significantly larger junction. It is also

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Form ref: BF150AA

noted that no issues were raised regarding the proposed junction arrangement in the independent Stage 1 Road Safety Audit.

As a result of the above, it is not considered necessary to alter the proposed junction and crossing arrangement.

In relation to the request to provide two new bus stops on Eastern Way, the Applicant has confirmed that they are willing to provide a financial contribution of £35,000 as requested to enable Wiltshire Council to deliver the bus stops.

On the point relating to the length of the proposed parking bays within the car park, it is noted that the central parking bays are shown at 5.2m long on the site layout plan and the bays on the boundaries are shown as 4.7m long. Given the aisle widths available, increasing the length of the bays on the car park boundary would not be an issue and the bays will be constructed with a minimum length of 4.8m. This will not affect the swept path analysis provided for the delivery vehicle on the basis the central parking bays are 5.2m long.

Regarding the request for the Staff Travel Plan to be updated for the inclusion of £300 green travel vouchers for each staff member in the first year of occupation, it should be noted that Lidl provide a Cycle to Work scheme that supports green travel. This will be promoted, as stated within the Travel Plan. Therefore, it is not considered necessary to provide green travel vouchers to staff. It is also noted that the approved Travel Plans associated with other Lidl stores in Wiltshire that have opened in recent years do not include the provision of green travel vouchers.

I trust the above and attached provide the necessary additional information required. However, if you have any queries, please do not hesitate to contact me.

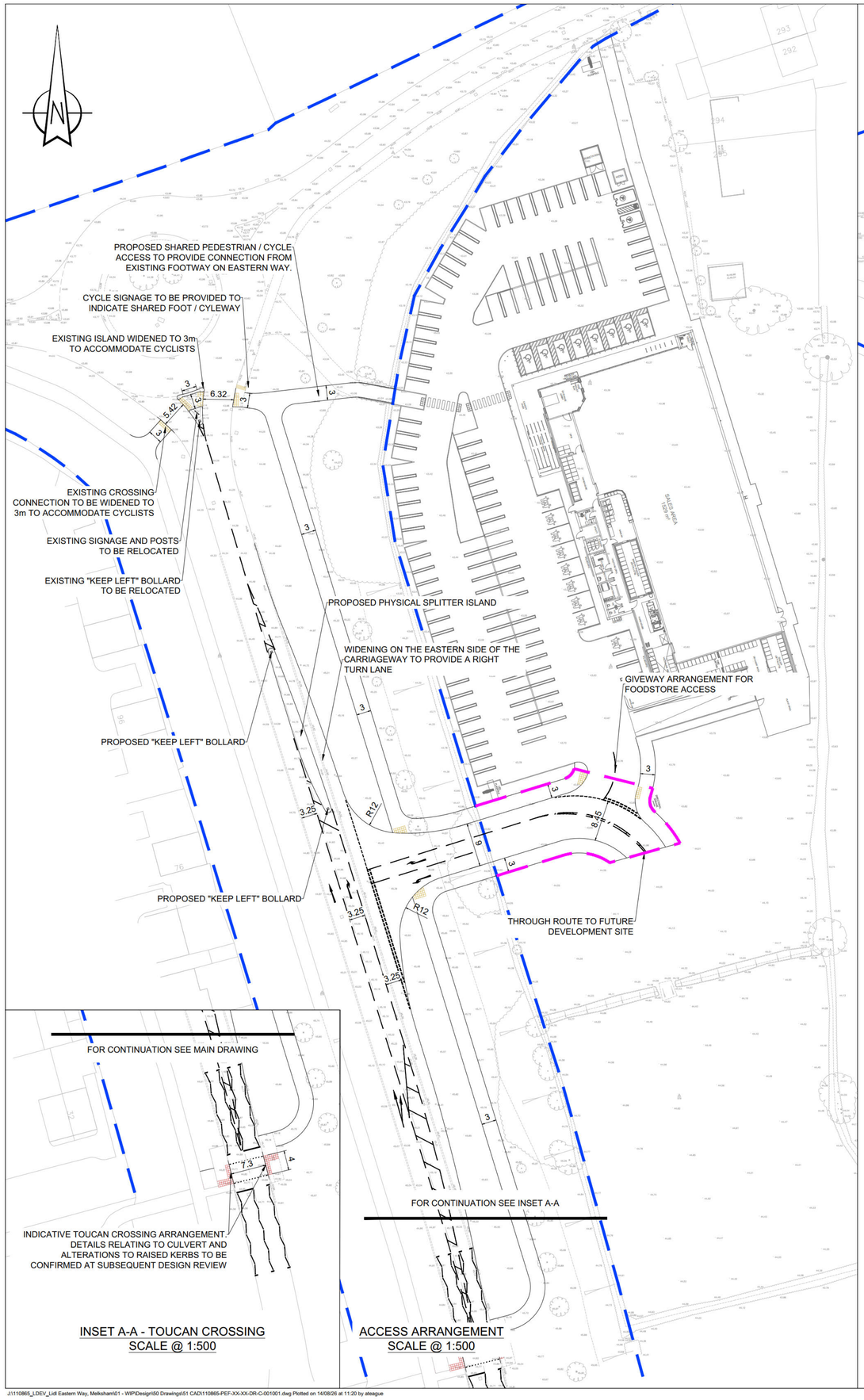
Yours sincerely

On behalf of Pell Frischmann



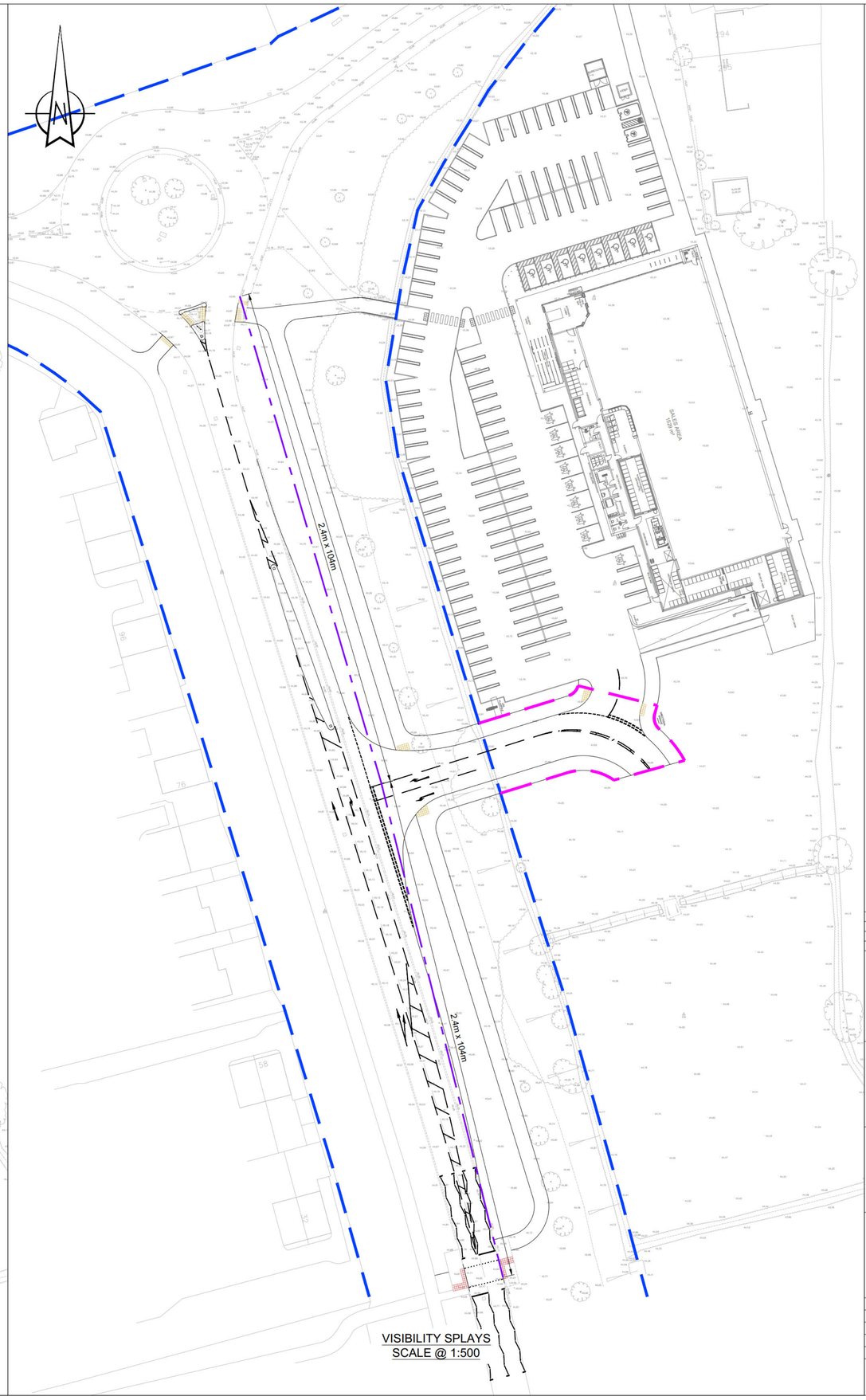
Adam Teague
Associate

Enc.
Drawing 110865-PEF-XX-XX-DR-C-001001-P03
Drawing 110865-PEF-XX-XX-DR-C-001002-P02
Drawing 110865-PEF-XX-XX-DR-C-001003-P01



INSET A-A - TOUCAN CROSSING
SCALE @ 1:500

ACCESS ARRANGEMENT
SCALE @ 1:500



VISIBILITY SPLAYS
SCALE @ 1:500

KEY:

- PROPOSED KERBS
- PROPOSED ROAD MARKINGS
- 2.4m x 104m JUNCTION VISIBILITY SPLAYS BASED ON MfS2 FOR 40mph DESIGN SPEED
- EXISTING HIGHWAY BOUNDARY
- PROPOSED HIGHWAY BOUNDARY

NOTES:

1. ALL DIMENSIONS ARE IN METRES.
2. DESIGN BASED ON A COMBINATION OF ORDNANCE SURVEY MAPPING AND TOPOGRAPHICAL SURVEY, PELL FRISCHMANN SHALL NOT BE LIABLE FOR ANY INACCURACIES OR DISCREPANCIES.

REV	DESCRIPTION	DRN	CHK	APP	DATE
P03	Updated to suit Highway Comments	EF	AJT	LC	10.08.2026
P02	Proposed Highway Boundary Added	EF	AJT	LC	06.03.2026
P01	First Issue	EF	AJT	LC	15.01.2026

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Client

LIDL UK

Project

LIDL - MELKSHAM, EASTERN WAY

Drawing Title

EASTERN WAY - PROPOSED ACCESS ARRANGEMENT

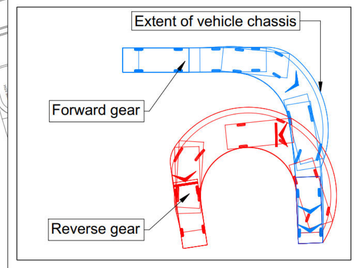
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Designed	EF	JAN 2026
Checked	AJT	JAN 2026
Approved	LC	JAN 2026

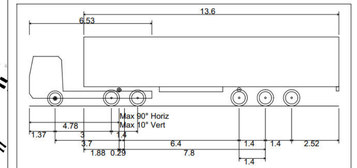
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Drawing No.: 110865-PEF-XX-XX-DR-C-001001
Revision: P03

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KEY:





Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	6.530m

REV	DESCRIPTION	DRN	CHK	APP	DATE
P02	Updated to suit Highway Comments	EF	AJT	LC	10.08.2026
P01	First Issue	EF	AJT	LC	15.01.2026

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Client

LIDL UK

Project

LIDL - MELKSHAM,
EASTERN WAY

Drawing Title

EASTERN WAY -
SWEPT PATH ANALYSIS
16.5m ARTICULATED VEHICLE

	Name	Date
Drawn	EF	JAN 2026
Designed	-	-
Checked	AJT	JAN 2026
Approved	LC	JAN 2026

Scale 1:250 @ A1

File No. 110865-PEF-XX-XX-DR-C-001002.dwg

Drawing Status FOR INFORMATION

Drawing No. 110865-PEF-XX-XX-DR-C-001002

Revision P02

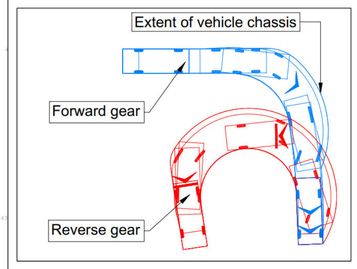
SALES AREA
1529 m²

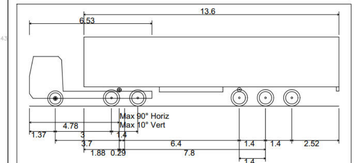
Max Legal Length (UK) Articulated Vehicle (16.5m)

NOTES:

1. ALL DIMENSIONS ARE IN METRES.
2. DESIGN BASED ON TOPOGRAPHICAL SURVEY AND ORDNANCE SURVEY MAPPING, PELL FRISCHMANN SHALL NOT BE LIABLE FOR ANY INACCURACIES OR DISCREPANCIES.

KEY:





Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	6.530m

REV	DESCRIPTION	DRN	CHK	APP	DATE
P01	First Issue	EF	AJT	LC	15.01.2026

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Client

LIDL UK

Project

LIDL - MELKSHAM,
EASTERN WAY

Drawing Title

EASTERN WAY -
SWEPT PATH ANALYSIS
FOODSTORE LOADING BAY

	Name	Date
Drawn	EF	JAN 2026
Designed	-	-
Checked	AJT	JAN 2026
Approved	LC	JAN 2026

Scale: 1:250 @ A1

File No.: 110865-PEF-XX-XX-DR-C-001003.dwg

Drawing Status: FOR INFORMATION

Drawing No.: 110865-PEF-XX-XX-DR-C-001003

Revision: P01

List of MWPC requests on PL/2026/04916 (Bellway) – TO BE PRIORITISED

	Item	Priority
1	20 mph speed limit on Semington Road supported by physical traffic calming measures (WWCT)	
2	Toucan crossing on the western arm of the A350 roundabout (WWCT)	
3	Progressive widening of footways on Semington Road (WWCT)	
4	Additional safe crossing points on Semington Road (WWCT)	
5	Improved crossings on Semington Road at development access points (WWCT)	
6	Traffic-free walking and cycling route potentially delivered substantially through adjoining development land, or further consideration of a modal filter (WWCT)	
7	Direct and accessible connections into the wider walking and cycling network (WWCT)	
8	Improved public realm, seating, bus-stop facilities and wayfinding (WWCT)	
9	S106 contributions from development towards wider corridor improvements (WWCT)	
10	Development-supported bus links from Semington Road/Berryfield to Melksham railway station, Bowerhill employment areas, medical facilities and community facilities. Funding to pump-prime/fund the initial operation of an improved service. (GE/MTUG)	
11	Improvements to existing Rights of Way leading towards the river and the Kennet and Aven Canal – surfaced, sufficiently wide, accessible and suitable for year-round use with appropriate seating, bins and wayfinding.	
12	Realignment of Right of Ways which pass through Boundary (Guley's) farm - the developer to fund necessary diversions, legal orders and related works	
13	Improvements to Berryfield Village Hall, specifically a covered outdoor community area, patio doors, outdoor tables and chairs, and associated works – approx. £75k.	
14	Support the establishment of a Berryfield village community shop (e.g. financial contribution or provision of an area of hardstanding within the development) - also LIIPs funding	
15	Provision of LEAP/NEAP, informal recreation space, a multi-use games area, social seating, sheltered space and appropriate contributions towards wider facilities such as 3G pitches in line with Wiltshire Council policies	
16	S106 contributions from development towards Melksham Link	
17	Cemetery contribution	
18	Expansion of the carpark at Bowerhill Sports Field	
19	Contribution towards Public Art	

NOTES OF MEETING WITH BELLWAY AND SAVILLS

ON THURSDAY 8 OCTOBER 2026 at 3:00 PM

RE: Land west of Semington Road, Berryfield

Present

Councillor Alan Baines (Vice Chair of Planning, chairing the meeting)
Councillor David Pafford (Vice Chair of Council)
Councillor Mark Harris (Planning Committee Member)
Wiltshire Councillor Andrew Griffin (Wiltshire Council and Melksham Town Council)

Teresa Strange (Clerk, Melksham Without)
Fiona Dey (Parish Officer, Melksham Without)

Robert James, National Projects Director, Bellway Homes
Jon Gately, Planning Director, Savills

Summary

The meeting reviewed Bellway's outline proposal for up to 225 homes west of Semington Road. Members maintained their concerns about further development in Berryfield while discussing improvements and contributions that should be secured if permission is granted.

- Scale and cumulative impact: Members reiterated that recent and proposed housing growth was overwhelming Berryfield's limited facilities. Positive aspects of the design did not overcome their objection to the location and scale of development.
- Design and building heights: Members raised concerns about taller buildings affecting existing homes and bungalows. Bellway explained that most of the site would allow up to two storeys, with selected internal areas allowing up to three.
- Canal safeguarding: Bellway would protect the canal corridor and design drainage features for possible future adaptation but would not construct the canal or bridges as part of this development.
- Walking and cycling: Members questioned Wiltshire Highways' request for £50,000 towards a feasibility study when the Parish Council had already commissioned a Semington Road study. A joint meeting with Highways, the Walk Wheel Cycle Trust and Bellway's transport consultant was proposed.
- Schools and healthcare: Members highlighted uncertainty over the Pathfinder Way school, access to school places and cumulative pressure on GP services. No healthcare facility or contribution was agreed.
- Community contributions: Bellway requested a prioritised list of specific projects and offered help with costing. Potential requests included Berryfield Village Hall improvements, burial provision and playing pitch improvements.
- Play provision: Members sought meaningful equipment on both proposed play areas, appropriate specifications and first refusal on responsibility for equipped play provision.

- Bus services: Further scrutiny was needed of the proposed £1,400 per dwelling contribution to the X34, including what additional services it would secure and its effect on funding for other priorities.
- Affordable housing: Bellway confirmed 30% affordable housing. Members sought a mix reflecting Melksham's needs and stronger priority for people with a local connection; no local priority arrangement was agreed.
- Information sharing and next steps: Bellway and Savills were willing to share draft Section 106 information and proposed conditions. The Parish Council would prepare its priority list, review outstanding consultee responses and consider a further meeting in November or December.

Discussion of mitigation did not indicate support for the application; it concerned what should be delivered if permission is granted.

The following follow-up work was identified:

- The Parish Council to prepare a specific, prioritised list of infrastructure and community requests for Bellway and Savills to consider and assist with costing.
- Review the new highways response and seek a joint discussion involving Wiltshire Highways, the Walk Wheel Cycle Trust and Bellway's transport consultant.
- Bellway and Savills to provide the running list of proposed conditions and progress discussions about sharing draft Section 106 heads of terms.
- The Parish Council to identify relevant play specifications and suggested condition wording and review outstanding consultee responses at its next Planning Committee meeting.
- Consider a further meeting in November or December, following discussions with the planning officer and clarification of the determination route. Specialist discussions on transport or landscaping could also be arranged if needed.

Introduction

The meeting followed the presentation on 24 June 2026 and the subsequent public consultation and submission of the outline planning application (PL/2026/04916). Members reviewed the proposals and the Parish Council's submitted comments with Bellway and Savills, particularly the scale of development, infrastructure requirements and potential planning obligations.

Bellway reported that approximately 50–60 people had attended the July consultation at Berryfield Village Hall. Although there had been opposition to further housing, they considered that some attendees had responded positively to the proposed design and canalside character. The Design and Access Statement had been developed to explain the vision in greater detail.

Proposed Development

The outline application sought permission for up to 225 dwellings, an increase from approximately 195 discussed in June. Bellway explained that the higher maximum provided flexibility over the eventual housing mix and demand at the detailed design stage. They stated that smaller homes could increase dwelling numbers without necessarily increasing building heights.

Bellway advised that they were not anticipating substantial changes to the illustrative layout at this stage, although drainage proposals might need refinement following consultee comments. No design response from Wiltshire Council had yet been received.

Scale and Cumulative Development

Members reiterated their objection to further development in Berryfield, which remained classified as a small village with limited facilities. Reference was made to Bowood View, Buckley Gardens, Townsend Farm and the recently approved Martin Grant development (PL/2025/00626 Land North of Berryfield Lane). Members stated that recent and proposed growth, including this application, would represent an increase of approximately 172% compared with the village's previous size of around 400 dwellings.

Members distinguished their concerns about the principle and cumulative scale of development from the quality of Bellway's design. Some considered the proposed layout attractive, but felt that this did not overcome the harm caused by adding further housing to an already substantially enlarged village. Discussion of mitigation was on the basis of what should be secured if permission were granted.

Bellway acknowledged that this difference of view was unlikely to be resolved through the meeting. They referred to pressure to make efficient use of land and considered the site relatively sustainable because of its proximity to Melksham and existing bus stops. Members questioned the practicality of the stated walking distance to the town centre, particularly for people with pushchairs or shopping and where crossings were required.

Building Heights and Design Quality

The parameter plans provided for buildings of up to two storeys across most of the site, with selected internal areas allowing up to three storeys. Members highlighted the potential impact of taller buildings on existing houses and bungalows, drawing on concerns about raised ground levels and building heights on the adjacent Martin Grant site.

Bellway explained that the higher parameters were intended to retain flexibility and were concentrated within the site, with lower buildings around the edges. They did not consider three-storey development necessarily appropriate throughout the site; the eventual house types and heights would be considered at reserved matters stage.

Members asked how the density compared with Bowood View, which they regarded as a positive local example. Bellway advised that the proposed density was broadly comparable, at approximately 35 dwellings per hectare within the housing parcels and approximately 20 per hectare when the wider green space was included. Members emphasised the importance of applying the Melksham Neighbourhood Plan and its separate Design Guide.

Canal Corridor and Drainage

Bellway explained that the safeguarded canal corridor was central to the landscape proposals and would also form part of the drainage arrangements. They were considering further detail on drainage and planting in response to consultation comments and intended to discuss this with the planning officer. They had held discussions with the Wilts and Berks Canal Trust.

Members asked whether Bellway could construct the section of canal within the site, referring to examples in Swindon. Bellway stated that they held an option agreement rather than owning the land and would not construct the canal or bridges in advance of the wider project. They cited cost, landowner agreement, outstanding permissions and the practical difficulty of building bridges before excavating the canal.

Bellway stated that the proposals would retain sufficient corridor width, working space and provision for future crossings, with drainage features capable of adaptation when the canal was delivered. They anticipated that safeguarding and future release of the corridor would be secured through legal arrangements and planning requirements when the site was acquired and developed.

Members remained concerned about uncertainty over delivery of the canal. They nevertheless emphasised the importance of protecting the route so that the housing development would not prevent its future construction. Reference was made to the canal's protection in the Core Strategy and its inclusion as a priority statement in the Neighbourhood Plan. No specific financial request from the Canal Trust had been identified in its response, although the Parish Council had previously secured a contribution towards a canal study on another development.

Walking Cycling and Connections

Members sought better integration between the proposed development and neighbouring sites, rather than separate estates with limited connections. Bellway confirmed that they expected links to adjoining developments to the north and south and would not seek to obstruct these. The approval of the Martin Grant application provided an opportunity to formalise connecting points.

The Parish Council's holistic Semington Road study, commissioned from the Walk Wheel Cycle Trust, formerly Sustrans, was discussed. Wiltshire Highways' recently published response requested £50,000 towards an active travel feasibility study. Members questioned the need for another study when the Parish Council had already commissioned work covering this development and the wider area.

A meeting was proposed between Wiltshire Council's highways officer, the Walk Wheel Cycle Trust and Bellway's transport consultant to review the existing study

and agree priorities, delivery arrangements and appropriate triggers for improvements. Bellway indicated that reasonable contributions could be incorporated into planning obligations with Wiltshire Highways' agreement. Members also wished to review the public rights of way response when available.

Schools and Healthcare

Members raised concerns about access to schools and the uncertainty surrounding delivery of the approved primary school at Pathfinder Way. They reported that a school at Blackmore Farm was being discussed instead, which would be further from Berryfield and would not be delivered immediately. Members questioned how children from this development would reach suitable school places.

The Clerk referred to the Parish Council's unsuccessful efforts to secure healthcare and highway contributions from the Martin Grant application and its request for clearer guidance from Wiltshire Council about the evidence required. Members emphasised the cumulative pressure on GP services and the need to bring together contributions from different developments rather than consider each application in isolation.

Bellway shared the frustration about obtaining NHS support for healthcare facilities, noting difficulties experienced on other sites. Members felt that communities and developers needed to find a way to demonstrate the need for additional resources and secure appropriate funding. No healthcare contribution or new facility was agreed at this meeting.

Community Facilities and Section 106 Priorities

Bellway requested a concise, prioritised list of the Parish Council's specific infrastructure and community requests. They offered to assist with costing items so that their affordability, wider benefit and suitability for inclusion in Section 106 heads of terms could be considered. Discussion highlighted the value of funding identifiable projects and completing improvements rather than allocating small contributions across schemes which might never be delivered.

The potential improvements to Berryfield Village Hall included patio doors, covered outdoor space and furniture. The Clerk referred to an initial building estimate of approximately £50,000, with a further £10,000–£20,000 potentially required for design, specification and project management. Further drawings and detailed costings would be needed. The Parish Council owned the patio but not the adjoining grass, so any extension onto that land would require discussion with the management company.

Other requests included burial provision, given concerns about cemetery capacity, and playing pitch improvements. The Clerk highlighted the identified need for two 3G pitches in the Melksham area and work towards provision at Bowerhill Sports Field and Oakfields. Contributions towards associated works, including parking, could help unlock substantial Football Foundation funding and support growing demand for women's and girls' sport.

Play Areas and Public Art

The proposals included a Local Equipped Area for Play (LEAP) and a Local Area for Play (LAP). The Clerk reported that Wiltshire Council's play officers supported making the LAP a meaningful play destination with equipment, rather than leaving an unequipped grass area. The informal term "super LAP" had been used locally, although this was not an official play category.

The Parish Council wished to have first refusal on taking responsibility for the equipped play provision. Members highlighted the importance of suitable specifications, including wet-pour surfacing and fencing, and referred to concerns about wooden equipment. Bellway invited suggestions for the wording of relevant conditions before these were finalised.

Discussion also covered ensuring provision met the needs of different age groups, including teenagers and safe spaces for girls. Existing nearby play areas, outdoor gym facilities and planned improvements to the older Berryfield play area should inform what was provided.

A public art contribution of £67,500 was mentioned. Members explained how previous contributions had supported the Berryfield Village Hall mural and play-related artwork. They favoured locally meaningful provision with community involvement and a tangible benefit, rather than an isolated feature with little practical value.

Bus Services

Wiltshire Highways' response sought £1,400 per dwelling towards the X34 service, equating to approximately £315,000 if 225 dwellings were built. Those present had only recently seen the response and had not yet reviewed it in detail.

Members wished to understand what service improvements would be secured, including evening provision and connections to destinations not currently well served. The recent introduction of a Sunday service was noted. Bellway questioned how the amount would be justified and whether it could reduce funding available for other priorities. The discussion remained subject to further review of the highways response and engagement with the bus operator.

Community Shop and Flexible Space

The lack of a local shop was discussed, including the possibility of a commercial operator or community-run provision. Bellway suggested that a relatively small area of hardstanding with electricity and water could accommodate a temporary shop, takeaway vans, stalls or other visiting services.

Members considered that this could also provide a place for neighbours to meet and support community events. Potential locations included space within the development or Parish Council land at the former village hall site. An indicative cost of £30,000–£40,000 was mentioned during the discussion. This was an idea for further consideration, rather than an agreed scheme or commitment.

Affordable Housing and Local Need

Bellway confirmed that the proposed affordable housing proportion was 30%. At the maximum of 225 dwellings this would provide approximately 68 affordable homes. Wiltshire Council's requested tenure mix was 60% social rent and 40% shared ownership, equivalent to approximately 41 and 27 homes respectively.

Members asked that the type, size and tenure mix be considered against the Melksham housing needs evidence and Neighbourhood Plan rather than simply applying a county-wide mix. They emphasised the need for smaller homes, particularly two- and three-bedroom properties, and affordable options suited to local incomes. Bellway noted that Wiltshire Council's requested affordable mix was predominantly smaller homes, with only two social rented properties larger than three bedrooms and no four- or five-bedroom shared ownership homes.

Members also sought a stronger local connection requirement, including consideration of an initial three-month opportunity for local people before homes were offered more widely. They distinguished the existing Wiltshire connection from their wish to give priority to people connected to Melksham. Bellway understood the principle but raised practical and commercial considerations; no local marketing or allocation requirement was agreed.

Members reiterated the importance of tenure-blind design and expressed concern that Melksham was accommodating a disproportionate share of Wiltshire's housing growth without corresponding services and infrastructure.

Planning Process and Information Sharing

Members requested access to draft Section 106 heads of terms and proposed conditions before determination. The Clerk explained that Wiltshire Council had indicated that the applicant's written permission was required before draft heads of terms could be shared with the Parish Council. Bellway and Savills expressed willingness to share the information and to consider locally suggested wording.

Bellway and Savills offered to provide their running list of proposed conditions emerging from consultee responses. They considered that an agreed record of requests and priorities could assist both determination and any subsequent appeal, while remaining conditional on permission being granted.

Wiltshire Councillor Griffin explained that, because of the application's significant potential effect on Berryfield and the wider community, he wished it to be considered in as public a forum as possible. As a member of the Western Area Planning Committee, he was careful not to predetermine the application. Confirmation had not yet been received as to whether it had passed the gateway test for committee consideration.

Timescale and Next Steps

Members stated that, if permission were granted, they did not wish to see undue delay in delivery while further speculative applications continued to come forward. Bellway explained that reserved matters approval and construction preparations would still be required; even if outline permission were granted immediately, completed homes for sale would be approximately 21 months away.

The following follow-up work was identified:

- The Parish Council to prepare a specific, prioritised list of infrastructure and community requests for Bellway and Savills to consider and assist with costing.
- Review the new highways response and seek a joint discussion involving Wiltshire Highways, the Walk Wheel Cycle Trust and Bellway's transport consultant.
- Bellway and Savills to provide the running list of proposed conditions and progress discussions about sharing draft Section 106 heads of terms.
- The Parish Council to identify relevant play specifications and suggested condition wording, and review outstanding consultee responses at its next Planning Committee meeting.
- Consider a further meeting in November or December, following discussions with the planning officer and clarification of the determination route. Specialist discussions on transport or landscaping could also be arranged if needed.

Meeting closed at 4:50pm

PL/2025/04916 Land West of Semington Road (Bellway) – Submitted Comments

Passenger Transport

Comment left on: 06/10/2026

Stance: Comment

Here are the comments from the Passenger Transport Team.

The bus stops at the entrance to this site were improved with new shelters kerbs etc in the last few years as a result of a development to the east of Semington Road and are up to standard.

We would however request a contribution of £1,400 per dwelling towards the support of the X34 which passes the site. While this is mainly commercial, the Sunday service is provided with support from UK Government which is coming to an end. The Sunday operation is well on its way to being commercial but will need some funding beyond the period for which we currently have support.

[Officer comment: for 225 dwellings this equates to £315,000]

Transport Planning Department

Comment left on: 06/10/2026

Stance: Comment

Please see below my comments for this outline application.

Access:

An access parameter plan has been provided which shows the location of a single vehicular access, two emergency access points also allowing pedestrian and cycle access, and five pedestrian and cycle access points. However, detailed information has only been submitted for the primary vehicular access, there is no information of what specification the other access points will be built to. It is difficult to judge the connectivity of the site without this information so I would encourage it to be submitted as part of the outline application, otherwise it would be necessary to condition these access points being built to a certain standard.

All of the proposed pedestrian access points should allow cycle access in some form, and segregated cycle provision should be considered for some of these access points where feasible.

Despite the high number of access points, there is no link to the adjacent development north of the site (20/07334/OUT). This will fail to create a sustainable and permeable transport environment. There would appear to be adequate opportunities within the adjacent site to include a pedestrian and cycle connection so this must be provided.

Wider Connectivity:

The wider area around the site and along Semington Road is identified by the Melksham LCWIP as having poor existing facilities for walking and cycling. Semington Road is part of priority corridor 4 of the LCWIP where infrastructure improvements are necessary to cater for walking and cycling connectivity into Melksham town centre. The scale of development means that it will be contributing a significant number of vehicle trips to the highway network, worsening conditions for walking and cycling which are already identified as poor. Sustainable transport access to local facilities at Melksham town centre is also vital for the development to be acceptable.

With this in mind, I would like to request a contribution of £1,000 per dwelling to be used for detailed design and feasibility assessment work for Melksham LCWIP priority corridor 4, which connects the site to the town centre.

[Officer comment: for 225 dwellings this equates to £225,000]

Travel Plan:

A Framework Travel Plan has been submitted however it has several severe deficiencies. Paragraph 5.4.3 states that the baseline non-car mode share is expected to be 32.1%. The target detailed in paragraph 5.4.4 is for this to see "a minimum increase of 10 percentage points", which would result in a non-car mode share of 42.1% as the target. However, the targets in Table 5.2 have a year 5 non-car mode share target of 35.9%, well below what it should be.

It is clear that these targets are not sufficient to have a meaningful impact on the transport impact of the development. The Framework Travel Plan must be updated to reflect a more ambitious target.

Additionally, the measures contained within the Framework Travel Plan are not sufficient to achieve a modal shift. We require all large developments to have Travel Plans containing green travel vouchers with a minimum amount of £300 per dwelling. It will also be necessary to secure our standard Travel Plan monitoring fee of £7,500.

Highway Development Control Consultation Response

Planning Application Ref: PL/2026/04916

Site Address: Land west of Semington Road, Melksham

Proposal: 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.

Date of Consultation Response: 21/09/2026

Highway Officer Assessment

The submitted documents have been assessed in support of the outline application for up to 225 dwellings and associated infrastructure to be accessed from a priority junction from Semington Road. The following documents have been assessed to form the highways response to this planning application;
Design and Access Statement
Transport Assessment
Outline Construction Traffic Management Plan
Landscape layout
Planning Statement

The applicant has undertaken an assessment of the local highway network, sustainable transport opportunities, highway safety record, trip generation and traffic impacts associated with development.

Site Context

Directly north of the site are two developments that received planning permissions for a total of 103 dwellings under references PL/2023/00808 and PL/2024/11665. The first phase of which is under construction and the whole site will be accessed from a point less than 50 m north of the proposed access for the outline application here named as Land West of Semington Road. To the south of the site is a further outline planning application site (Land at Berryfield) for 58 new homes under PL/2025/00626, which is yet to be determined.

The line of the Melksham Link Project that may connect to the site of the Wilts and Berks Canal as saved policy has been preserved within the development, and it is understood that consultations have been undertaken with the Canal and Rivers Trust, to secure this.

Highway Safety

A review of Crash map recorded personal injury data reveals two recorded collisions resulting in minor injuries that were 100 m north and 300 m south of the proposed access respectively. These occurred in the last 5 years and a single serious injury near the proposed access that occurred in 2018. On this basis, there is no evidence of an existing highway safety deficiency that would be materially worsened by the development proposals.

Site Access

Vehicular access is proposed via a new priority junction onto Semington Road forming a staggered junction arrangement with Melksham Mobile Home Park and 50m north of Telford Drive. Visibility splays are shown to be within Manual for Streets minimum guidance and can be provided to adequate standards to match the recorded 85th percentile speeds recorded using ATC data.

When referring to an access the definition of safe and suitable in highways planning terms is generally accepted as being shown as safe, by establishing the previous 5 years recorded accident history and being suitable under the umbrella of design documents that provide engineering principles for highways design. However, there is a need to recognise that there is little position on the method of selection of new types of infrastructure in planning terms. Given the requirements of the immediate highway network at the site the consideration is a priority junction is an appropriate design, with thee caveat that a raised table on Semington Road be included in the design for reasons given below.

A pedestrian and cycle access to Berryfield Lane is shown in the masterplan and would be a useful addition to a final plan as Berryfield Lane will provide a low-traffic alternative for cyclists as this unclassified road is subject to a prohibition of driving order, except for access. There are no details regarding the cycle and walking access arrangements that are required to provide inter and through connectivity to the wider Melksham area. Although this outline application is to provide access details as part of all matters reserved except for that of access, it is considered appropriate to condition details to be provided within the reserved matters stage and to have the conditions attached to this application, should permission be granted, by discharged to achieve these connections.

Traffic Impact

A new priority junction access is proposed onto Semington Road, including pedestrian access connections to existing footways on Semington Road. The transport assessment reviews traffic impacts at key junctions including Semington Road/Berryfield Lane, A350 corridors, Western Way, and surrounding roads.

Future forecasts include background and growth and traffic from other committed developments in the area.
Development traffic has been distributed across the network using the forecast trip assignment shown in Figures TF11 and TF12. These show traffic forecasted movements entering and leaving the site during peak AM and PM hours.

The development is forecast to generate approximately:

- 67 two-way vehicle movements per hour during the morning peak
- 68 two-way vehicle movements per hour during the afternoon peak
- This equates to 1 vehicle every 53-54 seconds or no more than 1 vehicle movement every minute during peak hours

Future modelling through Arcady output indicates that even with forecasted development the traffic produced will allow the new junction to operate within capacity with forecasted values to 2031. The forecasted values for peak traffic flows indicate queue lengths of 2 vehicles and less at Semington Road both north and south and calculates a Ratio of Flow to Capacity RFC value below 0.60 where values more than 0.85 indicates some concern. Therefore, the predicted value is within capacity.

While committed development can be included within the future traffic predictive calculations, it is noted that there are proposals not yet determined that are not included

within the assessment. However, not all the proposals with currently active planning applications are guaranteed to come forward for developemnt.
Given the available outputs shown Highways is satisfied that the submitted evidence indicates that the residual cumulative impact of the development on the local highway network would not be severe.

Highway recommendations

In accordance with Paragraphs 96,110,11 and 116 or the National Planning Policy Framework (NPPF), development should provide safe and suitable access for all users, give priority to pedestrian and cycle movements where practical, and maximise opportunities for sustainable transport choices. The NPPF also requires planning decisions to support healthy and inclusive communities for walking, wheeling and cycling. The Melksham Local Cycling and Walking Infrastructure Plan (LCWIP) identifies Semington Road as Corridor 4-2 and establishes a strategic evidence base for future walking and cycling improvements along the route. The application site is located directly on this corridor and is expected to generate addition walking, wheeling and cycling movements to local services, schools, employment areas and public transport facilities.
While the LCWIP does not itself create a requirement for all identified schemes to be delivered by individual developments, it provides an evidence-based framework for identifying infrastructure necessary to support sustainable travel patterns arising from development. Any requested mitigation must satisfy the tests set out in Regulation 1222 of the Community Infrastructure Levy Regulations 2010 Paragraph 58 of the NPPF by being:

- Necessary to make the development acceptable in planning terms;
- Directly related to the development;
- Fairly and reasonably related in scale and kind to the development.

Measures to reduce vehicle speeds on Semington Road adjacent to the development are considered directly related to the proposal and would improve conditions for both pedestrian and cycle movements associated with the development. A Section 106 obligation should therefore secure the promotion of a 20mph speed limit from the A350 roundabout south-westwards along Semington Road to existing priority narrowing south of Telford Drive. This would support the creation of a lower-speed environment consistent with the objectives of the LCWIP and current guidance for inclusive active travel networks.
A raised table feature at the proposed site access should also be secured through the detailed highway design. This measure would reinforce reduced vehicle speeds, improve pedestrian crossing opportunities at the principal access point, and partially mitigate the loss of the existing traffic-calming island required to facilitate the development access.

The development will introduce additional pedestrian and cycle demand onto the surrounding transport network. Whilst the precise interventions required along Corridor 4-2 have not yet been developed to detailed design stage, a contribution towards feasibility, option development and scheme assessment work is considered justified. Such work is required to determine what improvements are necessary, directly related to development impacts and capable of delivery through future funding streams.
Accordingly, a financial contribution of £50,000 is sought through a Section 106 agreement towards the preparation of LCWIP corridor feasibility and design work associated with Semington Road and adjoining links serving the development. This contribution is necessary to assess and identify proportionate mitigation measures arising from increased active travel demand generated by the proposal and to support the future delivery of sustainable transport infrastructure in accordance with the objectives of the NPPF and Wiltshire's Local Transport Plan.

A request from the Passenger Transport Team is for a developer contribution of £1,400 per dwelling towards the support of the X34 bus service which runs along Semington Road and will be a crucial part of a Green Travel Plan to support sustainable transport options and to allow future occupiers of the development to utilise alternative transport to the private car thus promoting sustainable transport alternatives. The justification provided is that while the Monday to Saturday service is primarily commercial the Sunday service operates with government funding support. This requested funding will support the service beyond the life of the current government support.

Conclusion

Having reviewed the information provided by the applicant and considered the provisions thought necessary to be brought forward with this application. It is considered that:

- An adequate access can be delivered
- The proposed development would not result in unacceptable impacts on highway safety
- The local highway network can operate within capacity with the forecast committed development traffic
- The residual cumulative impacts on the highway network would not be severe when assessed against paragraph 116 of the National Planning Policy Framework.
- The development can provide appropriate opportunities for sustainable transport in accordance with Paragraphs 110 and 111 of the NPPF, subject to the delivery of suitable pedestrian and cycle connections and proportionate contributions towards the assessment and development of LCWIP measures serving the site.

Recommendation that there be **no highway objection** subject to conditions and obligations that secure:

1. Detailed design and implementation of the site access to feature a raised table on Semington Road.
2. Introduction of a 20mph speed limit on Semington Road from the A350 in a southwesterly direction to a point 32m southwest of Telford Drive.
3. Provision of adequate connections for walking and cycling between the development and the existing development north of the proposal site, to the west on Berryfield Lane, and to the south for future connections to a proposed Berryfield development.
4. Submission and approval of a Stage 2 Road Safety Audit with designer's response
5. Submission, implementation and monitoring of a Residential Travel Plan
6. Provision of parking, cycle parking and EV charging in accordance with Wiltshire Council standards as reserved matters stage.
7. £50,000 for **S106 contributions** toward a feasibility study to assess active travel movements generated by the development; identification and design of mitigation measures serving future occupants; future implementation strategy along Corridor 4-2 (Semington Road)
8. A financial obligation of £1,400 per dwelling toward support of the X34 bus service along Semington Road

Potential Conditions

 No building or use hereby permitted shall be occupied or use commenced until the means of vehicular access has been constructed and completed in accordance with the approved plans and the said means of vehicular access shall thereafter be retained for access purposes only for the lifetime of the development. Any access point opening to the adopted highway shall include suitable drainage provision within the curtilage of the site, to

prevent the discharge of any surface water onto the adopted highway or into any highway drain.
REASON: To ensure that the vehicular access point is safe and includes adequate drainage.

 No development shall take place until general arrangement plan(s) to a scale of 1:200 showing the following works to the adopted highway has been submitted to and approved in writing by the Local Planning Authority. Where applicable indicating proposals for:
• Existing levels of the finished highway tying into building threshold levels
• Signing, street furniture, street trees and pits
• Structures on or adjacent to the adopted highway
• Materials for use on the adopted highway
• Extent of any stopping up, diversion or dedication of new highway (including all public rights of way shown on the definitive map and statement)
No development shall take place over the route of any public right of way prior to the confirmation of a Town & Country Planning Act 1990 path diversion/stopping up order.
Prior to occupation these works shall be completed to the satisfaction of the Highway Authority and approved in writing by the Local Planning Authority.
Reason: In the interests of public safety and to ensure that all road works associated with the proposed development are planned; approved in good time (including any statutory processes); undertaken to a standard approved by the Local Planning Authority and are completed before occupation.

 No works to commence until Submission and approval of a Stage 2 Road Safety Audit and designer's response has been submitted to the LPA.
REASON: In the interests of public safety that a safe and secure access can be brought forward.

 No development shall commence on site (including any works of demolition), until a Construction Management Statement, which shall include the following:
o the parking of vehicles of site operatives and visitors;
o loading and unloading of plant and materials;
o storage of plant and materials used in constructing the development;
o the erection and maintenance of security hoarding including decorative
o displays and facilities for public viewing, where appropriate;
o wheel washing facilities;
o measures to control the emission of dust and dirt during construction;
o a scheme for recycling/disposing of waste resulting from demolition and
o construction works; and
o measures for the protection of the natural environment.
o hours of construction, including deliveries;
has been submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be complied with in full throughout the construction period. The development shall not be carried out otherwise than in accordance with the approved construction method statement.
REASON: The application contained insufficient information to enable this matter to be considered prior to granting planning permission and the matter is required to be agreed with the Local Planning Authority before development commences in order that the development is undertaken in an acceptable manner, to minimise detrimental effects to the neighbouring amenities, the amenities of the area in general, detriment to the natural environment through the risks of pollution and dangers to highway safety, during the construction phase.
No final surface materials shall be laid until the exact details of the surfacing material to be used for the parking area and the demarcation of the parking bays have been submitted to and approved in writing by the Local Planning Authority. Development

shall be carried out in accordance with the approved details.

 At reserved matters stage, the proposal shall come forward with car parking provision in accordance with the Wiltshire Car Parking standards, including provision of EV parking. In addition, a plan for cycle storage in accordance with Wiltshire Local Transport Plan 3 Cycling Strategy and LTN1/20.
REASON: In the interests that a suitable provision of parking is provided.

 No development shall commence on site until details of the following have been brought forward in a Reserved Matters application:
estate roads, footways, footpaths, verges, junctions, street lighting, sewers, drains, retaining walls, service routes, surface water outfall, vehicle overhang margins, swept paths, embankments, visibility splays, accesses, carriageway gradients, drive gradients, car parking and street furniture, including the timetable for provision of such works, have been submitted to and approved by the Local Planning Authority. The development shall be constructed and laid out in accordance with the approved details.
REASON: To ensure that the roads are laid out and constructed in a satisfactory manner

 No development shall commence until a Residential Travel Plan has been submitted to and approved in writing by the Local Planning Authority. No part of the development shall be occupied prior to the implementation of the Travel Plan and said plan to include a provision of £300 for green travel vouchers for each dwelling.
REASON: In the interests of reducing the amount of private car movements to and from the development.

INFORMATIVES
Highway to be Adopted
The development hereby approved includes the construction of new highway. To be considered for adoption and ongoing maintenance at the public expense it must be constructed to the Highway Authority's Engineering Standard Details and terms for the phasing of the development. You are advised that you must enter into a highway agreement under Section 38 of the Highways Act 1980. The development will be bound by Sections 219 to 225 (the Advance Payments Code) of the Highways Act 1980.
Contact the Highway Authority's Highway Development Management Team at highwaysdevelopment@wiltshire.gov.uk You will be required to pay fees to cover the Councils cost's in undertaking the following actions:
Drafting the agreement
Inspection of works
N.B. The Highway Authority's technical approval inspection fees must be paid before any drawings will be considered and approved. Once technical approval has been granted a Highway Agreement under Section 38 of the Highways Act 1980 must be completed and the bond secured
Impact on the highway network during construction
1) The development hereby approved and any associated highway works required, is likely to impact on the operation of the highway network during its construction (and any demolition required). You are advised to contact the Highway Authority's Highways Management Team at HighwayNetworkManagement@Wiltshire.gov.uk before undertaking any work, to discuss any temporary traffic management measures required, such as footway, Public Right of Way, carriageway closures or temporary parking restrictions a minimum of eight weeks prior to any activity on site to enable Temporary Traffic Regulation Orders to be prepared and a programme of Temporary Traffic Management measures to be agreed.
To discuss and agree a programme of all temporary traffic management measures required such as footway, Public Right of Way, carriageway/lane closures, temporary

parking restrictions, portable signals, stop & go, contraflow, priority working and give & take for which a Temporary Traffic Regulation Order (TTRO) will be required. You must give at least ten weeks' notice prior to the date when you wish to put any measures in place, to enable the TTRO to be processed.
2) To discuss any licences required. In the case of installing/working on any apparatus such as drains, fibre optic cables, ducts, sewer, water, or gas pipes, you must give at least four weeks' notice prior to the date when you wish to undertake the work, to enable the Section 50 Licence to be processed. Depending on the amount of traffic management measures required this may increase to ten weeks.
N.B. Traffic management measures where required must not be installed until:
i) Construction Management Plan/Statement has been approved;
ii) The correct licences have been issued;
iii)Section 278 Agreement giving permission to work on the adopted highway has been signed, without which hoarding licences and footway closures will not be issued;
If any measures are installed without the permission of the Highway Authority a Stop Notice can be issued and contractors ordered off the adopted highway. Any breach could result in the removal of licences/orders. For S278 works contact HighwaysDevelopment@Wiltshire.gov.uk

Ian Fry

If you have any queries regarding the above advice, please contact Ian Fry on 01225 771649, Ian.Fry@wiltshire.gov.uk

Outlook

RE: Land north of Berryfield Lane PL/2025/00626 - Building Heights Parameter Plan

From Stewart Palmen <Stewart.Palmen@wiltshire.gov.uk>
Date Tue 13/10/2026 12:17
To Teresa Strange <clerk@melkshamwithout-pc.gov.uk>; Ellen Ghey <ellen.ghey@wiltshire.gov.uk>
Cc Gen Collins <Gen.Collins@wiltshire.gov.uk>; Kenny Green <Kenny.Green@wiltshire.gov.uk>; andrew.griffin@wiltshire.gov.uk <andrew.griffin@wiltshire.gov.uk>; Fiona Dey <office@melkshamwithout-pc.gov.uk>

Teresa

After watching the relevant part of the meeting again we have come to the conclusion that the councillors voted on a motion that did limit the entire site to a max height of 2 storeys and will modify the minutes to say:

“Cllr Griffin moved to approve the application in line with the officer recommendation, subject to additional conditions relating to including construction traffic access and securing a revised building height parameters plan to restrict the housing development to no more than 2 storeys, which was seconded by Councillor Stewart Palmen.”

Best Regards

Cllr Stewart Palmen Chair of The Western Area Planning Committee

---

From: Stewart Palmen
Sent: 12 October 2026 17:34
To: 'Teresa Strange' <clerk@melkshamwithout-pc.gov.uk>; Ellen Ghey <ellen.ghey@wiltshire.gov.uk>
Cc: Gen Collins <Gen.Collins@Wiltshire.gov.uk>; Kenny Green <Kenny.Green@wiltshire.gov.uk>; Andrew Griffin <Andrew.Griffin@wiltshire.gov.uk>; Fiona Dey <office@melkshamwithout-pc.gov.uk>
Subject: RE: Land north of Berryfield Lane PL/2025/00626 - Building Heights Parameter Plan

Teresa

Will look back at the recording myself as now need to confirm as my memory appears faulty.

Regards

Cllr Stewart Palmen Chair of Western Area Planning Committee.

From: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Sent: 12 October 2026 15:37
To: Stewart Palmen <Stewart.Palmen@wiltshire.gov.uk>; Ellen Ghey <ellen.ghey@wiltshire.gov.uk>
Cc: Gen Collins <Gen.Collins@wiltshire.gov.uk>; Kenny Green <Kenny.Green@wiltshire.gov.uk>; Andrew Griffin <Andrew.Griffin@wiltshire.gov.uk>; Fiona Dey <office@melkshamwithout-pc.gov.uk>
Subject: RE: Land north of Berryfield Lane PL/2025/00626 - Building Heights Parameter Plan

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

Dear Cllr Palmen
Thankyou for your email.
I have marked with yellow the location of the bungalows, which are directly opposite the 2.5 storey housing on the parameters plan uploaded on the planning portal after the Western Area Planning Committee.
The parish council had concerns about the 2.5 storey houses that were on land being built up behind existing housing on Semington Road **and** opposite the bungalows on Berryfield Lane. The parish council's preference is for NO 2.5 storey housing at all on the development.
The parish council's recollection of the meeting, and having watched the video again is that there would not be 2.5 storey housing to the rear of the housing on Semington Road OR the bungalows, and in fact, that it would be 2 storey everywhere. The plan does show 2 storey to the rear of the housing on Semington Road, but that is different to your description below.

The parish council respectfully reiterate their request for a formal review of the recording of the meeting to ascertain what was actually agreed and voted on.

With kind regards, Teresa

From: Stewart Palmen <Stewart.Palmen@wiltshire.gov.uk>
Sent: 12 October 2026 14:37
To: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>; Ellen Ghey <ellen.ghey@wiltshire.gov.uk>
Cc: Gen Collins <Gen.Collins@wiltshire.gov.uk>; Kenny Green <Kenny.Green@wiltshire.gov.uk>; andrew.griffin@wiltshire.gov.uk; Fiona Dey <office@melkshamwithout-pc.gov.uk>
Subject: RE: Land north of Berryfield Lane PL/2025/00626 - Building Heights Parameter Plan

Teresa

Thank you for contacting us. My memory of the planning meeting was that the height limit was agreed to be reduced from 2.5 Stories to 2 Stories in the section (block) of the build opposite the bungalows (the block of housing on the left of the plan by the section limited to 1.5 stories). The rest of the site could be 2.5 Stories (the block near the proposed Canal). I am sorry if that did not appear to come across clearly to you at the meeting.

Regards

Cllr Stewart Palmen Chair of The Western Area Planning Committee

---

From: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Sent: 08 October 2026 18:18
To: Stewart Palmen <Stewart.Palmen@wiltshire.gov.uk>; Ellen Ghey <ellen.ghey@wiltshire.gov.uk>
Cc: Gen Collins <Gen.Collins@wiltshire.gov.uk>; Kenny Green <Kenny.Green@wiltshire.gov.uk>; Andrew Griffin <Andrew.Griffin@wiltshire.gov.uk>; Fiona Dey <office@melkshamwithout-pc.gov.uk>
Subject: FW: Land north of Berryfield Lane PL/2025/00626 - Building Heights Parameter Plan

Dear Cllr Palmen and Democratic Services (Ellen Ghey)

Melksham Without Parish Council met on Monday evening, 5th October and made the following resolution before receiving the response from Gen Collins the following day.
The members clearly have a different interpretation of what was agreed and voted on at the Western Area Planning Committee on 19th August.

Please take this as a formal request for the recording of the meeting to be reviewed and the condition related to the building height parameters plan to be clarified before the planning application is approved, and the draft minutes are approved at the next Western Area Planning Committee on Weds 28th October. Please refer to the email trail below.

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
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Please be aware that information contained in this email may be confidential and that any use you make of it which breaches the common law protection may leave you personally liable. Our privacy notice can be found **HERE**.
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From: Gen Collins <Gen.Collins@wiltshire.gov.uk>
Sent: 06 October 2026 12:06
To: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>; Developmentmanagement <Developmentmanagement@wiltshire.gov.uk>

Cc: Fiona Dey <office@melkshamwithout-pc.gov.uk>; andrew.griffin@wiltshire.gov.uk; Kenny Green <Kenny.Green@wiltshire.gov.uk>
Subject: Re: Land north of Berryfield Lane PL/2025/00626 - Building Heights Parameter Plan

Hello Teresa

Apologies for the delay in my reply on this matter.

Having watched the discussion at around 2:27 onwards Cllr Palmen says very clearly, he wanted the 1.5 storey restriction right at the one end (the western end) he then points at a plan at 2:27:56 and refers to **a block** being 2.5 it should be "down to 2". He doesn't say the entire remaining scheme that is not to be 1.5 storeys should be 2 storeys. The updated parameters plan that was submitted is therefore correct and in line with what the committee voted on – and remains a delegated matter.

Regards
Gen

Gen Collins LLB (Hons) MA MRTPI
Principal Planning Officer
Development Management
Place Directorate
Wiltshire Council

Tel: 01225 770259
Ext: 15259
Email: gen.collins@wiltshire.gov.uk
Web: www.wiltshire.gov.uk
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From: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Sent: 16 September 2026 10:57
To: Collins, Gen <Gen.Collins@wiltshire.gov.uk>; Developmentmanagement <Developmentmanagement@wiltshire.gov.uk>
Cc: Fiona Dey <office@melkshamwithout-pc.gov.uk>; Griffin, Andrew <Andrew.Griffin@wiltshire.gov.uk>; Green, Kenny <Kenny.Green@wiltshire.gov.uk>
Subject: RE: Land north of Berryfield Lane PL/2025/00626 - Building Heights Parameter Plan

Hi Gen
Thanks for your email.
I have listened to the meeting again.
You suggest that a revised parameter plan could be a way forward, and then Kenny says straight afterwards at 2.27.16 that the best way would be to remove the building height parameters plan completely which the Chair concurred, and then after a question Kenny goes on to say that there was an opportunity whilst the s106 was clarified for a revised parameter plan to be clarified. That was never referred to again.

At 2hr 42 Cllr Andrew Griffin makes a proposal for approval with a 2 storey height limit.
At 2hr 45 Cllr Ernie Clark refers to a 2 storey height limit

The proposal is voted on and accepted.

So, my understanding of what was resolved was that there was a 2 storey height limit for the whole development.

Melksham Without parish council's Planning Committee met on Monday night, and are concerned to see the newly submitted building height parameter plan and object to the 2.5 storey housing that remains on the latest submitted parameters plan as they are on the opposite side of the road to existing bungalows; and contrary to their understanding of what was voted and agreed on at the Western Area Planning Committee.

We look forward to hearing from you further.
With kind regards, Teresa

From: Collins, Gen <Gen.Collins@wiltshire.gov.uk>
Sent: 15 September 2026 09:55
To: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Cc: Fiona Dey <office@melkshamwithout-pc.gov.uk>; andrew.griffin@wiltshire.gov.uk
Subject: Re: Land north of Berryfield Lane PL/2025/00626

It was agreed at committee that a revised parameter plan showing building heights reduced to 2 storey in the area subject to ground raising would be submitted instead of the proposed 2.5storey heights in that area that was originally submitted.
Regards

Gen Collins LLB (Hons) MA MRTPI
Principal Planning Officer
Development Management
Place Directorate
Wiltshire Council

Tel: 01225 770259
Ext: 15259
Email: gen.collins@wiltshire.gov.uk
Web: www.wiltshire.gov.uk
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From: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Sent: 14 September 2026 12:30
To: Collins, Gen <Gen.Collins@wiltshire.gov.uk>
Cc: Fiona Dey <office@melkshamwithout-pc.gov.uk>; Griffin, Andrew <Andrew.Griffin@wiltshire.gov.uk>
Subject: RE: Land north of Berryfield Lane PL/2025/00626

Hi Gen
Melksham Without Parish Council's understanding of the Western Area Planning Committee on Weds 19th August was that the building height parameter plans were removed from the decision notice; and

Western Way, Melksham - BDW

Construction Method Statement

PL/2022/08504 - CONDITION 18



This Construction Method Statement & Construction Environmental Management Plan incorporates the requirements of the Construction (Design & Management) Regulations, Joint Code of Practice for Fire Prevention on Construction sites and requirements for Environmental planning and control.

Development	Western Way, Melksham
Divisional Office	Barratt Bristol
Client	BDW Trading LTD – Bristol Division Managing Director (Andrew Spicer)
Principal Contractor	BDW Trading LTD - Bristol Division Construction Director (Kevin White)
Principal Designer	BDW Trading LTD - Bristol Division Technical Director (David Bond)
Lead Designer	Pegasus Planning Group
Description of Development	Construction of 210 dwellings, including roads, sewers, balancing pond, pumpstation and public open space with associated orchard, allotments, MUGA and play area
Development Start	2027 Completion 2032

Contents

Part A Record of Amendments to the Plan
B Specific Environmental Management Controls (including Environmental Objectives)
C Site Management Safety Duties/Schedule of Inspections
D Schedule of Principal Site Specific Operations and Controls

Appendix 1 Site Specific Measures to Reduce Dust Pollution
Appendix 2 Site Specific Noise Reduction Measures
Appendix 3 Site Specific Vibration Mitigation Measures
Appendix 4 Site Specific Light Pollution Reduction Measures
Appendix 5 Site Compound and Parking
Appendix 6 Wheel Washing
Appendix 7 Site Specific Protection for Existing/Retained Habitats

Definitions
HGV / HGVs - means Heavy Goods Vehicle(s) associated with the construction of the Development

Part A – Amendments to the Plan

Date	Amendment	Signature of Responsible Person
04-02-26	First Issue	Luke Boxall
02-07-26	Second Issue – Revised Plans	Luke Boxall
08-10-26	Third Issue - Amendment to construction access proposal	Emma Gillespie

Part B – Arrangements for Managing the Development

Organisation

It is the responsibility of the Contracts/Project Director/Manager on this development to ensure the Occupational Safety, Health & Environmental Management System (OSHEMS) is observed by all employees and contractors.

The Contracts/Project Director/Manager may delegate aspects of Management to other members of the site team as identified in this Plan. However, the Contracts/Project Director/Manager retains responsibility for ensuring the roles are carried out.

Review of the Plan

The plan will be reviewed throughout the duration of the development and a formal review undertaken every 3 months by the Contracts/Project Director/Manager or if arrangements on the development alter. The review will examine the detailed control measures required for each element of the development and evaluate current performance. Safety, Health & Environmental (SHE) documentation is continually updated by virtue of the site SHE filing system.

Safety, Health and Environmental Inductions

All persons working on the project will be provided with a SHE Induction identifying site rules and general requirements prior to commencing work. The Induction will be site specific and a record maintained on site. The site-specific rules and relevant emergency procedures will be communicated and included in the induction. Training provided to operatives will be evaluated by Site Management to ensure they have achieved the required competency to carry out the tasks.

Inductions will include all aspects of SHE control measures on site including the requirements to manage and segregate waste in accordance with this plan. Induction will also ensure that all site operatives are aware of the procedures minimising water and air pollution.

Selection and Appointment of Sub-Contractors

All contractors are required to complete an assessment of competency via one of the Site Safety in Procurement Schemes (SSIP). Their performance on the project will be continually assessed as the development progresses.

The Contracts/Projects Director/Manager will advise each contractor of the safe system of work information required for each work element. The contractor will be required to provide documentation acceptable to the Site Management team before they start work on site.

A copy of the Group's Safety, Health & Environmental Code for Subcontractors will be issued to all sub-contractors. The code provides detail on the minimum standards to be applied on our developments.

Communication and Co-ordination

The OSHEMS is the fundamental method for ensuring consistency on site. This management system is complimented by issuing regular Safety, Health & Environmental Alerts, which identify any changes in policy or management arrangements. Changes in policy or arrangements are reviewed at quarterly Group SHE Committee Meetings and details of any changes are issued via the Company's Group memo system. The Divisional SHE Manager will attend Bi-Monthly SHE meetings where these policy and arrangement changes can be discussed with Senior Divisional Managers. Discussions will also be held with the Site Management Team during regular visits to developments by the SHE Manager.

Subcontractor progress meetings will be held as required with the nominated person responsible for each contractor on site. The intention of the meeting is to communicate the SHE requirements for management on the project and to discuss forthcoming work and required control measures.

A poster will be displayed in the site offices identifying whom to contact in order to consult on SHE matters. The group has also introduced a 'Safecall' system for any person to provide information on SHE matters which in their view are not being dealt with by our management. The telephone number of the SHE Manager will, in addition, be displayed in the site office.

Specific details for means of consultation with the workforce are detailed in this plan.

Safety, Health & Environmental Briefings (SHEB's)

SHEBs or tool-box talks will be provided to site operatives and should reflect the actual work being undertaken on site. The briefings can be undertaken by contractor supervisors if they are deemed competent. Records will be maintained of the briefings.

Safety Alerts/Incident Announcements

These are issued on the basis of learning from near misses or incidents or if a specific issue SHE issue requires disseminating through the Company. These will be briefed to the relevant personnel that they affect and be recorded. They will also be displayed on the SHE notice boards.

Monitoring of SHE Standards

Formal monitoring of the development will be undertaken in the following manner:

A review of site SHE performance will be undertaken by the Site Manager daily and recorded in the site diary. The site management team will also carry out formal recorded inspection of the project every week. The Contracts/Project Director/Manager will formally review the project at least once per month.

All contractors will be required to have their own monitoring arrangements for their work activities and provide reports to Site Management.

An independent SHE review of the development will be undertaken at least monthly by one of the SHE Managers. Copies of the review report are forwarded to the Construction Director and site performance reported to the Divisional Board. The Contracts/Project Director/Manager is responsible for ensuring that all items identified by the SHE Manager are actioned by the Site Manager.

Statutory Notices

The following notices will be completed (where required) and displayed in the Site Office and Welfare Facilities.

- Health & Safety Law poster 'What you should know' (Site office only)
- Health & Safety Policy Statement
- Environmental Policy Statement
- Site Rules
- Emergency Procedures
- Fire Action Notice
- Employers Liability Insurance Certificate
- F10 'Notification of the project' to the Enforcing Authority.

Emergency Procedures

Emergency procedures in the event of fire, accident, contact with live services, Dangerous Occurrence or a significant environmental incident will be displayed throughout the site facilities. Any other emergency requirements for the project are detailed in this plan. The site location plan, which is included in this Plan, identifies the site muster/assembly points and evacuation routes. Evacuation procedures will be communicated to site personnel at the Site Induction.

Accidents and Dangerous Occurrences

Contractors will be required to report all accidents, incidents and dangerous occurrences to site management. All accidents will be reported to the site office and recorded in the site accident book. All accidents which result in more than 24hrs being lost by an operative, a major injury, a member of the public being injured or a dangerous occurrence must be reported immediately to the SHE Manager and Construction Director. The Construction Director is responsible for ensuring that appropriate notification is given to the relevant enforcing authority where required.

Welfare Facilities

Provisions will include:

- A suitable canteen containing chairs and tables, facilities to heat food and boil water and washing facilities for utensils
- Adequate First Aid boxes which are correctly stocked
- Adequate and suitably qualified First Aid cover
- Adequate toilets and a suitable drying room for wet clothing
- Facilities will be inspected daily by Site Management and will be cleaned daily

Health & Safety File

Information required for the health & safety file will be retained within our SHE site filing system and forwarded to the Principal Designer prior to units being handed over on the development.

Construction Traffic

An emergency access is to be delivered as part of the Outline planning permission, located at the north-east corner, accessed directly from the A365 Western Way. It is proposed to bring the delivery of the emergency access forward and utilise this as a temporary construction access during the site's development.

The arrangement comprises a left in / left out construction access from the A365 Western Way at which cars, vans and LGVs can access / egress the Site within the nearside carriageway without signal control, and at which HGV movements out of the site are facilitated under temporary traffic signal control.

At all times the site access is in operation, all HGV movements will enter the site in a left hand movement and exit the site in a left hand movement. All HGV exiting the site will be under the control of traffic signals. The traffic signals will at all times be manually operated by a qualified banksman to ensure that (in particular at peak times) impact on the A365 is limited. The traffic signals will remain in place for the entire duration that the access is in operation for HGV construction traffic.

No HGV movements will take access over Pathfinder Way or Maitland Place for the duration of the construction period.

At no time will HGVs be held on the A365. Deliveries must be programmed and managed within the site to ensure that only one HGV movement in and out occurs on each operation of the signals. HGVs should be held at an agreed (with the LHA) location where they will not impact the road network and/or within the site to ensure that impact on the A365 is minimal.

Unauthorised Access

The requirements for the protection of the site are detailed below and outlined on the Site Layout drawing. This will take into consideration the local environment and neighbouring developments etc. The level of protection required will be fully assessed and continually monitored throughout the project.

Arrangements for the Project are that the site is to be secured through the use of metal construction fence panels with the gate securely fixed during out of hours to restrict access to the public.

Pedestrian access will be in place, and certified as safe to use to allow public access to the site office during working hours.

The perimeter fencing will be checked regularly (at least once a day) to ensure there is restricted unauthorised access.

Waste Management

The strategy for waste reduction is primarily to adopt a waste minimisation strategy which will reduce the amount of raw material used on site and therefore the amount of wasted resources discarded. This is undertaken in accordance with the following waste hierarchy:

1. Eliminate - Avoid producing waste in the first place.
2. Reduce - Minimise the amount of waste you do produce.
3. Re-use - Use items as many times as possible.
4. Recycle - Recycle what you can only after you have re-used it.
5. Dispose - Dispose of what is left in a responsible way.

Waste production is likely to fall into the following categories.

Waste Group (incl. European Waste Code)
170107 - Mixed Inert (Bricks, blocks, tiles, ceramics)
170802 - Gypsum
170201 - Timber
170203 – Plastics (Rainwater goods, Drainage)
200301 - Mixed compactable
Hazardous

Part C – Specific Environmental Management Controls (including Environmental objectives)

i) Environmental Objectives for the site

Objectives	Current levels (where applicable)	Site Specific Control Measures
Maintain compliance with environmental standard ISO 14001		Compliance with Company Policies and Procedures
Reduce water usage on site	Monitor Recorded use	Monthly record keeping
Reduce energy used in the construction process including site offices	Monitor Recorded Use	Monthly record keeping
Reduce total tonnes of waste generated per plot during construction	Target diversion away from Landfill by at least 85%	Monthly monitoring by waste management company
Increase waste segregated on site for recycling		Monthly monitoring by waste management company
Minimise the impact of Noise and Dust generation.		Monthly SHE10 inspections
Protection of water courses		Implementation of the Surface Water Management Plan

(ii) Protection of Existing Site Features (Site features to be protected if none state none require)

Tree Protection to be installed in accordance with the Technical Pack, and BS5837

(iii) Protection of Immediate Environment (Identify impacts on adjacent properties, roads or wildlife and methods of keeping these locations free from cross contamination)

Existing Trees and Hedges will be protected as per the Planning Permission/Condition 16.

Refer to the Biodiversity-CEMP & LEMP which is submitted pursuant to Condition 16 of the Outline Planning Permission.

(iv) Arrangements for the Storage and Dispensing of Fuel

In accordance with Environment Agency Pollution prevention guidelines PPG 1

Site Management Safety, Health and Environmental Duties

Duty	Frequency	Person Responsible
Scaffold Inspection	Prior to use for the 1st time, following alterations or adverse weather and in all cases at intervals not exceeding 7 days	Site Manager
Excavation Inspection	Before any person carries out work at the start of each shift, following any event likely to affect the strength or stability and following any accidental fall of earth etc.	Site Manager
Lifting Appliances	Daily by Operator and inspection records provided every 7 days.	Site Manager
Fire Precautions	Checked regularly and formal records maintained weekly	Site Manager
Welfare Facilities	Daily	Site Manager
Temporary Electrical Installations	Following installation – temporary accommodation every 12 months thereafter or following any move. Temporary on site installations every 3 months.	Site Manager
Crane Coordination	On crane arrival to site and prior to commencing lifting operations	Site Manager
Safety, Health & Environmental Inductions	First visit to site and following any significant changes to site rules of plans.	Site Manager
Issue of Permits to Dig/Drive Piles/Excavate	As necessary	Site Manager
Issue of Hot Work Permits	As necessary	Site Manager
Evaluation of Method Statements/Risk Assessments	Prior to any contractor commencing work on site	Site Manager / Contracts Manager
Traffic Management Plan	As necessary	Contracts Manager

Site Rules specific to this Development

Detailed below are the site rules for this project, which will be included in the Safety, Health & Environmental Induction. Details are displayed upon the notice board.

Item	Site Rule
1	All operatives must receive induction before being allowed to commence work on site.
2	All inducted persons must sign in and out when arriving and leaving site.
3	All visitors to site must sign in and out of the site and be under the control of site management at all times.
4	The working and materials delivery hours on this site are: Monday to Friday 7.30am until 6.00pm Saturday 7.30am until 1.00pm **Work outside these hours requires site management / Local Authority approval.** **Hours of use-works that may be audible at the site boundary shall not take place outside the hours of Monday to Friday 8am to 6pm, Saturday 8am to 1pm and no work on Sunday and Bank Holidays'**
5	Alcohol and drugs are forbidden on site unless the drugs are prescribed and will not affect that person's ability to work in a safe manner.
6	The site speed limit is 10 mph.
7	All persons on site must follow the access routes on site and keep clear of hazardous areas such as designated traffic routes, material compounds or where overhead work is being carried out. Access Strategy outlined in Appendix 5.
8	Fires are prohibited on site. All personnel must be aware of the escape routes from the building and comply with instructions given from the fire plan during induction. The fire assembly point is located at the site entrance. No smoking in welfare facilities, site offices, plots under construction, completed properties or near flammable gases or liquids.
9	All accidents, incidents, dangerous occurrences and near misses must be reported to site management immediately no matter how small and recorded in the appropriate book.
10	Do not encourage or take part in horseplay of any kind.
11	Keep the site tidy dispose of litter properly, use designated waste skips provided and be considerate to people and their property. Don't leave your mess for others to clean up or fall over.
12	Any minor spillage must be cleaned up immediately and notified to site management.
13	Any major spillage must be contained and prevented from entering drains/sewers/water courses etc. and must be notified to the site management immediately. Spill kits are located in the compound.

Item	Site Rule
14	Persons aged between 16 years and 18 years must have a suitable young person's risk assessment completed and be under close personal supervision. (Work experience (below 16 years) must be approved by the Construction/Project Director before being allowed on site.
15	The following PPE is mandatory on site, safety boots, high visibility vest/coat, safety helmet (EN397) bump caps are not allowed. Other items i.e. ear protection, eye protection, hand protection, respiratory protection etc shall be worn where required by risk assessment.
16	All 'ride' on plant (mobile plant) must be checked over by site management (SHE Form 55) before being put to use on site for the first time. Items checked include visual aids, audible warnings, lifting certificates, safety devices and all round visibility checks.
17	Operatives should carry out daily checks on mobile plant before first putting to use and record in writing weekly checks.
18	Only persons trained and competent to operate mobile plant are permitted to do so after supplying evidence to the site management i.e. CPCS card. They also must be over the age of 18 years and hold a full UK/European driving licence.
19	No lifting equipment/accessories are to be used unless it is suitable for the task, in good mechanical condition and is accompanied by a valid test certificate or certificate of conformity.
20	All sub-contractors must instruct their operatives of the relevant safe method of work, risk assessments, COSHH assessments, and manual handling assessments as required. Acknowledgement of this information for each operative must be recorded and issued to site management.
21	Welfare facilities (canteen, W.C's, drying room etc) are provided on site for everyone's benefit, action will be taken against anyone found defacing or abusing these facilities. Using plots or other areas of the site for tea breaks or toilets is prohibited.
22	Scaffolding erection and alterations on site must only be carried out by competent scaffolders. If you require alterations contact site management. Do not use scaffolds/working platforms with 'scaffold incomplete' notices displayed.
23	All electrical tools used on site must be 110v or battery powered and PAT tested every 3 months with suitable markings to demonstrate evidence of last test carried out.
24	All ladders and step ladders used on site must be class 1 type, suitable for the task which must be risk assessed and included on the work equipment inspection regime.
25	No person other than a trained and competent electrician is permitted to carry out work on electrical equipment.
26	Permits to work are required for permit to dig/excavate/drive piles, cranes, temporary works, hot work permit, confined spaces and electrical.
27	The following high risk activities may not be undertaken by non-English speaking workers:- - Demolition. - Lifting Operations. - Plant Operations. - Any Permit to Work activities. - Lone Working.

Item	Site Rule
28	Loading / unloading of plant / materials Barratt Redrow Site Management will direct all deliveries to the Site Compound and supervise the offloading of materials / plant, which be undertaken by a mechanical forklift, or by the delivery vehicles on board lifting device. Storage of all deliveries / materials will be within the Site Compound until such time they are required for the construction of the proposed dwellings. Should there be a requirement for any large abnormal loads / deliveries, the Site Management will make all necessary highways arrangements including the provision of any risk assessments that may be required. If required a banksman will be employed

Appendix 1: Site Specific Measures to Reduce Dust Pollution / Traffic

Machinery, fuel and chemical storage and dust generating activities should not be located close to boundaries and sensitive receptors if at all possible.

The development will require washing or damping down of haul roads both within and outside the site.

Use agreed wet cleaning methods or mechanical road sweepers on all roads and pavements during periods of dry weather.

When required during specific construction tasks (i.e spoil management and ground works) mechanical road sweepers will be used on roads on and off site.

Provide hardstanding areas for vehicles and regularly inspect and clean these areas.

Previous Government best-practice documents state that under the Clean Air Act 1993, bonfires are not recommended on site and if unavoidable, they should be supervised at all times. However, it is recognised. Taking into account the Clean Air Act 1993 and nuisance legislation Environmental Protection Act 1990), this Best Practice Guidance recommends that:

- No burning of any material is permitted on site.
- All excess material should not be wasted, but used or safely removed from site according to appropriate legislation.

Unpaved haul routes can account for a significant proportion of fugitive dust emissions, especially in dry or windy conditions, when the generation of dust through the movement of vehicles is exacerbated. To comply with good practice, where possible, ensure hard surfaces or paving are used for all haul routes, even if routes are temporary.

Construction traffic

- All vehicles to switch off engines – no idling vehicles.
- Effective vehicle cleaning and specific wheel-washing on leaving site.
- All loads entering and leaving site to be covered.
- No site runoff of water or mud.
- All non-road mobile machinery (NRMM) to use ultra-low sulphur tax-exempt diesel (ULSD) where available.
- All suppliers and subcontractors will be issued with the construction traffic route in appendix 6.
- Vehicles sizes will vary but largest would be Articulated.
- Appropriate signage and prescribed routes will be utilised as a measure to reduce traffic
- Signage at Western Way, Maitland Place and Pathfider Way will be erected during the construction period, setting out will be in accordance with Chapter 8 of the Traffic Signs and Road Regulations Act.

Stockpiling of Material

The development will avoid the use of long-term stockpiles on site wherever possible unless it performs the function of visual or noise screening. If necessary, the following measures should be in place:

- Make sure that stockpiles exist for the shortest possible time.
- Do not build steep sided stockpiles or mounds or those that have sharp changes in shape.
- Whenever possible keep stockpiles or mounds away from the site boundary, sensitive receptors, watercourses and surface drains.
- Wherever possible, enclose stockpiles or keep them securely sheeted.

- Take into account the predominant wind direction when siting stockpiles to reduce the likelihood of affecting sensitive receptors.
- Seed, re-vegetate or turf long term stockpiles to stabilise surfaces or use surface binding agents that have been approved by the Environment Agency.

Cutting, grinding and sawing

Ideally, these activities should not be conducted on site and pre-fabricated material should be brought in where possible. In cases, where such work must take place, then the following techniques should be followed:

When materials, such as concrete slabs or bricks, are cut with a power tool without extraction or suppression, a second worker can pour water from a plastic bottle over the material as it is being cut. This greatly reduces the amount of dust generated and can stop the occurrence of a statutory nuisance.

All equipment should use water suppressant or suitable local exhaust ventilation systems.

Use dust extraction techniques where available.
All other equipment should be fitted with water suppressant systems.
Service all fans and filters regularly to ensure they are properly maintained.

Chutes and skips

- Securely cover skips.
- Minimise drop heights to control the fall of materials.
- Regularly damp down surfaces with water.
- Hard surface areas where skips are to be stored.

Appendix 2 Site Specific Noise Reduction Measures

The Site rules will be followed with regard to adhering to the working times as set out within the planning consent.

Specific noise monitoring equipment to be provided to the site team to monitor noise pollution, and to ensure that the requirements of Environmental Protection Act 1990, and Control of Noise (Codes of Practice for construction and open sites) Order 2002.

Plant being used will need to comply with current legislation in regard to exhaust noise, and will be switched off when not in use.

Vibrating of Concrete: The specific contractor undertaking this task will ensure that the equipment used meets current regulations, and where the operation is likely to impact on adjacent residences, that advanced warning is given.

Deliveries will be planned to avoid the morning and evening rush hours and the site entrance is located away from existing residential properties.

Appendix 3 Site Specific Vibration Mitigation Measures

Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods employed. Operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance. Buildings founded on the soil in the vicinity of the construction site respond to these vibrations, with varying results ranging from no perceptible effects at the lowest levels, low rumbling sounds and perceptible vibrations at moderate levels, and slight damage at the highest levels

There is no requirement on this development for any demolition, and the main area of consideration with regard to Vibration will be from the earth-working and piling installation operations if required.

The ordering of plant and materials will take into account the local street network, and instruction will be given on the safe route to delivery of plant and materials

Phase earth-moving and ground-impacting operations so as not to occur in the same time period. Unlike noise, the total vibration level produced could be significantly less when each vibration source operates separately.

Avoid night time activities. People are more aware of vibration in their homes during the night time hours.

Avoid vibratory rollers and packers near sensitive areas.

As with construction noise, in many cases the information available during the preliminary engineering phase will not be sufficient to define specific construction vibration mitigation measures. In such cases, it is appropriate to describe and commit to a mitigation plan that will be developed and implemented during the final design and construction phases of the project. The objective of the plan should be to minimize construction vibration damage using all reasonable and feasible means available. The plan should provide a procedure for establishing threshold and limiting vibration values for potentially affected structures based on an assessment of each structure’s ability to withstand the loads and displacements due to construction vibrations. The plan should also include the development of a vibration monitoring plan during final design and the implementation of a compliance monitoring program during construction.

Appendix 4 Site Specific Light Pollution Reduction Measures

Light can cause disturbance to adjacent residents and ecology, especially temporary lighting. This nuisance can be prevented through screening, effective programming of work, directional lighting and type of lights used.

Lighting during the construction period to be in accordance with the CEMP submitted pursuant to Condition 16 of the OPP.

Whilst it is important to ensure that lighting levels are sufficient to undertake construction operations safely, due consideration will be given to adjacent dwellings during construction to ensure there are no light pollution breaches of statutory regulations.

There is no requirement on this site to construct a site wide temporary lighting system.

Operations will generally be restricted to the hours of daylight.

No direct light will be exposed to existing properties.

Street lighting design and installation will be undertaken in accordance with the requirements of Local Authorities design standards. The scheme will be installed as not to detrimentally affect the local environment

Appendix 5 Site Compounds & Staff Parking

Construction will have a dedicated 'Compound Area', the care home provider will be expected to have a dedicated compound area on their land. This will include Site Offices, welfare facilities for site operatives, Secure Storage Area and Parking for construction staff. The area will be hard standing and robust. Due to the size of the site and the phasing of construction, there are two site compounds within the development (These are located as per the Plan 003 – Appendix 8). These will be suitably signed to ensure they are easily accessible.

Refer to Execution Plan (MK503_001 Rev D).

During Construction, the site will be split within the BDW ownership boundary into separate public traffic and construction traffic access points. This is done via a dedicated entrance for the public accessing the 'Sales Complexes' of each developer to the east, via Maitland Place. Construction traffic will enter the development via Western Way and loop around to the correct developer compound. This will keep site construction traffic separated from public traffic.

Parking – all construction related staff will be required to park within the dedicated area within the compound. Once plots became occupied, construction staff will not be permitted to park on 'Residential Roads'. The parking area within the compound will be sufficiently sized to cater for the amount of operative's onsite during the construction of the site.

Secure Area – the main compound area will be surrounded by solid metal hoarding, within this area hazardous materials/substances will be kept as per the appropriate COSH guidance. (Eg Fuel Storage Tank) The area will be securely locked and CCTV/security cameras will operate within this area.

Appendix 6 Wheel Washing

When it becomes necessary and the site task calls for wheel cleaning of vehicles then a jet washer will be made available with an operative employed to clean off vehicles wheels. A road brush will be at our disposal if the need for further cleaning is required to any of the roads / junctions. Furthermore, in circumstances where significant soil / material is being removed from site, Barratt will ensure that a road sweeping vehicle is available for the duration of the works, as applicable.

The ground-working contractors will be responsible for wheel washing as part of their scope of works until completion. The ground-workers will be responsible for providing a road sweeper and washing their own vehicles during muck shift operation or other similar dirty works. Cleaning of vehicles used for day to day deliveries etc. will be carried out by the site labourer using a jet wash.

It is Barratts intention to minimise the impact to the surrounding area, keeping roads clean and safe for all road users.

Appendix 7 Site Specific Protection for Existing/Retained Habitats

Protective Measures

- All retained trees will be identified prior to commencement of any works and appropriate measures will be undertaken to prevent any harm to these trees from construction activities. These measures include identifying root protection zones and implementing fencing and signage around these zones to avoid tracking of heavy machinery compacting the soils.
- The retained hedgerows within the site are to be fenced according to current British Standards before construction work commences in that associated area in order to protect roots from compaction. Fences will remain in place until construction work is complete within the vicinity of the hedgerow. In addition, no activity, storage of materials, liquids of any sort or source will be permitted within the protective fencing at any time.
- Works will be carried out in accordance with British Standard BS5837:2012 which relates to the protection of retained trees during development.
- Standard engineering practice in respect of pollution control, as part of the development proposals will negate any potential effect on adjacent habitat.
- Any potentially detrimental effects through dust contamination during construction will be mitigated through standard industry best practice measures. Where mitigation measures rely on water, it is expected that only sufficient water will applied to damp down the material. There should not be any excess to potentially contaminate local watercourses.
- Avoidance of potentially dust-generating activities during periods when wind direction may carry dust will be undertaken. The storage of any loose materials that may be susceptible to wind will also be covered or screened.
- Measures required by the approved BCEMP will be followed

Western Way

Construction Access/Egress

Attenuation

Heavy Material Storage

Allotments

Orchard

DWH Compound

DWH Car Park

BH Compound

BH Car Park

BH Storage

LEAP

Attenuation

pump station

Note: Barratt/David Wilson to investigate use of hedge break as passing point avoiding grounded HV

DWH temp early site set up compound serving p.183-210 inclusive. Permanent compound establishment as shown for remainder of plots

Gross area of Care Home: 0.45 ha

Note: commence apartment block at build sequence 2 - escalate to superstructure build

TW Development
"Pathfinder Place"

Maltland Place

APPI

DIRECTOR APPROVAL

This drawing must be reviewed and approved by the following management;

Managing Director:_____Date: ____

Technical Director:_____ Date: ____

Construction Director:_____Date: _____

Commercial Director:_____ Date: _____

Sales Director:_____ Date: _____

Development Director:_____ Date: _____

Finance Director:_____ Date: _____

Project Director:_____ Date: _____

LEGEND

- Site Boundary
- Extent of DWH Plots
- Build Route
- Heras fencing
- Reptile fencing
- Car Park - 60 Spaces
- Bulk Storage Area
- Containers
- Permanent Compound
- Silo
- Temp Compound Entrance
- Sales Site Entrance / Exit
- Construction Access / Egress
- No construction traffic
- Build Route
- Haul Road
- Spoil Heap
- Sales Entrance / Exit
- MMP
- Show Homes
- Sales Area
- Sales Center
- Temporary Sales Car Park
- Working area adj haul road
- Temporary Haul Road
- Temp Drive
- Fire Breaks

- Q3 - FY26
- Q4 - FY25
- Q1 - FY26
- Q2 - FY26
- Completed Plots

N

SITE NAME:	Melksham
DRAWING TITLE:	Execution Plan
DRAWING NO:	MK503_001
SCALE:	NTS@ A1
REV:	D
DATE:	12.10.26

Outlook

FW: Objection - PL/2026/01378 (Discharge of Condition 18 (Construction Management Statement) of PL/2022/08504)

From Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Date Sat 17/10/2026 09:30
To Fiona Dey <office@melkshamwithout-pc.gov.uk>

LOOKS LIKE THE CEMP IS NOW WHOLLY OFF WESTERN WAY FROM WHAT ALEX HAS POSTED ON FACEBOOK AND THIS

From: Alex Buckland <alex@pathfinderplace.co.uk>
Sent: 16 October 2026 23:37
To: developmentmanagement <developmentmanagement@wiltshire.gov.uk>; Planning <planning@sf.wiltshire.gov.uk>; westernhighways <westernhighways@wiltshire.gov.uk>; stevensims <steven.sims@wiltshire.gov.uk>
Cc: nick.holder@wiltshire.gov.uk; Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Subject: Objection - PL/2026/01378 (Discharge of Condition 18 (Construction Management Statement) of PL/2022/08504)

Objection to discharge of Condition 18 – PL/2026/01378
Outline permission PL/2022/08504

I object to the discharge of Condition 18 on the basis of the revised Construction Management Statement currently submitted.

I welcome the significant change from the previous proposal whereby HGV construction traffic would have used Maitland Place and Pathfinder Way. The revised CMS now states that no HGV movements will use those roads and proposes construction access and egress directly from Western Way. This accords much more closely with the concerns previously expressed by the Local Highway Authority.

However, I do not consider that the present CMS and accompanying Execution Plan are sufficiently complete or unambiguous to allow Condition 18 to be discharged.

The Planning Inspector expressly imposed Condition 18 to control construction impacts. Paragraph 64 of the appeal decision states that a Construction Management Statement is necessary to minimise the effects of construction upon the living conditions of nearby residents, the natural environment and the safety of those using surrounding public highways. Condition 18 consequently requires specific information including the construction access, working and delivery hours, large vehicle and delivery routing plan, construction-phase drainage arrangements and communication procedures with the Council and local community. Planning Inspectorate

1. Proposed traffic signals on Western Way have not been adequately justified

The revised CMS proposes a left-in/left-out construction access directly from the A365 Western Way. Cars, vans and LGVs would enter and leave without signal control, but HGVs leaving the site would do so under temporary traffic signals manually controlled by a banksman. The CMS states that those

signals would remain in place for the entire period during which the access is used by HGV construction traffic. Construction Method Statement

This is particularly concerning in light of the Local Highway Authority's consultation response dated 6 August 2026.

In that response, Highways expressly stated that:

- construction traffic did not need to use Maitland Place;
- a left-in/left-out access onto Western Way could be achieved;
- this could be achieved **without the need for traffic signals**; and
- such an arrangement could have a low impact on passing traffic.

The revised proposal has adopted the Western Way left-in/left-out principle but has nevertheless introduced traffic signals. The CMS provides no clear explanation as to why the signal-free design specifically identified by the Local Highway Authority has not been pursued.

This matters because the development programme given in the CMS runs from 2027 to 2032. Construction Method Statement A temporary traffic-signal arrangement associated with HGV movements therefore has the potential to affect Western Way for a substantial period.

The CMS also states that only one HGV movement in and out will occur during each operation of the signals. Construction Method Statement Repeated stopping of A365 traffic for individual HGV movements has obvious potential to introduce delay and queuing which a properly designed unsignalised left-in/left-out arrangement may avoid.

Before Condition 18 is discharged, the revised construction access should therefore be reconsidered by the Local Highway Authority. If signals are genuinely necessary, the applicant should demonstrate why the signal-free arrangement previously considered achievable by Highways cannot be provided and provide sufficient detail for the effects of the proposed signal operation to be assessed.

2. Maitland Place and Pathfinder Way are only protected from HGVs, rather than all construction traffic

The Local Highway Authority's August response was not limited to HGVs. It stated that there was no need for **construction traffic** to take any part of its route over the residential road of Maitland Place.

The revised CMS, however, only states:

> "No HGV movements will take access over Pathfinder Way or Maitland Place for the duration of the construction period."

Construction Method Statement

That leaves an unnecessary ambiguity concerning construction vans, contractor vehicles, site operatives and other non-HGV construction traffic.

This is particularly difficult to understand because the same section of the CMS confirms that cars, vans and LGVs are capable of entering and leaving directly via the Western Way construction access.

There therefore appears to be no reason for any routine construction traffic to use Maitland Place or Pathfinder Way.

The Execution Plan makes this more concerning. Its legend contains a specific **"No construction traffic"** symbol, but that symbol does not appear to have been placed on Maitland Place or Pathfinder Way. Construction Method Statement

The CMS and plan should be amended to state and show clearly that **all construction traffic**, including contractors, construction staff, vans, LGVs and deliveries, must use the Western Way construction access and must not use Maitland Place or Pathfinder Way.

That would not prevent legitimate residential or sales traffic using the existing residential access, but it would provide the clear segregation which the revised CMS appears intended to achieve.

3. The required large vehicle and delivery routing plan appears to be missing

Condition 18 expressly requires a **large vehicle and delivery routing plan**.

Appendix 1 of the CMS states:

> "All suppliers and subcontractors will be issued with the construction traffic route in appendix 6."

Construction Method Statement

However, Appendix 6 is not a construction traffic routing plan. Appendix 6 is titled **"Wheel Washing"** and contains only wheel-cleaning arrangements. Construction Method Statement

I cannot identify the referenced large-vehicle delivery route anywhere else in the CMS.

Furthermore, the CMS states that HGVs may be held at a location "agreed (with the LHA)" where they will not affect the road network, or within the site. That location has not actually been identified. Construction Method Statement

These are matters expressly required to be dealt with by the CMS, rather than matters which should remain to be determined after Condition 18 has been discharged.

A revised CMS should therefore include the actual approved HGV/delivery route from the appropriate strategic road network to the Western Way access, together with the delivery booking/holding arrangements and measures for dealing with vehicles arriving early or incorrectly routed.

4. The submitted Execution Plan appears incomplete

Appendix 5 directs the reader to Execution Plan MK503_001 Rev D and states that construction traffic and public traffic will be segregated. It specifically states that members of the public accessing the developers' sales complexes will enter from the east via Maitland Place while construction traffic uses Western Way. Construction Method Statement

However, the Execution Plan on page 23 contains a considerable number of items in its legend which do not appear to be shown on the drawing itself, including:

- Show Homes;
- Sales Area;
- Sales Centre;
- Temporary Sales Car Park;
- No Construction Traffic;
- Q3 FY26;
- Q4 FY25;
- Q1 FY26;
- Q2 FY26; and
- Completed Plots.

Construction Method Statement Construction Method Statement

This is particularly relevant because the CMS expressly relies upon this drawing to demonstrate separation between public/sales movements and construction movements.

The drawing cannot clearly demonstrate that segregation when the locations of the sales area, sales centre, temporary sales car park and show homes are not actually shown.

Similarly, the legend contains a "No construction traffic" restriction but no such restriction appears to have been applied to Maitland Place or Pathfinder Way.

There is a further document-control issue. Appendix 5 states that the two site compounds are located "as per the Plan 003 – Appendix 8", yet the CMS contents list only Appendices 1–7 and no Appendix 8 is included. Construction Method Statement

The Execution Plan should be corrected and reissued so that what is shown on the drawing corresponds with its legend and with the written CMS.

5. Construction-phase drainage arrangements are not adequately identified

Condition 18 specifically requires:

> "details of drainage arrangements during the construction phase".

The CMS contains general references to protecting watercourses, preventing runoff and implementing a Surface Water Management Plan, but I cannot identify a clear set of construction-phase drainage arrangements showing how temporary surface water, silt and polluted runoff will actually be managed during the various construction phases.

This should be provided or clearly cross-referenced before the condition is discharged.

6. The required community communication procedure appears to be absent

Condition 18 also expressly requires:

"communication procedures with the Council and local community regarding key construction issues (newsletters, fliers etc.)".

The CMS contains considerable information regarding internal health, safety and environmental communication with employees and contractors, but I cannot identify a corresponding procedure for communication with existing residents and the wider local community.

Given the scale and duration of the development, this should include at minimum a clearly identified community/site contact, arrangements for advance notification of disruptive works or abnormal deliveries, and a mechanism for residents to report construction-related problems and receive a response.

7. Delivery and peak-period arrangements require clarification

The CMS states that working and materials-delivery hours are 07:30–18:00 Monday-Friday and 07:30–13:00 Saturday, although works audible at the site boundary are not to commence until 08:00.

Elsewhere the CMS states that deliveries will be planned to avoid the morning and evening rush hours. Construction Method Statement

No actual morning or evening exclusion periods are defined.

This is particularly relevant to the proposed traffic signals on Western Way. If the intention is genuinely to avoid peak-period HGV movements, this should be stated as an enforceable delivery restriction rather than simply an aspiration to "plan" deliveries around the rush hour.

Conclusion

The revised proposal is a material improvement insofar as it removes HGV construction movements from Maitland Place and Pathfinder Way. However, that improvement does not in itself make the submitted CMS suitable for discharge.

In particular, I request that Condition 18 is **not discharged in its current form** until:

1. the Local Highway Authority has formally reconsidered the revised Western Way access and the necessity and impact of temporary traffic signals;
2. the CMS expressly prohibits **all construction traffic**, not merely HGVs, from using Maitland Place and Pathfinder Way;
3. the required large-vehicle and delivery routing plan is actually provided, including delivery-management and HGV holding arrangements;
4. Execution Plan MK503_001 is corrected so that its drawing and legend correspond and the construction/public traffic restrictions and sales arrangements are clearly shown;
5. the missing/incorrect appendix references are corrected;
6. adequate construction-phase drainage arrangements are provided;
7. the required Council/community communication procedure is provided; and
8. clear peak-period delivery restrictions and construction traffic-management arrangements are established.

Given that the latest CMS represents a significant change to the construction-access arrangements considered in the Local Highway Authority's consultation response of 6 August 2026, I would also ask that the revised documents are formally referred back to Highways before any decision is made to discharge Condition 18.

Kind regards,

Alex Buckland

Acting Chair

Pathfinder Place Residents Association

alex@pathfinderplace.co.uk

MEMORANDUM

To: Development Management **From: Sustainable Transport**

Ref: PL/2026/01555 **Date: 09 October 2026**

PL/2025/01555 - 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

This response will review matters relating to highway and transport issues.

I note that this planning application is a reserved matters application. The site access arrangements have been determined as part of application PL/2023/11188.

Submissions Reviewed:

- Details covered in Turley cover letter 19 August and referenced drawings.

For ease and consistency, the detail in the cover letter is reproduced below. Highlighted in Red is the highway response to the amended details.

HIGHWAYS

The Applicant addresses the points raised in the Highway response (received 12.08.2026) in turn below.

Cycleway connections links MELW27

The Applicant has amended the site layout to incorporate a 3m-wide cycle path in the vicinity of Plots 212–220, in accordance with the Highway Officer's request. I note the amended 3m cycle path near flats 212-220 and this is on the opposite side of the road and this will relate to the neighbouring phase and the school site. I note the 2m wide hoggin path connection to rear of plot 103 and this now does not route across the car parking of the flats.

Following a detail review of the layout, the inclusion of a 3m shared user path as proposed by the Highway Officer, would have implications on the deliverability of units on the scheme. Please detail exactly how a slight widening has implications for deliverability? A 3m SUP to LTN 1/20 will be beneficial across the site. In addition, one comment refers to delivering a 3m SUP to provide a connection towards the puffin crossing, however, this land is outside of the Applicants ownership and therefore unable to ensure it's deliverability. Please confirm whether this land is in control of the consortium? It is therefore considered that the improvements are considered to be an appropriate compromise. Please respond to these queries.

Pedestrian and Cycleway Links

The Applicant does not agree that a change in surfacing is necessary. The proposed hoggin surface is considered appropriate to the character and landscape context of this part of the site and would provide a suitable and usable pedestrian/cycle connection. The proposed treatment also avoids introducing a more formal urbanised surface into this area. The Highway Authority disagrees with this approach and requires amendment. A 3m shared

path, LTN 1/20 compliant must be provided and hoggin will not be acceptable or adopted. This route provides links towards the bus stop, emergency access and potentially a next phase (PL/2026/02966) and therefore is required to be a consolidated surface. The excuse of urbanising the area is futile considering 500 dwellings as part of the outline consent. Whilst there is also a planning application for 275 dwellings on the adjoining land to the east.

Importantly this route is also the emergency access as detailed in the Transport Technical Note. This is another reason why it should be a hard asphalt surface.

The eastern boundary footways are proposed as mown paths in response to the ecological sensitivities of this part of the site. The Applicant considers that this approach provides an appropriate balance between maintaining the required pedestrian connectivity and protecting the landscape and ecological characteristics of the site. On this basis, the Applicant does not consider a more formal hard surface to be appropriate. Mown paths to the east of the site (plots 52, 51, 37, 36 & 17 and 125, 66 -70 & 182-194), the very minimum these paths should be are hoggin surfaces. These routes will be on a desire line towards the bus stop. The Highway Authority maintains that for key routes hard surfaces must be maintained, the excuse of urbanising the area is futile considering 500 dwellings are part of the outline. Suitable infrastructure must be provided.

Cycle parking

The revised layout incorporates sheds serving the 5-bedroom dwellings, providing dedicated space for cycle storage. The Applicant considers that the revised provision addresses the Highway Officer's comments and provides cycle parking in accordance with the relevant Wiltshire standards. Noted. Please confirm which plots the cycle sheds this refer to.

Issues relating to Phasing and next steps

The Highway Officer refers to the requirement for a 6.5m carriageway connecting to the roundabout on Eastern Way and notes the omission of this information from the submitted details.

The Applicant is bringing the development forward in phases, in accordance with the approved phasing plan. The 6.5m carriageway connection to the Eastern Way roundabout is proposed to be delivered as part of Phase 2.

Accordingly, this element does not form part of the infrastructure proposed for delivery within the current phase.

This approach is does not set out future proofing. Or how 6.5m carriageway width routes maintain through the site. Please amend.

Neighbouring site to east (item 3)

In the event that the neighbouring site PL/2026/02966 gains consent, this will total 775 dwellings. Therefore a connection and bus loop 6.5m carriageway is essential to the boundary of the site with this application site.

I note the Bus route Plan P25-2392_DE01__01-4 I (as part of the discharge of condition application) and the Site Layout Plan in the vicinity of plots 17/18, this only includes carriageway width of 6m this needs increasing to 6.5m. With footways and carriageway extended to the site boundary.

The revised details do not detail a 6.5m width road link to the east near plots 17/18. This outlined application PL/2026/02966. A 6.5m width link road, to cater for plots 17/18 is required. Road link to neighbouring phase / boundary not addressed.

500 dwellings of this outline consent and the 275 dwellings of the neighbouring phase is a significant development, it must have a bus service and future integration with neighbouring phases PL/2026/02966.

Bus tracking/ Road hierarchy

The Applicant's highways consultant has undertaken additional bus tracking using an Enviro 300, meeting the specifications set out by Oxford Bus, for the proposed site. This further assessment demonstrates that the bus is able to track through the site satisfactorily.

Bus tracking is not supplied/ available on the portal. Please supply this information.

Bus Route Loop

The Applicant notes that the Transport Update Note referred to by the Highway Officer was prepared in support of the Outline Application and does not form part of the approved detailed design for the current application. The Applicant therefore considers that the assessment of the current Reserved Matters proposals should be based principally upon the approved parameters and requirements of the Outline Permission and the detailed proposals now submitted.

With regard to the first sentence, it is important to note that there is no approved detailed design for the current application.

There is no valid reason why 6.5m carriageway width roads for the bus loop can not fit within the approved parameters of the outline permission.

In fact the applicant in the Transport Technical note for the outline consent, is relevant to this application and indicates a loop road. There is a condition (13) for provision bus stops and mobility hub. A S106 contribution of £750,000 for bus services. It is clear that a bus route/loop was the intention set out and is therefore required, as detailed in paragraphs 2.2.12, 2.2.13 and the Image 2.2: access strategy of the Transport Technical Note. This constitutes a 6.5m road, with loop or appropriate turning facilities.

It is clear that in this location, the provision of bus service is a key component to making this site accessible, as confirmed in paragraph 2.2.13 of the technical note.

The Bus route, as supplied by the discharge of condition and drawings Bus route Plan P25-2392_DE01__01-4 I is not appropriate.

If the issue relating to the bus loop and turning is not resolved. A highway refusal reason will be prepared.

Additional Bus stop A2102

The Applicant has sought to provide bus stops within the site in accordance with the approved principles established through the Outline Application. The provision of additional bus stops along the A2102 did not form part of the approved highway strategy for the Outline Application. The Applicant therefore does not consider that the provision of additional stops along the A2102 is necessary or justified as part of the current Reserved Matters application.

Noted. Relatively not a big request. But this puts extra emphasis and requirement on suitable bus loops and bus stops being provided within the site.

Traffic calming – vertical deflection

The Applicant does not propose vertical deflection measures as part of the development. Instead, the revised layout incorporates horizontal traffic-calming measures, including build-outs, which are considered sufficient to assist in controlling vehicle speeds whilst maintaining an appropriate route for buses and other vehicles.

Noted.

Traffic calming – straight sections

In response to comments provided, the Applicant has amended the traffic calming measures to include 5no. build outs by plots 26, 44, 59, 66 and 113 and can confirm that no build outs are shown along the bus route. “The proposed build-outs comprise a combination of hardstanding, grass and rain garden areas, with no trees proposed within the immediate vicinity that would prejudice highway visibility or vehicle movements.

Noted.

Car Parking – schedule

A revised car parking schedule has been provided with the submission, identifying the proposed parking provision for each dwelling. The Applicant considers that this addresses the Highway Officer's request and provides a clear basis for assessing the parking provision across the development.

Noted. I am satisfied that the car parking schedule is compliant with the Wiltshire Car Parking standards. The parking schedule can be conditioned alongside the Site Layout.

Car Parking – Layby

The visitor parking bays have been widened to 2.4m and relocated to ensure that they are appropriately separated from the proposed junctions. The Applicant considers that the revised arrangement addresses the Highway Officer's concerns regarding bay width and proximity to junctions.

Noted.

Refuse Vehicle

A revised refuse vehicle tracking plan has been submitted under drawing reference 10466-405-01A. The plan incorporates the amendments requested by the Highway Officer, including an enlarged turning head and revised swept paths. The Applicant considers that the revised tracking demonstrates that the refuse vehicle can satisfactorily manoeuvre within the proposed highway layout.

Drawing not supplied on the Planning Portal. Please supply.

Service margins

Following receipt of the Highway Officer's comments, the Applicant has reviewed the relevant Wiltshire highway guidance together with comparable developments, including

Ashton Park. This review has not identified a general requirement for an 8m minimum carriageway width in the circumstances proposed. The Applicant has therefore retained the proposed 7m-wide shared-surface street. The Applicant considers this width to be appropriate having regard to the function of the street, the anticipated traffic movements and the tracking undertaken in support of the application.

A compromise is proposed, a reduction from previous stated 8m. The minimum for a shared surface street will be 7.5m. 7m is not acceptable. Please amend the drawings accordingly.

There is also visitor car parking in roads 18,19 and 20 this needs re-locating.

Visibility Splays

Revised forward visibility and junction visibility splays have been incorporated into the submission and are shown on drawing ref. 10466-122-01A to 03A. The Applicant considers that the revised layout therefore addresses the Highway Officer's comments in relation to visibility.

I note the visibility splays supplied.

It appears that there are numerous trees in rain gardens, in the visibility splays these need to be removed. Visibility splays across some car parking spaces.

Please supply version of visibility splay with the Site Layout layer, in order all items are visible and can be checked.

No trees within public highway

The Management and Adoption Plan has been revised to remove the trees from the areas proposed for adoption as public highway. The trees themselves have been retained in these locations in response to the Landscape Officer's comments dated 11 May 2026. The revised arrangement therefore seeks to address the Highway Officer's concern regarding trees within the adopted highway whilst retaining the landscape mitigation requested through the landscape review.

I note the trees are now located outside the public highway. This seems satisfactory, subject to the trees not being within visibility splays. Please supply visibility splay drawing with Site Layout layer.

Gradients of 1:100 and drainage

The attenuation areas and associated drainage arrangements have been amended in response to the Highway Officer's comments. The revised proposals incorporate the requested 1:100 gradient, as shown on drawing ref.10466-105-01D to 06D. The Applicant considers that this addresses the comments raised in respect of gradients and drainage.

The drainage issues are picked up as part of the Proposed long sections (Drawings 01D, 02E, 04D, 03D). I note that Road 8 (Drawing 03) still remains 1 in 100. The flat gradient is not a suitable standard for drainage. I would like these points noted and addressed as part of S38. If these matters have knock on implications for planning layouts these matters address now. Potential solutions to address 1:100 gradients include introducing gradients, cambers and, channel blocks. This is not an extensive list of solutions.

Other items

Trees, visibility splays and streetlighting

This issue does not appear to have been addressed. Please provide confirmation that the streetlighting design has considered the location of trees and impact on streetlighting. Please provide a drawing that shows all three items (or layers). Please ensure trees and streetlighting columns are located outside visibility splays. Please ensure trees and streetlighting columns are well located to ensure streetlighting levels are suitable. It appears that in many locations trees will be located in/ or very close to visibility splays. These need issues need to be resolved throughout, particularly in close proximity of junctions. Please provide additional drawings and confirmation.

SUMMARY

Overall, the Applicant has carefully considered the Highway Officer's comments and has amended the proposals where necessary and appropriate, having regard to the comments received from other Council consultees. The revised submission incorporates a number of amendments in response to the matters raised, including revisions to cycle connections, traffic-calming measures, parking provision, refuse vehicle tracking, visibility splays, highway adoption arrangements and site gradients.

The Applicant therefore considers that the revised proposals satisfactorily address the matters raised by the Highway Officer, having regard to the comments of other consultees where appropriate, and that there are no outstanding highway matters preventing the application from being approved.

As detailed above, it is clear that there are still significant highway matters to be resolved. One key item, it is clear that a 6.5m carriageway width for the bus route/loop (with footways) and turning is required. If suitable details do not address this issue a highway objection will be raised. There are also other matters to be resolved, and these are detailed above.

Kind regards,

PAUL GALPIN

Principal Development Control Engineer

Highways Development Management

Highway Comments

Application No: PL/2025/06105

Location: Land at Bowerhill Lane, Bowerhill

Description: Erection of up to 50 No. dwellings and associated works

Comments: 25 September 2026

HDM Officer: Paul Galpin

Introduction

This response will review matters relating to highway and transport issues. I note that a previous highway comment was provided 1st September 2025. This response provided a detailed response on various matters.

I note that this is an outline application, with the site access arrangements to be determined as part of this application.

Key amended details include the Transport Assessment technical addendum and attached drawings. Submissions Reviewed:

- Transport Assessment Addendum – 6 May 2026
- Proposed Site Access arrangements - 24114- GA01 Rev B dated 30.09.2025
- Proposed Pedestrian and Cycle Links to Bowerhill Lane – 24114- GA01 Rev A dated 17.06.2025
- Transport Assessment – July 2025.

Updated NPPF August 2026

It is important to note that the application will be determined against the recently published NPPF August 2026.

Sustainable Transport

It is noted that previously no sustainable transport objection was raised as the site is deemed to be within reasonable access to facilities (Figures 3.1 and Table 3.1 in TA) subject to mitigation. Please note NPPF 2026, S5 (J, i), this application site is considered well-related to an existing settlement and of a scale which can be accommodated taking into account the existing infrastructure.

Footway links to North-West corner of the site

The amended proposals (Proposed Site Access arrangements - 24114-GA01 Rev B dated 30.09.2025) come forward with a pedestrian connection from the north-west corner of the site via Bowerhill Lane to the A365 Bath Road. The desire line for most residents walking west along the A365 is likely to be via the top section of Bowerhill Lane, and it is considered important that a formal route is created through the boundary hedge to the verge to the east of Bowerhill Lane and in front of the farmhouse. This is likely to be desire line for school children at the Melksham Oak School.

This issue has been addressed within the latest site layout plan where a 2m wide footway connection is now shown linking the on-site network of footways through the boundary hedge to Bowerhill Lane. A 2m wide footway then extends north along the eastern verge of the lane to connect with the existing footway that runs east-west along the southern side of the A365 Bath Road. Provision for the ditch will need to be designed accordingly.

Footway along A365

I note that the footway indicates a slight adjustment to the bus layby, these works are contained in the Public Highway. At S278 stage there may need to be slight adjustment if detail matters require.

Footway links to Bowerhill Lane and Hornchurch Road

I note that footway links are shown on drawing Proposed Pedestrian and Cycle Links to Bowerhill Lane – 24114- GA01 Rev A dated 17.06.2025.

Separate Footway into site instead of adjacent to carriageway

I note the footway link opposite 416 Bath Road, the previous highway comments states: "A further length of footpath extending into the site is shown just west of the new access, as opposed to a footway being provided along the west side of the access road. From a future highway adoption perspective, the latter would be preferable, but this is a matter which can be further explored at reserved matters stage"

Site Junction

I note that there has been queries raised relating to the junction selection.

The applicant outlines the case for the 'simple' priority junction layout based on DMRB CD 123 and Figure 2.3.1 (*approximate* levels of provision). It is accepted that based on the weekday ATC daily two-way flow of circa 12,000 that the AADT figure would be <13,000. Whilst the expected number of daily two-way vehicle trips using the new access is expected to be around/ exceed 300.

The operational assessment by the applicant is accepted in determining whether a ghost island type layout is required. It is accepted based on the PICADY9 results in Appendix J of TA that this is not warranted, with the expected delay for drivers turning right from the A365 only 5 seconds in both weekday peak hours. It is also accepted that the straight alignment of the A365 on its eastbound approach would give drivers ample opportunity to see any waiting right turner.

Based on the traffic flows, there is no sufficient justification for a right hand turn 'ghost island' design on capacity grounds or safety grounds.

The accident record at the adjacent Bowerhill Lane junction shows one serious accident 10/02/2025 in the last 5 year period. This accident was a rear shunt, as the vehicle waiting to turn right (V1), the vehicle behind (V2) failed to stop and collided with the rear of V1. It is extremely important to note that the contributory factors of the driver of V2 recorded by the Officer include distraction in/ outside the vehicle and failing to look properly.

With only one recorded accident in the 5 year period, relating to waiting right turners. This would appear to illustrate the accident at the junction was an isolated accident.

It is important to note that the applicant does not have land and the control of frontage to the A365 to provide a ghost right turn lane and associated tapers in delivering a DMRB compliant 'ghost island' priority junction layout.

If the junction type, a priority junction instead of a ghost right hand turn lane island was cited as a reason for refusal, it is considered that it would not be defendable at planning appeal.

Bus stop upgrades

I note in the previous highway comments, no comments related to bus stop upgrades. But as a result of this proposal, two bus shelters, hardstanding's, bus flags, timetable cases and real time passenger information display units will be required adjacent on (Old Loves Farm

stop) Bath Road. This essential to encourage use of public transport in accordance with Core Policy 60 and Core Policy 61.

Conclusion

It is recommended that no highway objection be raised subject to the following obligation and suggested conditions detailed below.

Obligation

A contribution of **£44,000** towards two bus infrastructure including bus shelters, flags, timetable, RTPI units and hardstanding on the adjacent bus stop (Old Loves Farm stop) on Bath Road will be required.

Please note a £4,000 reduction relating to a hardstanding on the south side, has been applied, as the developer will provide this as a result of footway highway works. Costs outlined include:

- 2 RTPI units £20,000
- 2 Bus shelter, flag, timetable case £20,000
- Hardstandings and raised kerbs £4,000
- Will be provided from the Wiltshire Council supplier.

Conditions

Condition 1 – Site Junction details

Notwithstanding the submitted details, no works shall commence on site until full construction details for the priority junction, to include visibility splays (2.4m x 128 East and 2.4m x 136m east), streetlighting designs, treatment of the ditch, has been submitted to and approved by the Local Planning Authority. In accordance with the drawing Proposed Access Arrangement, 24114- GA01 Rev B dated 30.09.2025. The full construction details shall be subject of a Stage 2 Road Safety Audit. Prior to first occupation of any dwelling the new site junction shall be completed in all respects in accordance with the approved details and maintained as such thereafter.

Reason: To ensure that a safe and sufficient sustainable access strategy is provided in compliance with Core Strategy Policy 60, 61 and 62.

Condition 2 – Details of footway A345 Swindon Road and Bowerhill lane

Notwithstanding the submitted details, no works shall commence upon site until the construction details of the footway scheme along A345, adjustment of the layby, footway scheme along Bowerhill Lane, the crossing point towards Hornchurch Road (Proposed Pedestrian and Cycle Links to Bowerhill Lane – 24114- GA01 Rev A dated 17.06.2025), streetlighting designs and provision for the ditch have been submitted to and approved by the Local Planning Authority. In accordance with outline drawing, Proposed Access Arrangement, 24114- GA01 Rev B dated 30.09.2025. The full construction details shall be subject of a Stage 2 Road Safety Audit. Prior to the first occupation of dwellings, the footways and footway connections shall be completed in all respects in accordance with the approved details and maintained as such thereafter.

Reason: To ensure that a safe and sufficient access strategy is provided in compliance with Core Strategy Policy 60, 61 and 62.

Condition 3 - Residential Travel Plan

Prior to the first occupation of the development hereby approved a full residential travel plan shall be submitted and approved. The full travel plan when approved shall be implemented

including the appointment of a travel plan co-ordinator for five years from the date of first appointment.

Reason: In the interests of promoting sustainable patterns of travel to and from the development. compliance with Core Strategy Policy 60, 61 and 62.

Condition 4 - Construction traffic management

No development shall commence on site (including demolition works), until a Construction Management Plan, together with a site plan, has been submitted to and by the Local Planning Authority. The Construction Management Plan shall include, but not be exclusive to the following:

1. the parking of vehicles of site operatives and visitors;

2. loading and unloading of plant and materials;

3. storage of plant and materials used in constructing the development;

4. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;

5. wheel washing facilities;

6. measures to control the emission of dust and dirt during construction;

7. a scheme for recycling/disposing of waste resulting from demolition and construction works; and

8. measures for the protection of the natural environment.

9. hours of construction, including deliveries;

10. pre-condition photo survey of local roads and highway infrastructure;

11. large vehicle routing plan;

12. traffic management plan (including signage drawing(s));

13. number (daily/weekly) and size of delivery vehicles;

14. number of staff vehicle movements;

15. details of temporary/permanent Traffic Regulation Orders

16. construction phasing plan.

The approved Construction Management Plan shall be adhered to in all respects throughout the construction period. The development shall not be carried out otherwise than in accordance with the approved construction method statement without the prior written permission of the Local Planning Authority.

Reason: To minimise detrimental effects of construction upon neighbouring environs in compliance with Core Strategy Policy 62

Draft Heads of Terms for Section 106 Agreement
Site: Land off Corsham Road, Whitley, Melksham, Wiltshire
LPA Reference: PL/2024/09725
Proposal: Outline planning application (with all matters except access reserved) for up to 22 dwellings, new access off Corsham Road, public open space, drainage and associated works
Applicant: Mr Clinton Dicks
Local Planning Authority: Wiltshire Council
Date: 7th October 2026

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1. Introduction

These Draft Heads of Terms set out the planning obligations proposed to be secured through a Section 106 Agreement pursuant to Section 106 of the Town and Country Planning Act 1990 (as amended), in connection with the above development proposal.

The obligations reflect discussions with Wiltshire Council and are subject to refinement and agreement prior to completion of the formal Section 106 Agreement.

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2. Affordable Housing

- **Provision:** 40% of the total number of dwellings to be provided as affordable housing.
- **Tenure mix and type:** To be agreed with the Council's Affordable Housing Officer at Reserved Matters stage, in accordance with the Council's adopted affordable housing policies and SPD.
- **Delivery:** Affordable housing units to be provided on-site and transferred to a Registered Provider approved by Wiltshire Council.
- **Occupation:** Affordable dwellings to remain affordable in perpetuity, subject to the provisions of the Housing Act 1985 and 1988.

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3. Public Open Space and Public Rights of Way

- **Kissing Gates Contribution:**
  £1,900 towards the installation of two kissing gates in the vicinity of the site, to improve public access.
- **Public Right of Way (MELW85) Contribution:**
  £2,150 towards drainage improvements at Public Right of Way MELW85.
- **Provision and future maintenance of an unequipped area of Play within the site:** to be laid out prior to occupation of an agreed proportion of the dwellings and maintained thereafter by a management company
- **Off-Site Sports Contribution**: £5,192 (£236 per dwelling)

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4. Transport and Highways

- **Bus Stop Improvements Contribution:**
  £25,000 towards improvements to the two existing bus stops serving Corsham Road, to include new shelters, raised kerbs and real-time information displays, as appropriate.
- **Waste and Recycling Contribution:**
  £2,222 towards the provision of household waste and recycling containers for the new dwellings.
- Provision of a new adoptable pavement linking the site frontage with the wider pedestrian network on Corsham Road.
- Provision of a new pedestrian crossing on Corsham Road to an adoptable standard, including all associated highway works, to satisfy Policy 7.5(15) of the Melksham Without Neighbourhood Plan 2.
- Provision of vehicular, pedestrian and cycle access from Corsham Road in accordance with Policy 7.5(13) of the Melksham Without Neighbourhood Plan 2.

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5. Indexation and Payment Triggers

- All financial contributions to be index-linked from the date of the Section 106 Agreement to the date of payment using the relevant indices (e.g. BCIS or CPI as appropriate).
- Payment triggers to be agreed, but generally expected to be:
  - 50% prior to occupation of the 10th open market dwelling; and
  - 50% prior to occupation of the final open market dwelling, unless otherwise agreed with the relevant service provider.

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6. Legal and Administrative Provisions

- The developer to pay the Council's reasonable legal and monitoring fees associated with the preparation, execution, and monitoring of the Section 106 Agreement.
- The obligations shall bind the land and be enforceable by Wiltshire Council as Local Planning Authority.
- The Section 106 Agreement will include standard clauses relating to notices, mortgagee exclusion, and variation/discharge under Section 106A of the Act.

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7. Summary of Financial Obligations

Obligation	**Amount**	**Recipient / Purpose**
BNG Monitoring Fee	£12,000	Wiltshire Council
Waste & Recycling Containers	£2,222	Wiltshire Council – waste services

Obligation	Amount	Recipient / Purpose
Kissing Gates	£1,900	Public access improvements
PROW MELW85	£2,150	Drainage and path improvements
Affordable Housing	40%	On-site provision
Bus Stop Improvements	£25,000	Highways/transport
Off Site Sports Contribution	£5,192	Wiltshire Council
Total (excluding affordable housing)	**£48,464**	—

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9. Next Steps

These Heads of Terms are provided for discussion and agreement with Wiltshire Council prior to the drafting of the formal Section 106 Agreement by the Council's Legal Services team.

Teresa Strange

From: Teresa Strange
Sent: 12 October 2026 14:09
To: Richard Miller
Cc: Francis, Claire; Nick.Holder@wiltshire.gov.uk; Griffin, Andrew; Fiona Dey
Subject: Request from Wiltshire Air Ambulance regarding risk to aircraft from construction cranes and high buildings on approach to air base
Attachments: Large map of East of Melksham with major developments.pdf

Hi Rich
Hope all is good with you……
I will look into this and see who best to contact at Wiltshire Council.
In the meantime, I will submit to the planning portal for the planning applications we are aware of in that area, which is Gompels warehouse which has outline permission but not yet the detailed bits, and Old Loves Farm also off Bowerhill Lane, which is awaiting decision; so it can be taken into account for any Construction Management Plans. It might be appropriate for the one still to be decided adjacent to Melksham Oak as well. We have a "blob" map, which may be useful, just showing their general areas.
I will also send to the project team for the forthcoming planning application for the new Wiltshire Council depot at Bowerhill Industrial Estate – on the old Christie Miller sports centre site.

I will keep you posted, but in the meantime, at least it will be flagged with the relevant planning officers. I have also copied in the relevant Wiltshire Councillors for those wards:
Cllr Nick Holder – Bowerhill
Cllr Andrew Griffin – Melksham Without West and Rural – where your operational base is located.

Claire, I don't think this is for you, as the previous contact was related to the potential bird strikes, I was going to try Gary Collins, head of Development Management for planning applications, Building Control for general building work, and spatial planning for something in the Local Plan scoping consultation. Any advice appreciated.

With kind regards, Teresa

Teresa Strange
Clerk & Responsible Financial Officer
Melksham Without Parish Council
First Floor
Melksham Community Campus
Market Place, Melksham
Wiltshire, SN12 6ES
01225 705700
www.melkshamwithout-pc.gov.uk

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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Please be aware that information contained in this email may be confidential and that any use you make of it which breaches the common law protection may leave you personally liable. Our privacy notice can be found **HERE**.
We do not guarantee that any email is free of viruses or other malware.

From: Richard Miller <richard.miller@wbairambulance.org.uk>
Sent: 12 October 2026 13:36
To: Francis, Claire <Claire.Francis@wiltshire.gov.uk>; Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Subject: Re: Planning application for Gompels warehouse, A365 Bowerhill - Wiltshire Air Ambulance comments?

Hi Claire/Teresa

Hope this email finds you both well?

We are currently developing a PINS (Point in Space) approach for our operational base at Semington. Subject to approval, this would allow our aircraft to return to base in marginal weather conditions, within the approved operating minima.

We are particularly concerned about the eastern approach to the base, immediately south of Bowerhill Industrial Estate, where future building developments or the temporary use of cranes could present potential obstacles.

Could you please advise whether it would be possible to register our airfield as an aviation safeguarding interest with Wiltshire Council, so that we can be notified or consulted on relevant planning applications and proposed developments in the vicinity?

As an initial point of discussion, we would like to explore a notification area extending approximately one mile from the base, with particular attention to the eastern approach corridor. We would welcome advice on whether this could be recorded on your planning system and whether any formal safeguarding arrangements would be required.

We would also appreciate guidance on how best to establish a notification process for temporary cranes and other tall construction equipment, particularly at Bowerhill Industrial Estate, as these activities may not always be covered by separate planning applications.

We are keen to work proactively with the council, local developers and contractors to ensure that potential obstacles are identified at an early stage and assessed against the requirements of the proposed approach.

Many thanks and hope to hear from you shortly.

Rich

Richard Miller
Safety & Operations Manager

WILTSHIRE +BATH AIR AMBULANCE

Safety is No Accident

T: 01380 819306
M: 07552 233149
https://www.wiltshirebathairambulance.org.uk/get-involved/events

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From: Richard Miller <richard.miller@wbairambulance.org.uk>
Sent: Friday, March 20, 2026 07:29
To: Francis, Claire <Claire.Francis@wiltshire.gov.uk>; Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Subject: Re: Planning application for Gompels warehouse, A365 Bowerhill - Wiltshire Air Ambulance comments?

Super thanks Claire, any kind of awareness, mitigation, education is always a good starting point for us.

Appreciate the support.

Take care

Rich

Richard Miller
Safety & Operations Manager

WILTSHIRE +BATH AIR AMBULANCE

Safety is No Accident

T: 01380 819306
M: 07552 233149
Outmarsh, Semington, Wiltshire, BA14 6JX
Charity Number 1144097

From: Francis, Claire <Claire.Francis@wiltshire.gov.uk>
Sent: Friday, March 20, 2026 07:26

Teresa Strange

From: Teresa Strange
Sent: 19 October 2026 15:30
To: Planning Committee
Cc: Fiona Dey; Marianne Rossi
Subject: FW: Planning City, Town and Parish Council Forum

Dear Planning Committee and Officers
Please see below, please register directly if you would like to attend.
I will add to the agenda for next week's Planning agenda so we can brainstorm any questions.
All the best, Teresa

From: Sally Canter <Sally.Canter@wiltshire.gov.uk>
Sent: 14 October 2026 11:25
Cc: Janine Mead <Janine.Mead@wiltshire.gov.uk>
Subject: Planning City, Town and Parish Council Forum

Dear City/Town and Parish Councils

We are delighted to invite you to the annual Planning City, Town and Parish Council Forum, which will be held online on Tuesday 17 November, from 5.00pm to 6.30pm. As the event is being held virtually, there is no restriction on the number of people who can attend, however it is essential that you register your interest with Janine.mead@wiltshire.gov.uk so that you can be sent the link to the meeting.

The agenda is currently being finalised, but sessions are expected to include:

- The New National Scheme of Delegation
- Wiltshire's Local Nature Recovery Strategy: What Does It Mean for Neighbourhood Plans?
- Planning Enforcement
- Section 106 Agreements and the Community Infrastructure Levy (CIL)
- Question and Answer Session

To help us make the event as useful as possible, we would be grateful if any specific questions could be submitted in advance when booking your place.

We look forward to seeing you at the online forum.

Kind regards
Sally

Sally Canter
Head of Building Control, Planning Improvement and Support Services
Planning, Economy and Climate

Wiltshire Council

Planning Tel: 0300 456 0114
Email: sally.canter@wiltshire.gov.uk

Teresa Strange

From: Amanda Hall <Amanda.Hall@wiltshire.gov.uk>
Sent: 15 October 2026 08:14
To: nick.holder@wiltshire.gov.uk; Teresa Strange
Subject: AGR3829 Pathfinder Way Bowerhill Melksham - S278 works

Good morning

I have received confirmation that all remedial works have been completed for the above S278 works, and I have now requested that a Final Certificate of Adoption is issued to the Developer.

It is now anticipated that the Developers will turn their attention to the completion of the outstanding works on the residential development site, and completing the Section 38 Agreement.

Regards

Amanda

Amanda Hall IENG FIHE, MICE
Highways Development Management Engineer Level 3

Wiltshire Council

Trowbridge, BA14 8JN

01225 712522

amanda.hall@wiltshire.gov.uk
www.wiltshire.gov.uk

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NOTES OF MEETING WITH WOODSTOCK HOMES
ON WEDNESDAY 21ST OCTOBER AT 10.30AM
LAND AT LOVES FARM, BATH ROAD (pre-app)

Present: Councillor Richard Wood (Chair)
Councillor Alan Baines
Councillor Mark Harris
Councillor David Pafford

Wiltshire Councillor Nick Holder

Teresa Strange, Clerk (on Zoom)
Fiona Dey, Parish Officer

Helena Taylor- Senior Planning Manager, Woodstock Homes
Harry Landers - Senior Land and Planning Manager, Woodstock Homes

1 Proposal and planning context

Woodstock outlined proposals for up to 40 homes on a 1.98-hectare site, with access from Bath Road (A365), public open space, play provision, orchard or woodland planting, ecological buffers and sustainable drainage. The initial offer was 30% affordable housing and at least 10% on-site biodiversity net gain.

It was hoped that the outline planning application would be submitted before the end of the year. The site had also been submitted to the Local Plan 'call for sites' process.

Key concern: Members wanted coordinated development and infrastructure, rather than isolated housing schemes.

Wiltshire Councillor Holder reported 12 developments under consideration around Bowerhill, including ten housing proposals, with little construction yet underway. Neighbouring proposals included Hannick's 205 homes and 47 homes at Old Loves Farm.

It was noted that developer engagement did not imply Parish Council support for the proposal.

2 Affordable housing and housing mix

Members sought 40% affordable housing and a mix (type and tenure) reflecting the Melksham Housing Needs Assessment, particularly smaller, affordable homes. Bungalows, including open market, were also requested. Woodstock had not settled the housing mix and agreed to consider the affordable housing request.

The Clerk clarified that the Neighbourhood Plan did not specify a fixed 40% requirement. This had reflected the withdrawn emerging Local Plan and remained the Parish Council's aspiration; Woodstock's 30% offer was based on the adopted Core Strategy.

3 Highway safety and access

Key concern: The combined effect of multiple accesses on the A365. Members highlighted dangerous overtaking, collisions, HGV movements and recorded speeds exceeding 100 mph in the 30 mph area, particularly leaving Melksham.

Members questioned the proposed entrance near the Old Loves Farm access opposite and effects on nearby cottages. They sought a holistic A365 review and urged Woodstock to explore access through Hannick's development using its proposed roundabout. The detailed junction design remained unresolved.

Follow up: Woodstock to refer these concerns to its transport consultant and report back on speed, visibility, collision data and scenarios involving neighbouring developments.

4 Walking links and outline controls

Members sought direct walking links to neighbouring development and the school. Without a continuous footway on the north side of Bath Road, children could otherwise need to cross the A365 twice.

Woodstock agreed to investigate links, subject to ecological and engineering constraints, including hedgerows and a brook.

Members highlighted that Hannick, the developer of the site to the west, was also promoting a site to the east. They would like links to the west also considered.

The Clerk requested outline parameter plans securing connectivity and building heights. Woodstock said heights would normally be included and agreed to consider connectivity.

5 Landscape play space and management

Woodstock proposed retaining hedgerows, ecological buffers and a dark corridor, with a drainage pond to the north. Members wanted the existing woodland and orchard strip retained as an accessible community asset; Woodstock said public access depended on ecological advice.

Key concern: Play provision must be useful and coordinated with neighbouring schemes. Members opposed token provision that would increase pressure on other play areas. The Clerk suggested enhanced informal play, such as a trim trail, and supplied the Parish Council's standard developer requests.

A management company was envisaged for open space. Members requested early involvement in Section 106 discussions. No Parish Council adoption of facilities was agreed. Woodstock was directed to the Melksham Design Guide and asked to consider the setting of listed Old Loves Farm.

6 Energy construction and delivery

Woodstock proposed air source heat pumps, solar panels, household EV charging, improved insulation and water-saving fittings. Councillor Harris sought more solar panels and battery storage as standard. Woodstock noted the request but made no battery commitment. Overheating and construction methods were also discussed.

Woodstock confirmed its intention to purchase and build the site, with Helena and Harry remaining the contacts. It targeted an outline submission before Christmas 2026; Wiltshire Council's pre-application response was outstanding. No construction start date was confirmed.

7 Consultation and formal response

Leaflets had reached approximately 280 households and nine responses had been received. The Council had promoted the consultation and directed residents to respond to Woodstock directly.

Consultation closes on 26 October. Woodstock agreed to accept the Parish Council's response by email on 27 October, following the Planning Committee meeting on the evening of 26 October 2026.

Meeting closed at 11:40am



Land at Loves Farm, Bath Road Melksham

Woodstock Homes are a privately-owned developer based in Westbury on Trym, Bristol, with a proven track record of delivering high-quality new homes and an established regional reputation. We are currently preparing proposals for an Outline Planning application which would look to deliver:

- Up to 40 high quality new homes across a range of sizes and tenures.
- Affordable housing with at least a policy compliant provision of 30%.
- Public Open Space including some play provision, woodland/community orchard planting and ecological areas.
- Primary vehicle access to the site from Bath Road.
- Planting mixes and landscaping designed to help support biodiversity and provide a Biodiversity Net Gain.

We invite you to look at our proposal and provide us with your comments prior to the submission of our application.

Comments are appreciated by the 26th October

Please visit our consultation website via the QR code, or alternatively on:
https://melksham.devpr.co.uk/

WOODSTOCK
STRATEGIC

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